

APPENDIX 2

Kildare National Roads Design Office



N81 Tallaght to Hollywood Cross Traffic Volume Assessment Report



Wicklow Co. Council



South Dublin Co. Council



Kildare Co. Council

Document Control Sheet

Project Name: *N81 Tallaght to Hollywood Cross*

NRA Project Ref. No. *KE-07-370*

Project Phase: *Phase 1 – Overall Project Planning*

Report Title: *Traffic Volume Assessment Report*

Doc Location: *N:\Projects\N0159\Feasibility Study N81\Traffic Volume Assessment Report 6_11_07.doc*

Date of Issue: *April 2008*

Issued for: *Final*

Revision: *02*

| Revision | Issued for | Prepared by | Checked by | Approved by |
|----------|------------|------------------------|------------|--------------|
| 02 | Final | C. Hoban, C. de Brí | C. Hoban | J. Coppinger |
| | | Date: | Date: | Date: |

Table of Contents

1. NRA TRAFFIC VOLUMES
 2. KCCNRDO TRAFFIC VOLUMES
 3. FUTURE TRAFFIC FORECASTS
- APPENDIX A NRA TRAFFIC VOLUMES
- APPENDIX B.1 KCCNRDO TRAFFIC VOLUMES:
LOCATION 1 SAGGART
- APPENDIX B.2 KCCNRDO TRAFFIC VOLUMES:
LOCATION 2 BRITTAS
- APPENDIX B.3 KCCNRDO TRAFFIC VOLUMES:
LOCATION 3 KILBRIDE
- APPENDIX B.4 KCCNRDO TRAFFIC VOLUMES:
LOCATION 4 BLESSINGTON
- APPENDIX B.5 KCCNRDO TRAFFIC VOLUMES:
LOCATION 5 VALLEYMOUNT
- APPENDIX B.6 KCCNRDO TRAFFIC VOLUMES:
LOCATION 6 BALLYMORE EUSTACE
- APPENDIX B.7 KCCNRDO TRAFFIC VOLUMES:
LOCATION 7 HOLLYWOOD
- APPENDIX C EXPANSION FACTORS
- APPENDIX D NRA FUTURE TRAFFIC FORECAST

1. NRA Traffic Volumes

The Average Annual Daily Traffic (AADT) of every National route is available in the *RT* series of documents which are available on the NRA website. Each route is divided up into sections and the AADTs are recorded at different points along the route. *Table 1* below lists the NRA traffic volumes for the relevant sections along the N81 road. The locations which apply to this Feasibility Study are Brittas, Kilbride, Blessington & Hollywood. The percentage of Heavy Commercial Vehicles (HCV's) which were recorded using this route are shown in brackets in *Table 1*.

| Section | RT590 2000 AADT | RT600 2001 AADT | RT610 2002 AADT | RT620 2003 AADT | RT630 2004 AADT |
|-------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Brittas | 8619 (23%) | 9144 (17.3%) | 9503 (17.25%) | 9067 (19.6%) | 9520 (17.3%) |
| Kilbride | 9143 (26%) | 9699 (19.5%) | 10079 (19.5%) | 11061 (19.5%) | 11646 (19.5%) |
| Blessington | 12318 (9%) | 13070 (6.8%) | 13581 (6.75%) | 14904 (6.8%) | 15692 (6.8%) |
| Hollywood | 4545 (13%) | 4824 (9.8%) | 5009 (9.75%) | 3544 (10.6%) | 3723 (9.8%) |

Table 1: NRA Traffic Volumes for N81 between Tallaght & Hollywood Cross

2. KCCNRDO Traffic Volumes

Traffic counts were carried out by Kildare County Council National Roads Design Office (KCCNRDO) on seven separate junctions along the N81 route between Tallaght and Hollywood Cross. The instrument used was the Metrocount 5600 Series Roadside Unit and were set up as shown in *Figure 1*. The roadside units were set up at designated locations and left to record three 24-hour weekday traffic counts. This was done for each of the seven different junctions.

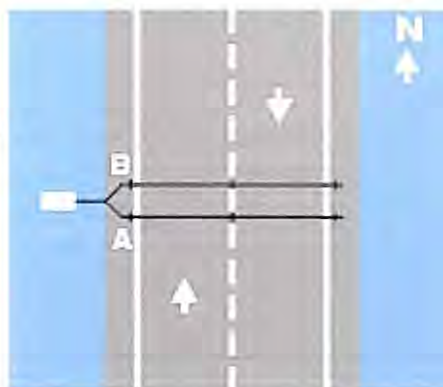


Figure 1: MetroCount 5600 Series Roadside Unit and Typical Layout

Traffic travelling at speeds of 10km/h to 160km/h across 12 classifications of vehicles (see Table 2) were recorded by the roadside units and the data obtained was analysed with the MetroCount Traffic Executive v3.1.










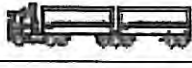

| Axles | Groups | Description | Class | | Parameters | Dominant Vehicle |
|-----------|--------|--|-------|----|---|---|
| 2 | 1 or 2 | Very Short Bicycle or Motorcycle | MC | 1 | $d(1) < 1.7m$ & axles=2 |  |
| 2 | 1 or 2 | Short Sedan, Wagon, 4WD, Utility, Light Van | SV | 2 | $d(1) \geq 1.7m$, $d(1) \leq 3.2m$ & axles=2 |  |
| 3, 4 or 5 | 3 | Short - Towing Trailer, Caravan, Boat, etc. | SVT | 3 | groups=3, $d(1) \geq 2.1m$, $d(1) \leq 3.2m$, $d(2) \geq 2.1m$ & axles=3,4,5 |  |
| 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 |  |
| 3 | 3 | Three Axle Articulated Three axle articulated vehicle or Rigid vehicle and trailer | ART3 | 7 | $d(1) > 3.2m$, axles=3 & groups=3 |  |
| 4 | >2 | Four Axle Articulated 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 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 Axle Articulated 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 B-Double or Heavy truck and trailer | BD | 11 | groups=4 & axles>6 |  |
| >6 | >=5 | Double or Triple Road Train Double road train or Heavy truck and two trailers | DRT | 12 | groups>=5 & axles>6 |  |

Table 2: MetroCount 5600 Series, Vehicle Classification

Appendix B contains the results obtained from the traffic counters. These results were factored to find the Annual Average Daily Traffic (AADT) for each road. The source of this factor is Table 1A from RT201 Expansion Factors for Short Period Traffic Counts

published by An Foras Forbartha Teoranta (see Appendix C). For the study of the N81 between Tallaght and Hollywood Cross, each road was considered an “Urban Commuter Route” and the counts took place at different 3-day stages between July and November 2007. Hence, various expansion factors were applied to the different counts, depending on what month they were recorded. *Table 3* below shows the calculated AADT’s and percentage HCV’s using the roads.

| Traffic Counter | Route | AADT _{avg} | %HCV’s |
|-----------------|---------------------------|---------------------|--------|
| 1.1 | N81 Tallaght Rd | 19767 | 12.65% |
| 1.2 | N81 Blessington Rd | 9352 | 7.52% |
| 1.3 | N82 Saggart Rd | 10725 | 21.70% |
| 2.1 | N81 Blessington Rd | 14190 | 12.73% |
| 2.2 | Brittas Road | 2779 | 17.08% |
| 2.3 | N81 Dublin Rd | 12199 | 19.09% |
| 2.4 | Lugmore Road | 967 | 8.65% |
| 3.1 | N81 Blessington Rd | 12113 | 13.79% |
| 3.2 | R759 Kilbride Rd | 1367 | 14.09% |
| 3.3 | N81 Dublin Rd | 12516 | 13.70% |
| 3.4 | Kilteel Rd | 106 | 13.97% |
| 4.1 | R410 Naas Rd | 4796 | 14.94% |
| 4.2 | N81 Dublin Rd | 12303 | 13.43% |
| 4.3 | N81 Baltinglass Rd | 7796 | 12.06% |
| 4.4 | Blessington Lakes Road | 3127 | 7.83% |
| 4.5 | N81 Blessington Relief Rd | 2822 | 9.34% |
| 5.1 | N81 Dublin Rd | 5584 | 11.98% |
| 5.2 | N81 Baltinglass Rd | 7986 | 13.09% |
| 5.3 | R758 Valleymount | 1936 | 10.02% |
| 6.1 | N81 Dublin Rd | 6697 | 18.84% |
| 6.2 | N81 Dublin Road | 7138 | 14.38% |
| 6.3 | Hollywood Rd | 558 | 6.42% |
| 6.4 | Ballymore Rd | 1220 | 10.94% |
| 7.1 | N81 Baltinglass Rd | 5744 | 16.28% |
| 7.2 | Hollywood Rd | 2429 | 10.74% |
| 7.3 | N81 Blessington Rd | 5735 | 10.96% |
| 7.4 | Dunlavin Rd | 1977 | 17.83% |

Table 3: AADT’s and % HCV’s

Drawing NRO159/110/09 shows the calculated AADT’s as per the different locations.

3. Future Traffic Forecasts

Table 4 shows the predicted AADT's for the same locations for the year 2024 - assuming the Road Improvement Scheme opens in 2009 and the new road having a 15 year lifespan. These figures were calculated using the NRA traffic growth figures, as shown in Appendix D.

| Traffic Counter | Route | AADT ₂₀₀₇ | Factor | AADT ₂₀₂₄ |
|-----------------|------------------------|----------------------|--------|----------------------|
| 1.1 | N81 Tallaght Rd | 19767 | 1.4065 | 27802 |
| 1.2 | N81 Blessington Rd | 9352 | 1.4065 | 13154 |
| 1.3 | N82 Saggart Rd | 10725 | 1.4065 | 15085 |
| 2.1 | N81 Blessington Rd | 14190 | 1.4065 | 19958 |
| 2.2 | Brittas Road | 2779 | 1.2072 | 3355 |
| 2.3 | N81 Dublin Rd | 12199 | 1.4065 | 17158 |
| 2.4 | Lugmore Road | 967 | 1.2072 | 1167 |
| 3.1 | N81 Blessington Rd | 12113 | 1.4065 | 17037 |
| 3.2 | R759 Kilbride Rd | 1367 | 1.2072 | 1650 |
| 3.3 | N81 Dublin Rd | 12516 | 1.4065 | 17604 |
| 3.4 | Kilteel Rd | 106 | 1.2072 | 128 |
| 4.1 | R410 Naas Rd | 4796 | 1.2072 | 5790 |
| 4.2 | N81 Dublin Rd | 12303 | 1.4065 | 17304 |
| 4.3 | N81 Baltinglass Rd | 7796 | 1.4065 | 10965 |
| 4.4 | Blessington Lakes Road | 3127 | 1.2072 | 3775 |
| 4.5 | Blessington Relief Rd | 2822 | 1.2072 | 3407 |
| 5.1 | N81 Dublin Rd | 5584 | 1.4065 | 7854 |
| 5.2 | N81 Baltinglass Rd | 7986 | 1.4065 | 11232 |
| 5.3 | R758 Valleymount | 1936 | 1.2072 | 2337 |
| 6.1 | N81 Dublin Rd | 6697 | 1.4065 | 9419 |
| 6.2 | N81 Dublin Road | 7138 | 1.4065 | 10040 |
| 6.3 | Hollywood Rd | 558 | 1.2072 | 674 |
| 6.4 | Ballymore Rd | 1220 | 1.2072 | 1473 |
| 7.1 | N81 Baltinglass Rd | 5744 | 1.4065 | 8079 |
| 7.2 | Hollywood Rd | 2429 | 1.2072 | 2932 |
| 7.3 | N81 Blessington Rd | 5735 | 1.4065 | 8066 |
| 7.4 | Dunlavin Rd | 1977 | 1.2072 | 2387 |

Table 4: AADT's predicted for the year 2024

Drawing NRO159/110/10 shows the predicted AADT's for 2024 as per the different locations.

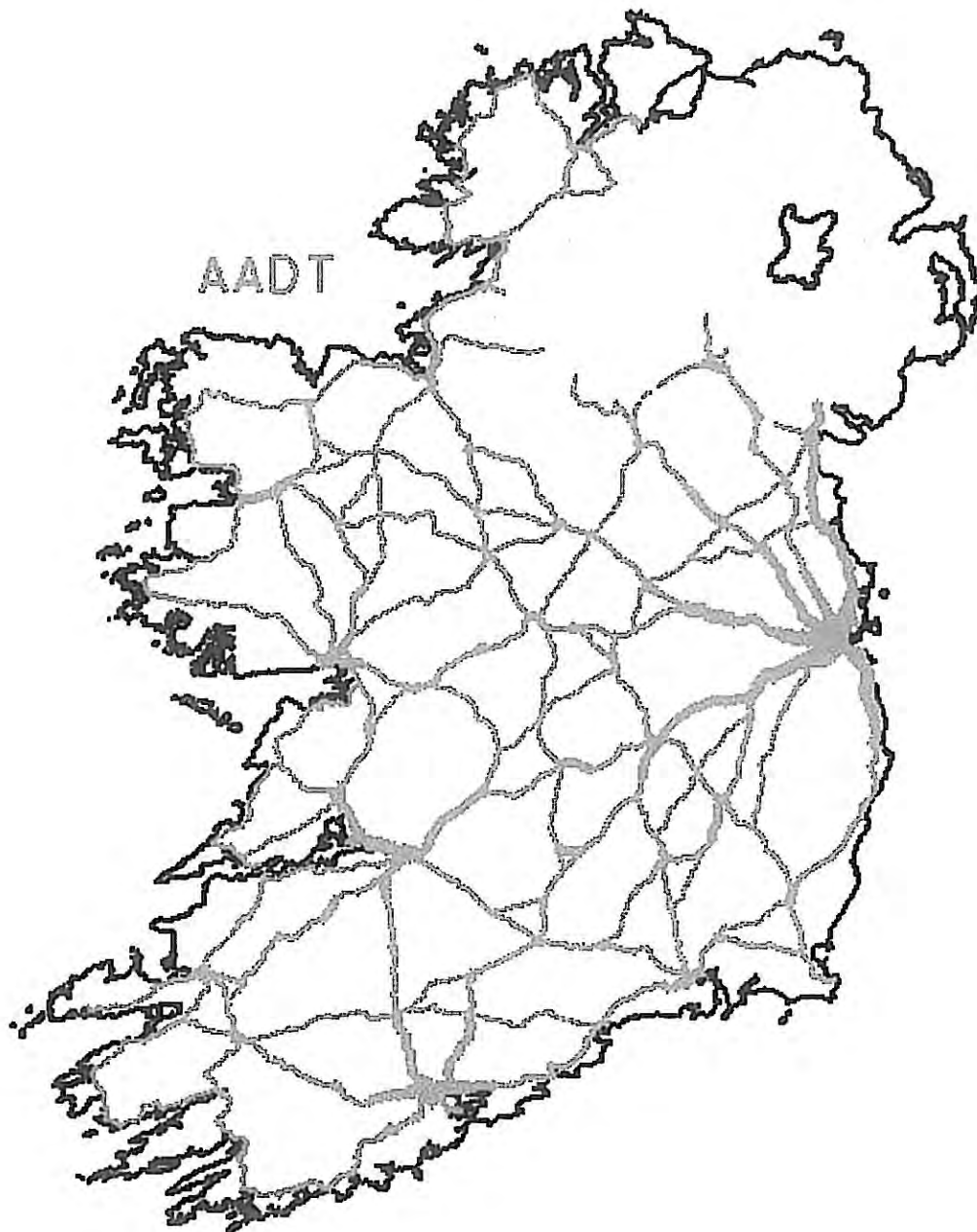
The traffic counts carried out by Kildare National Road Design Office have shown that the AADT for the N81 is in excess of 12,000 north of Blessington and an AADT of 7,000 to the south of Blessington. As these AADT figures are likely to increase further with rising population and development in both Baltinglass, Blessington and their environs, table 4 TD 9/07 Volume 6 of the NRA Design Manual for Roads and Bridges would indicate that a

category Type 3 Dual or above is required north of Blessington and a standard single to the south of Blessington.

APPENDIX A

NRA Traffic Volumes

NATIONAL ROADS AND TRAFFIC FLOW 2000



ROAD LOCAL SECTN MILES DESCRIPTION OF ESTIMATE A
 SECT- AUTH- LENTH UP TO STARTING POINT 2000 % G
 ION ORITY HILES THIS OF THE SECTION AADT HCV E

ROAD LOCAL SECTN MILES DESCRIPTION OF ESTIMATE A
 SECT- AUTH- LENTH UP TO STARTING POINT 2000 % G
 ION ORITY HILES THIS OF THE SECTION AADT HCV E

ROUTE N 80 (CONTINUED)

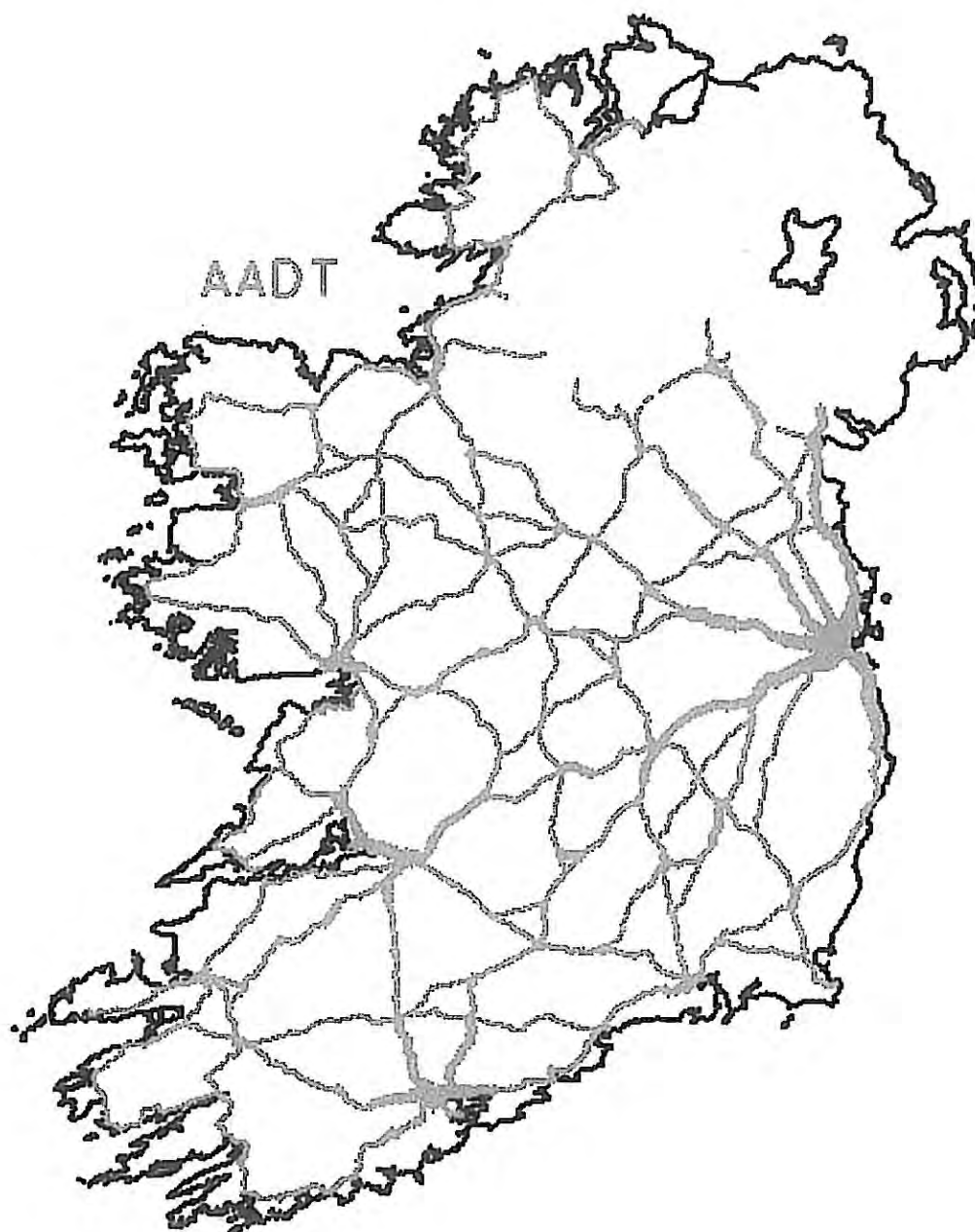
2/1A WEXFD 1.71 7.22 T JN RHS TO CLOHAMON 6126 19% 1
 ENTER BUNCLODY
 3/1 *CARLO 2.97 8.93 CR WITH L32 4638 21% 1
 END BUNCLODY
 4/1 CARLO 4.67 11.90 T JN LHS L33 4452 23%
 5/1A CARLO 5.33 16.57 T JN RHS WITH N81 3885 22% 2
 6/1A CARLO 5.35 21.90 COMPLEX JN AT PUB 6023 14% 2
 ENTER CARLOW
 7/1 *CARLO 0.68 27.25 JN TO TULLOW L31 11514 12% 3
 8/1 *CARLO 0.62 27.93 ST 30 SL SE CARLOW 10031 11% 1
 8/4 *CARLO 0.00 28.55 ROUTE FOLLOWS N9-13/3 0 0%
 8/5 *CARLO 0.26 28.55 JN N9 & KENNEDY AV 10031 11% 1
 9/1 *CARLO 0.69 28.81 JN KENEDY AV & KENEDY ST10767 7% 1
 END CARLOW
 10/1 LAOIS 8.30 29.50 END 30 SL NW CARLOW 3030 11%
 12/1A LAOIS 6.93 37.80 JN WITH N78 2901 13% 2
 ENTER STRADBALLY
 13/1 *LAOIS 5.26 44.73 JN TO ATHY L109 5266 13% 3
 END STRADBALLY
 14/1 LAOIS 1.32 49.99 CR TO ABDEYLEIX,R425 4760 12%
 ENTER PORTLAOISE
 15/ *LAOIS 0.43 51.31 JN @ CHURCH R445 20466 8% 2
 16/1 *LAOIS 0.10 51.74 RO R922 21441 6% 2
 17/ *LAOIS 0.67 51.84 RO MARKET SQ R445 13047 9% 3
 END PORTLAOISE
 18/1 LAOIS 4.33 52.51 END SL N PORTLAOISE 7113 13%
 19/1 LAOIS 0.73 56.84 T JN LHS L147 5893 14% 4
 ENTER MOUNTMELICK
 20/1 *LAOIS 0.78 57.57 ST 30 SL S MOUNTMELICK 4871 8%
 21/1 *LAOIS 0.52 58.35 JN TO PORTUMNA L116 4115 15% 3
 END MOUNTMELICK
 22/1 LAOIS12.81 58.87 END 30 SL NW MOUNTMELIC 4586 15% 2
 ENTER TULLAMORE
 23/1 *OFALY 0.55 71.68 ST 30 SL SE TULLAMORE 9529 10% 1
 24/1 *OFALY 0.00 72.23 ROUTE FOLLOWS N52-13/1 0 0%
 25/1 *OFALY 0.92 72.23 CR, CENTRE TULLAMORE,N52 5319 6% 3
 END TULLAMORE
 26/1 OFALY 5.75 73.15 END 40 SL NW TULLAMORE 4925 11% 3
 ENTER CLARA
 27/1 *OFALY 0.39 78.90 ST 30 SL SE CLARA 4572 9% 3
 28/1 *OFALY 0.37 79.29 JN WITH L113 4626 8% 3
 END CLARA
 29/1 OFALY 5.99 79.66 END 30 SL NW CLARA 3236 12% 2
 ENTER HOATE
 END OF ROUTE : ROUTE ENDS JN WITH N6

ROUTE N 81

BUNCLODY(JN WITH N80) - TULLOW - BLESSINGTON - DUBLIN

START OF ROUTE : ROUTE STARTS JN WITH N80
 1/1 CARLO 4.48 0.00 JN WITH N80 2724 13% 2
 ENTER TULLOW
 2/1 *CARLO 0.57 4.48 ST 40 SL S TULLOW 2693 15% 1
 3/1 *CARLO 0.50 5.05 JN L31 TO CARLOW 9915 9% 3
 END TULLOW
 4/1 CARLO 6.30 5.55 END 30 SL N TULLOW 1952 13% 1
 5/1 CARLO 4.07 11.85 T JN R726 TO CARLOW 2200 12% 2
 ENTER BALTINGLASS
 6/1 *WIKLO 6.37 15.92 CR TO KILTEGAN 3119 11%
 END BALTINGLASS
 7/1 WIKLO 5.93 22.29 T JN LHS DUNLAVIN L19 3175 21%
 8/1 WIKLO 6.54 28.22 CR TO HOLLYWOOD L107 4545 13%
 ENTER BLESSINGTON
 9/1 *WIKLO 4.10 34.76 Y JN LHS TO NAAS L181 12318 9%
 END BLESSINGTON
 10/1A WIKLO 1.78 38.86 JN MANOR KILBRIDE L161 9143 26%
 11/1 SODUB 3.30 40.64 Y JN RHS L199 @ BRITTAS 8619 23% 3
 12/1 SODUB 1.72 43.94 Y JN TO SAGGART,END N82 18360 14% 3
 ENTER TALLAGHT BYPASS
 13A *SODUB 1.02 45.66 T @ CHEEVERSTOWN RD 37689 9% 1
 END TALLAGHT BYPASS
 13B SODUB 0.18 46.68 TS T BELGARD RD, R113 44236 9% 3
 13C SODUB 0.98 46.86 TS X OLDBAWN RD, R113 30664 8% 1
 13D SODUB 0.39 47.84 RO TO TYMON & TALLAGHT 46214 9% 3
 14/1 SODUB 0.57 48.23 RO @ FIRHOUSE,MEET N50 56864 8% 4
 15/1 SODUB 0.42 48.80 RO SPAWELL,WELLINGTN LA 43110 7% 4
 16/ SODUB 0.33 49.22 TS X @ TEMPLEOGUE BR 28515 10% 4
 ENTER DUBLIN
 17A *DUBBO 0.11 49.55 BORO BDY IN TEMPLEOGUE 18851 10% 2
 17B *DUBBO 0.20 49.66 TS TEMPLEVILLE/DODDER V.12604 5% 5
 18/ *DUBBO 0.81 49.86 TS T FORTFIELD RD 16523 5%
 19/ *DUBBO 0.64 50.67 TS @ TERENCE CROSS 17998 5%
 20/ *DUBBO 0.53 51.31 TS @ JN KENILWORTH PK 14239 6%
 21/ *DUBBO 0.25 51.84 TS @ Y KIMMAGE RD LR 19789 3%
 22/ *DUBBO 0.19 52.09 ON CLANBRASSIL ST UP 26748 3%
 23/ *DUBBO 0.48 52.28 ON CLANBRASSIL ST LR 21045 5% 1
 24/ *DUBBO 0.28 52.76 ON PATRICK ST 31194 12% 2
 25/ *DUBBO 0.22 53.04 ON LORD EDWARD ST 26814 15% 1
 26/ *DUBBO 0.11 53.26 ON DAME ST UPPER 20991 14% 1
 27/ *DUBBO 0.08 53.37 ON DAME ST LOWER 33770 13% 1
 END OF ROUTE : JN N11 @ TRINITY STREET

NATIONAL ROADS AND TRAFFIC FLOW 2001



| Road Sect- ion | Local Autho- rity | Secln Lenth Kms | Description of Starting Point | Est. 2001 aadt | A % HCV | E |
|---|----------------------|--------------------|-------------------------------|----------------------|---------------|---|
| 7 | Carlo | 1.18 | JN TO TULLOW R725 | 12218 | 9.0 | 4 |
| 8 | Carlo | 1.62 | RO TULLOW RD-LINK RD N80 | 10644 | 8.3 | 2 |
| 9 | Carlo | 1.49 | JN BURRIN ST & KENEDY ST | 11421 | 5.3 | 2 |
| End Carlow | | | | | | |
| 10 | Laois | 12.89 | END 30 SL NW CARLOW | 3154 | 8.3 | 1 |
| 12 | Laois | 11.26 | JN N78 STH OF BALLYLYNAN | 3019 | 9.8 | 3 |
| Enter Stradbally | | | | | | |
| 13 | Laois | 8.47 | JN R428 IN STRADBALLY | 5478 | 9.8 | 4 |
| End Stradbally | | | | | | |
| 14 | Laois | 2.33 | CR TO ABBEYLEIX R425 | 4951 | 9.0 | 1 |
| Enter Portlaoise | | | | | | |
| 15 | Laois | 0.68 | JN R445 @ CHURCH | 21299 | 6.0 | 3 |
| 16 | Laois | 0.19 | RO WITH R922 STH TO M7 | 22315 | 4.5 | 3 |
| 17 | Laois | 2.3 | RO WITH R445 MARKET SQ | 13578 | 6.8 | 4 |
| End Portlaoise | | | | | | |
| 18 | Laois | 5.7 | END SL N PORTLAOISE | 7402 | 9.8 | 1 |
| 19 | Laois | 1.1 | JN R423 TO MOUNTRATH | 7768 | 8.8 | |
| Enter Mountmellick | | | | | | |
| 20 | Laois | 1.34 | ST 30 SL S MOUNTMELICK | 5067 | 6.0 | 1 |
| 21 | Laois | 1.04 | JN R422 IN MOUNTMELIC WB | 4282 | 11.3 | 4 |
| End Mountmellick | | | | | | |
| 22 | Laois | 19.75 | END 30 SL MOUNTMELIC | 4772 | 11.3 | 3 |
| Enter Tullamore | | | | | | |
| 23 | Ofaly | 1.5 | ST 30 SL SE TULLAMORE | 9916 | 7.5 | 2 |
| 24 | Ofaly | 0.38 | ROUTE FOLLOWS N52-13/1 | | | 2 |
| 25 | Ofaly | 1.99 | JN R420 IN TULLAMORE TC | 5535 | 4.5 | 4 |
| End Tullamore | | | | | | |
| 26 | Ofaly | 8.66 | RO WIRH R443 (CLARA RD) | 5125 | 8.3 | 4 |
| Enter Clara | | | | | | |
| 27 | Ofaly | 0.63 | ST 30 SL SE CLARA | 4758 | 6.8 | 4 |
| 28 | Ofaly | 0.58 | JN R438 WB TO BALYCUMBER | 4814 | 6.0 | 4 |
| End Clara | | | | | | |
| 29 | Ofaly | 9.12 | END 30 SL NW CLARA | 3368 | 9.0 | 3 |
| Enter Moate | | | | | | |
| End of Route : Route ends Jn with N6 | | | | | | |

| Road Sect- ion | Local Autho- rity | Secln Lenth Kms | Description of Starting Point | Est. 2001 aadt | A % HCV | E |
|--|----------------------|--------------------|-------------------------------|----------------------|---------------|---|
| Route N 81 Bunclody (Jn with N80) - Tullow - Blessington - Dublin | | | | | | |
| Start of Route : Route starts Jn with N80 | | | | | | |
| 1 | Carlo | 7.22 | JN WITH N80 @ CLOSH CR | 2887 | 9.8 | 3 |
| Enter Tullow | | | | | | |
| 2 | Carlo | 0.9 | ST 40 SL S TULLOW | 9075 | 7.5 | |
| 3 | Carlo | 0.82 | JN R725 TO CARLOW | 5214 | 15.8 | |
| End Tullow | | | | | | |
| 4 | Carlo | 10.06 | END 30 SL N TULLOW | 2070 | 9.8 | 2 |
| 5 | Carlo | 6.57 | T JN R726 TO CARLOW | 2335 | 9.0 | 3 |
| Enter Baltinglass | | | | | | |
| 6 | Wcklw | 10.2 | JN R747 IN BALINGLASS | 3309 | 8.3 | 1 |
| End Baltinglass | | | | | | |
| 7 | Wcklw | 9.55 | JN R412 TO DUNLAVIN | 3371 | 15.8 | 1 |
| 8 | Wcklw | 10.37 | CR TO HOLLYWOOD R756 | 4821 | 9.8 | 1 |
| Enter Blessington | | | | | | |
| 9 | Wcklw | 6.61 | Y JN LHS TO NAAS R410 | 13070 | 6.8 | 1 |
| End Blessington | | | | | | |
| 10 | Wcklw | 2.85 | JN R759 RHS TO KILBRIDE | 9699 | 19.5 | 1 |
| 11 | SDbln | 5.58 | Y JN RHS R114 AT BRITTAS | 9144 | 17.3 | 4 |
| 12 | SDbln | 2.28 | JN TO CITYWEST END N82 | 19480 | 10.5 | 4 |
| Enter Tallaght Bypass | | | | | | |
| 13A | SDbln | 1.59 | T AT CHEEVERSTOWN RD | 39989 | 6.8 | 2 |
| End Tallaght Bypass | | | | | | |
| 13B | SDbln | 0.28 | TS T BELGARD RD R113 | 46933 | 6.8 | 4 |
| 13C | SDbln | 1.56 | TS X OLDBAWN RD R113 | 32533 | 6.0 | 2 |
| 13D | SDbln | 0.54 | RO TO TYMON & TALLAGHT | 49032 | 6.8 | 4 |
| 14 | SDbln | 0.87 | RO AT FIRHOUSE MEET N50 | 60330 | 6.0 | 5 |
| 15 | SDbln | 0.77 | RO SPAWELL WELLINGTN LA | 45738 | 5.3 | 5 |
| 16 | SDbln | 0.53 | TS X AT TEMPLEOGUE BR | 30254 | 7.5 | 5 |
| Enter Dublin | | | | | | |
| 17A | SDbln | 0.19 | BORO BDY IN TEMPLEOGUE | 20001 | 7.5 | 3 |
| 17B | SDbln | 0.32 | TS TEMPLEVILLE/DODDER V | 30242 | 3.8 | |
| 18 | DCity | 1.28 | TS T FORTFIELD RD | 19277 | 2.7 | |
| 19 | DCity | 1.04 | TS AT TERENCE X R114 | 12946 | 5.3 | |
| 20 | DCity | 0.87 | TS AT JN KENILWORTH PK | 24213 | 2.3 | |
| 21 | DCity | 0.44 | TS AT Y KIMMAGE RD LR | 18368 | 4.3 | |
| 22 | DCity | 0.26 | ON CLANBRASSIL ST UP | 28381 | 2.3 | 1 |
| 23 | DCity | 0.78 | ON CLANBRASSIL ST LR | 23153 | 4.4 | |
| 24 | DCity | 0.44 | ON PATRICK ST | 33095 | 9.0 | 3 |
| 25 | DCity | 0.36 | ON LORD EDWARD ST | 28449 | 11.3 | 2 |
| 26 | DCity | 0.18 | ON DAME ST UPPER | 22271 | 10.5 | 2 |
| 27 | DCity | 0.27 | ON DAME ST LOWER | 35828 | 9.8 | 2 |
| End of Route : Jn N11 @ Trinity Street | | | | | | |

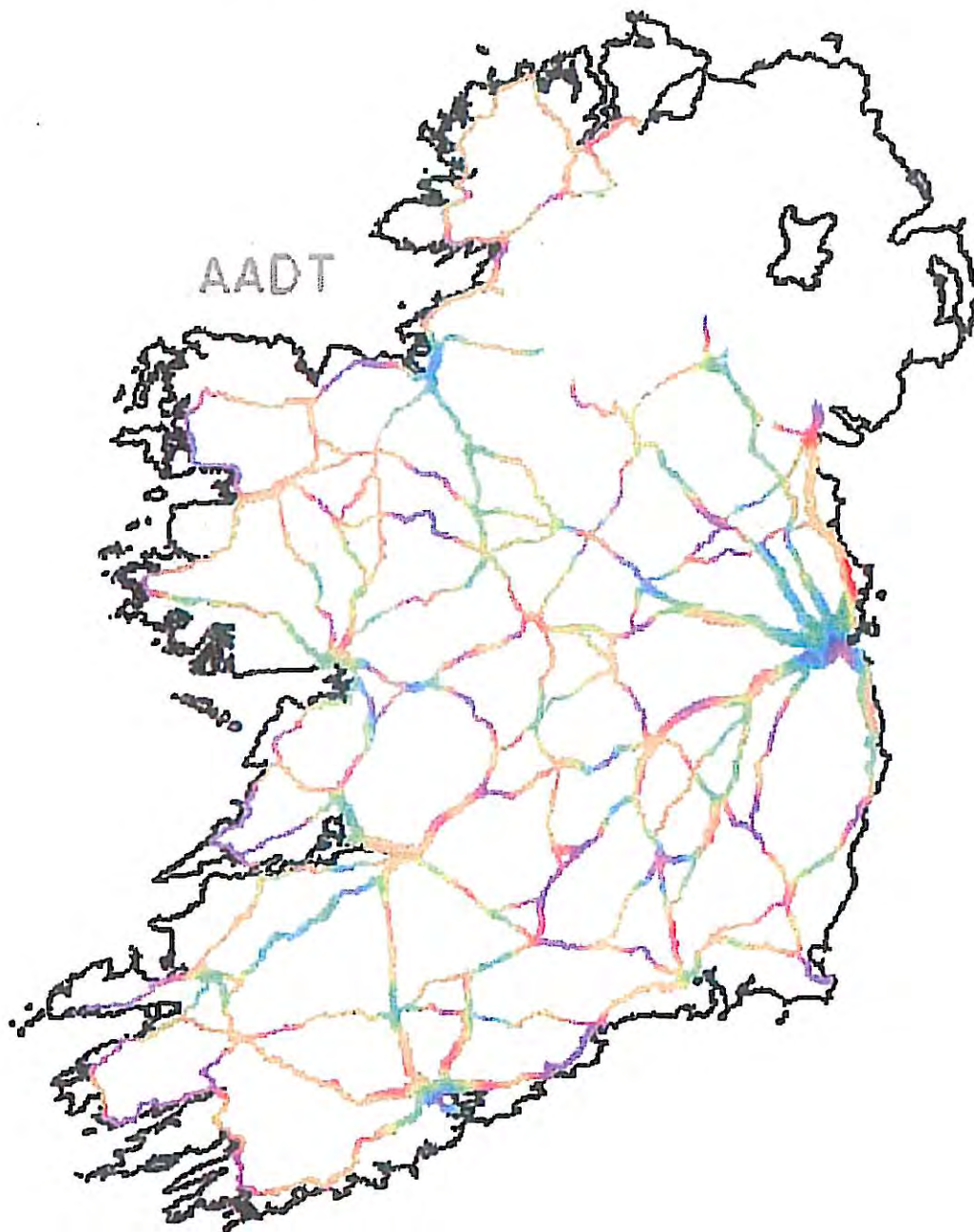
Route N82 Tallaght - Citywest Interchange

Start of Route : Route starts Jn with N81

| | | | | | | |
|---|-------|------|--------------------------|------|------|---|
| 1 | SDbln | 2.98 | JN WITH N81 E OF SAGGART | 5361 | 18.8 | 2 |
|---|-------|------|--------------------------|------|------|---|

End of Route : Citywest Interchange

NATIONAL ROADS AND TRAFFIC FLOW 2002



| Road | Local | Sectn | Description of Starting Point | Est. | A | Road | Local | Sectn | Description of Starting Point | Est. | A |
|-------|--------|-------|-------------------------------|------|-----|-------|--------|-------|-------------------------------|------|-----|
| Sect- | Autho- | Lenth | | 2002 | % | Sect- | Autho- | Lenth | | 2002 | % |
| ion | rity | Kms | | aadt | HCV | ion | rity | Kms | | aadt | HCV |

Route N80 Enniscorthy (Jn with N11) - Carlow - Portlaoise - Moate

Start of Route in Scarawalsh

| | | | | | | |
|---|-------|-------|-------------------------|-------|-------|---|
| 1 | Wxfrd | 11.9 | JN 3M N ENNISCORTHY N11 | 4621 | 15 | 2 |
| End Scarawalsh | | | | | | |
| 2 | Wxfrd | 2.75 | T JN RHS TO CLOHAMON | 7208 | 14.25 | 1 |
| Enter Bunclody | | | | | | |
| 3 | Wxfrd | 4.72 | CR WITH L32 | 5413 | 16.1 | 0 |
| End Bunclody | | | | | | |
| 4 | Carlo | 7.39 | T JN LHS L33 | 5313 | 14.16 | 0 |
| 5 | Carlo | 8.41 | T JN RHS WITH N81 | 4693 | 14.5 | 0 |
| 6 | Carlo | 8.54 | COMPLEX JN AT PUB | 5817 | 11.5 | 0 |
| Enter Carlow | | | | | | |
| 7 | Carlo | 1.1 | JN TO TULLOW L31 | 11693 | 8.8 | 0 |
| 8 | Carlo | 1.7 | ST 30 SL SE CARLOW | 11060 | 8.25 | 3 |
| 9 | Carlo | 1.49 | JN KENEDY AV&KENEDY ST | 11669 | 5.25 | 3 |
| End Carlow | | | | | | |
| 10 | Laois | 12.89 | END 30 SL NW CARLOW | 3313 | 8.25 | 2 |
| 11 | Laois | | | 7260 | 8.9 | 0 |
| 12 | Laois | 11.26 | JN WITH N78 | 3398 | 13.2 | 0 |
| Enter Stradbally | | | | | | |
| 13 | Laois | 8.47 | JN TO ATHY L109 | 5755 | 9.75 | 5 |
| End Stradbally | | | | | | |
| 14 | Laois | 2.12 | CR TO ABBEYLEIX R425 | 5202 | 9 | 2 |
| Enter Portlaoise | | | | | | |
| 15 | Laois | 0.2 | 30 SL SE OF PORTLAOISE | 22374 | 6 | 4 |
| 16 | Laois | 0.87 | ROUTE FOLLOWS N7-20A&B | 24152 | 5 | 0 |
| 17 | Laois | 1.96 | RO N7 AT SQ | 16302 | 6.1 | 0 |
| End Portlaoise | | | | | | |
| 18 | Laois | 6.05 | END SL N PORTLAOISE | 7776 | 9.75 | 2 |
| 19 | Laois | 1.1 | T JN LHS L147 | 8162 | 10.5 | 1 |
| Enter Mountmellick | | | | | | |
| 20 | Laois | 1.34 | ST 30 SL S MOUNTMELICK | 6330 | 7.6 | 0 |
| 21 | Laois | 1.04 | JN TO PORTUMNA L116 | | 11.25 | 5 |
| End Mountmellick | | | | | | |
| 22 | Laois | 19.75 | END 30 SL MOUNTMELIC | 5014 | 11.25 | 4 |
| Enter Tullamore | | | | | | |
| 23 | Ofaly | 1.5 | ST 30 SL SE TULLAMORE | 10415 | 7.5 | 3 |
| 24 | Ofaly | 0.38 | ROUTE FOLLOWS N52-13/1 | 11080 | 8.6 | 0 |
| 25 | Ofaly | 1.99 | CR CENTRE TULLAMORE N52 | 5815 | 4.5 | 5 |
| End Tullamore | | | | | | |
| 26 | Ofaly | 8.66 | END 40 SL NW TULLAMORE | 5385 | 8.25 | 5 |
| Enter Clara | | | | | | |
| 27 | Ofaly | 0.63 | ST 30 SL SE CLARA | 4999 | 6.75 | 5 |
| 28 | Ofaly | 0.58 | JN WITH L113 | 4644 | 7.5 | 0 |
| End Clara | | | | | | |
| 29 | Ofaly | 9.12 | END 30 SL NW CLARA | 4363 | 7.8 | 0 |
| Enter Moate | | | | | | |
| End of Route : Route ends Jn with N6 | | | | | | |

Route N81 Bunclody (Jn with N80) - Tullow - Blessington - Dublin

Start of Route : Route starts Jn with N80

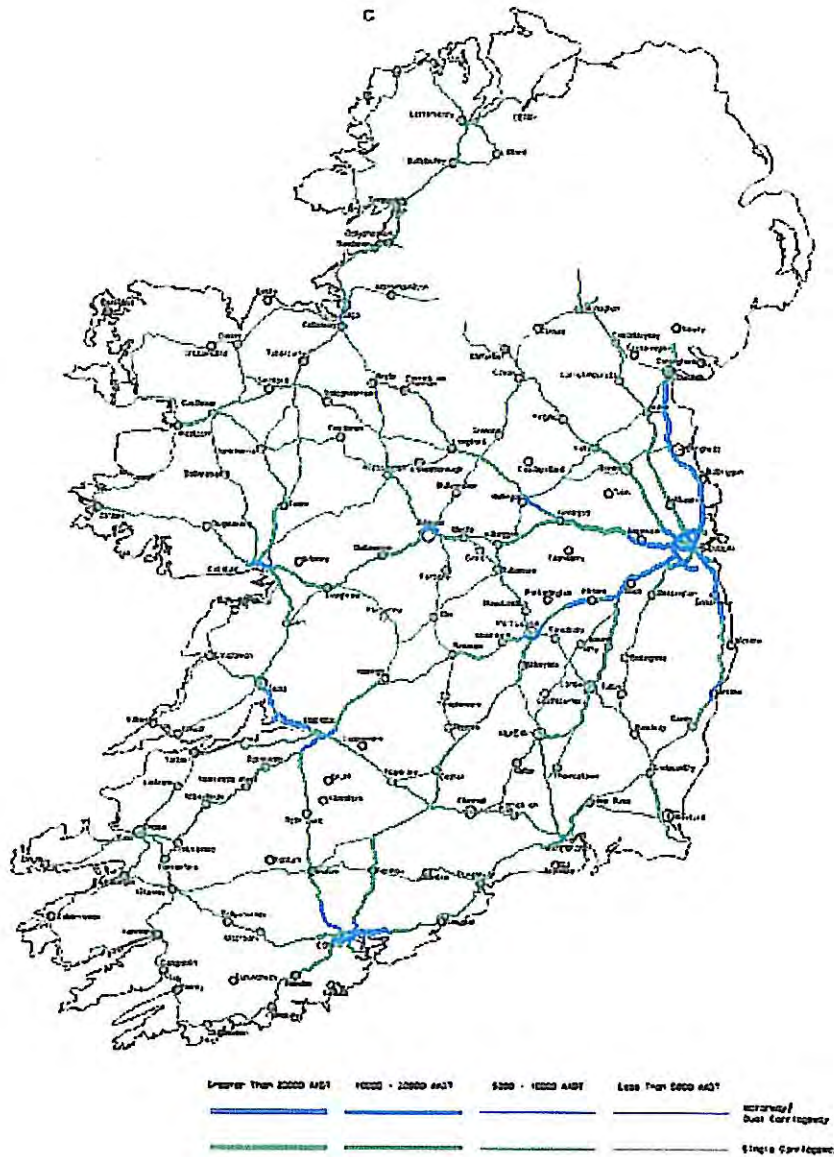
| | | | | | | |
|---|-------|-------|--------------------------|-------|-------|---|
| 1 | Carlo | 7.22 | JN WITH N80 | 2906 | 8.28 | 0 |
| Enter Tullow | | | | | | |
| 2 | Carlo | 0.9 | ST 40 SL S TULLOW | 9338 | 8.6 | 0 |
| 3 | Carlo | 0.82 | JN L31 TO CARLOW | 4648 | 7.3 | 0 |
| End Tullow | | | | | | |
| 4 | Carlo | 10.06 | END 30 SL N TULLOW | 2400 | 8 | 0 |
| 5 | Carlo | 6.57 | T JN R726 TO CARLOW | 1766 | 8.4 | 0 |
| Enter Ballyglass | | | | | | |
| 6 | Wcklw | 10.2 | CR TO KILTEGAN | 3437 | 8.25 | 2 |
| End Ballyglass | | | | | | |
| 7 | Wcklw | 9.55 | T JN LHS DUNLAVIN L19 | 3857 | 8.1 | 0 |
| 8 | Wcklw | 10.37 | CR TO HOLLYWOOD L107 | 5009 | 9.75 | 2 |
| Enter Blessington | | | | | | |
| 9 | Wckdw | 6.81 | Y JN LHS TO NAAS L181 | 13581 | 6.75 | 2 |
| End Blessington | | | | | | |
| 10 | Wcklw | 2.85 | JN MANOR KILBRIDE L161 | 10079 | 19.5 | 2 |
| 11 | SDbln | 5.31 | Y JN RHS L199 AT BRITTAS | 9503 | 17.25 | 5 |
| 12 | SDbln | 2.55 | Y JN TO SAGGART END N82 | 20242 | 10.5 | 5 |
| Enter Tallaght Bypass | | | | | | |
| 13A | SDbln | 1.59 | T AT CHEEVERSTOWN RD | 41554 | 6.75 | 3 |
| End Tallaght Bypass | | | | | | |
| 13B | SDbln | 0.28 | TS T BELGARD RD R113 | 48771 | 6.75 | 5 |
| 13C | SDbln | 1.56 | TS X OLDBAWN RD R113 | 33808 | 6 | 3 |
| 13D | SDbln | 0.54 | RO TO TYMON & TALLAGHT | 50951 | 6.75 | 5 |
| 14 | SDbln | 0.87 | RO AT FIRHOUSE MEET N50 | 62693 | 6 | 6 |
| 15 | SDbln | 0.77 | RO SPAWELL WELLINGTN LA | 47529 | 5.25 | 6 |
| 16 | SDbln | 0.53 | TS X AT TEMPLEOGUE BR | 31439 | 7.5 | 6 |
| Enter Dublin | | | | | | |
| 17A | SDbln | 0.19 | BORO BDY IN TEMPLEOGUE | 20784 | 7.5 | 4 |
| 17B | SDbln | 0.32 | TS TEMPLEVILLE/DODDER V | 31504 | 3.75 | 1 |
| 18 | DCity | 1.28 | TS T FORTFIELD RD | 20071 | 3.75 | 1 |
| 19 | DCity | 1.04 | TS AT TERENCE CROSS | 14766 | 3.8 | 0 |
| 20 | DCity | 0.87 | TS AT JN KENILWORTH PK | 8610 | 2.9 | 0 |
| 21 | DCity | 0.44 | TS AT Y KIMMAGE RD LR | 19105 | 2.25 | 1 |
| 22 | DCity | 0.26 | ON CLANBRASSIL ST UP | 29492 | 2.25 | 2 |
| 23 | DCity | 0.78 | ON CLANBRASSIL ST LR | 29950 | 2.1 | 0 |
| 24 | DCity | 0.44 | ON PATRICK ST | 34391 | 9 | 4 |
| 25 | DCity | 0.36 | ON LORD EDWARD ST | 29563 | 11.25 | 3 |
| 26 | DCity | 0.18 | ON DAME ST UPPER | 23142 | 10.5 | 3 |
| 27 | DCity | 0.27 | ON DAME ST LOWER | 28814 | 10.1 | 0 |
| End of Route : Jn N11 @ Trinity Street | | | | | | |

Route N82 Tallaght - Citywest Interchange

Start of Route : Route starts Jn with N81

| | | | | | | |
|--|-------|------|--------------------------|------|------|---|
| 1 | SDbln | 2.98 | JN WITH N81 E OF SAGGART | 5361 | 18.8 | 2 |
| End of Route : Citywest Interchange | | | | | | |

NATIONAL ROADS AND TRAFFIC FLOW 2003



| Road | Local | Sectn | Description of Starting Point | Est. | A | Road | Local | Sectn | Description of Starting Point | Est. | A | |
|---|--------|-------|-------------------------------|-------|------|--------------------|------------------------|-------|-------------------------------|--------------------------|-------|------|
| Sect- | Autho- | Lenth | | 2003 | % | Sect- | Autho- | Lenth | | 2003 | % | |
| ion | rity | Kms | | aadt | HCV | ion | rity | Kms | | aadt | HCV | |
| 4 | Klkny | 6.56 | END 30 SL CASTLECOMER | 3708 | 11.3 | 1 | 22 | Laois | 19.75 | END 30 SL MOUNTMELICK | 5159 | 11.3 |
| 5 | Klkny | 2.77 | Y JN TO CARLOW R431 | 2525 | 10.7 | 0 | Enter Tullamore | | | | | |
| 6 | Laois | 9.12 | JN R430 @ NEWTOWN CR | 2030 | 12.2 | 0 | 23 | Ofaly | 1.5 | ST 30 SL SE TULLAMORE | 10719 | 7.5 |
| 7 | Laois | 0.09 | T JN RHS CARLOW N80 | 3426 | 9.0 | 2 | 25 | Ofaly | 1.99 | JN R420 IN TULLAMORE TC | 6333 | 4.1 |
| 8 | Laois | 7.81 | T JN LHS STRADBALLY N80 | 3355 | 9.8 | 1 | End Tullamore | | | | | |
| Enter Athy | | | | | | | | | | | | |
| 9 | Kldre | 1.13 | 30 SL SWATHY | 6693 | 4.8 | 0 | 26 | Ofaly | 8.66 | RO WIRH R443 (CLARA RD) | 7756 | 8.9 |
| 10 | Kldre | 1.66 | CR WITH R417 IN ATHY TC | 12197 | 8.3 | 5 | Enter Clara | | | | | |
| End Athy | | | | | | | | | | | | |
| 11 | Kldre | 7.92 | END 40 SL NE ATHY | 6624 | 9.8 | 5 | 27 | Ofaly | 0.63 | ST 30 SL SE CLARA | 6713 | 7.8 |
| 12 | Kldre | 9.2 | JN R415 @ FONSTOWN CR | 5902 | 11.3 | 4 | 28 | Ofaly | 0.58 | JN R438 WB TO BALYCUMBER | 4780 | 6.0 |
| 13 | Kldre | 2.87 | Y JN MINOR RD @ HACKLOW | 7058 | 5.9 | 0 | End Clara | | | | | |
| End of Route : Route ends Jn with M9 | | | | | | | | | | | | |
| | | | | | | Enter Moate | | | | | | |
| End of Route : Route ends Jn with N6 | | | | | | | | | | | | |

Route N80 Enniscorthy (Jn with N11) - Carlow - Portlaoise - Moate

Start of Route in Scarawalsh

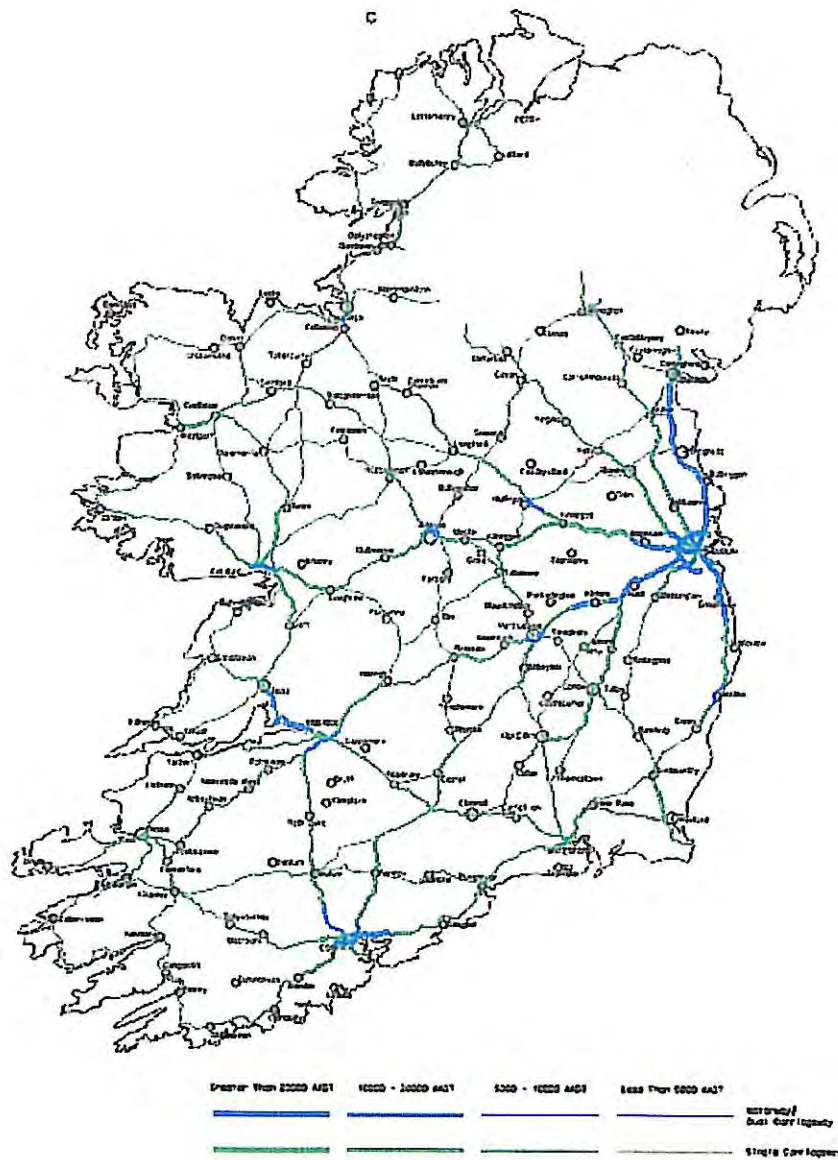
| | | | | | | |
|---------------------------|-------|-------|---------------------------|-------|-------|---|
| 1 | Wxfrd | 11.9 | JN N11 N OF ENNISCORTHY | 5070 | 15.0 | 3 |
| End Scarawalsh | | | | | | |
| 2 | Wxfrd | 2.75 | T JN RHS TO CLOHAMON | 7847 | 14.3 | 2 |
| Enter Bunclody | | | | | | |
| 3 | Wxfrd | 4.72 | JN R746 IN BUNCLODY | 5900 | 15.8 | 1 |
| End Bunclody | | | | | | |
| 4 | Carlo | 7.39 | JN R724 W OF KILDAVIN | 5811 | 14.3 | 0 |
| 5 | Carlo | 8.41 | JN RHS WITH N81 E BALLON | 4497 | 19.8 | 0 |
| 6 | Carlo | 8.54 | JN @ FIGHTING COCKS CR | 6386 | 10.5 | 1 |
| Enter Carlow | | | | | | |
| 7 | Carlo | 1.18 | JN TO TULLOW R725 | 12846 | 9.0 | 1 |
| 8 | Carlo | 0.64 | TULLOW RD ROUNDABOUT | 12327 | 15.0 | 0 |
| 9 | Carlo | 0.73 | HACKETSTOWN RD ROUNDABOUT | 13024 | 5.3 | 4 |
| End Carlow | | | | | | |
| 10 | Carlo | | FOLLOWS N9-14A | | | |
| 11 | Carlo | 2.88 | DR CULLEN RD ROUNDABOUT | 7892 | 10.29 | 0 |
| 12 | Laois | 11.26 | JN N78 STH OF BALLYLYNAN | 3498 | 9.8 | 1 |
| Enter Stradbally | | | | | | |
| 13 | Laois | 8.47 | JN R428 IN STRADBALLY | 6517 | 9.5 | 0 |
| End Stradbally | | | | | | |
| 14 | Laois | 2.33 | CR TO ABBEYLEIX R425 | 5353 | 9.0 | 3 |
| Enter Portlaoise | | | | | | |
| 15 | Laois | 0.68 | JN R445 @ CHURCH | 23025 | 6.0 | 5 |
| 16 | Laois | 0.19 | RO WITH R922 STH TO M7 | 24856 | 4.5 | 1 |
| 17 | Laois | 2.3 | RO WITH R445 MARKET SQ | 10345 | 8.9 | 0 |
| End Portlaoise | | | | | | |
| 18 | Laois | 5.7 | END SL N PORTLAOISE | 7100 | 10.0 | 0 |
| 19 | Laois | 1.1 | JN R423 TO MOUNTRATH | 8398 | 10.5 | 2 |
| Enter Mountmellick | | | | | | |
| 20 | Laois | 1.34 | ST 30 SL S MOUNTMELICK | 6516 | 6.0 | 1 |
| 21 | Laois | 1.04 | JN R422 IN MOUNTMELICK | 6372 | 8.5 | 0 |
| End Mountmellick | | | | | | |

Route N81 Bunclody (Jn with N80) - Tullow - Blessington - Dublin

Start of Route : Route starts Jn with N80

| | | | | | | |
|------------------------------|-------|-------|--------------------------|-------|------|---|
| 1 | Carlo | 7.22 | JN WITH N80 @ CLOSH CR | 3262 | 9.8 | 0 |
| Enter Tullow | | | | | | |
| 2 | Carlo | 0.9 | ST 40 SL S TULLOW | 10386 | 11.3 | 1 |
| 3 | Carlo | 0.82 | JN R725 TO CARLOW | 5323 | 6.8 | 1 |
| End Tullow | | | | | | |
| 4 | Carlo | 10.06 | END 30 SL N TULLOW | 1635 | 13.1 | 0 |
| 5 | Carlo | 6.57 | T JN R726 TO CARLOW | 1934 | 9.0 | 1 |
| Enter Ballinglass | | | | | | |
| 6 | Wcklw | 10.2 | JN R747 IN BALINGLASS | 3774 | 8.3 | 3 |
| End Ballinglass | | | | | | |
| 7 | Wcklw | 9.55 | JN R412 TO DUNLAVIN | 4069 | 7.4 | 0 |
| 8 | Wcklw | 10.37 | GR TO HOLLYWOOD R755 | 3544 | 10.6 | 0 |
| Enter Blessington | | | | | | |
| 9 | Wcklw | 6.61 | Y JN LHS TO NAAS R410 | 14904 | 6.8 | 3 |
| End Blessington | | | | | | |
| 10 | Wcklw | 2.85 | JN R759 RHS TO KILBRIDE | 11061 | 19.5 | 3 |
| 11 | SDbln | 5.58 | Y JN RHS R114 AT BRITTAS | 9067 | 19.6 | 0 |
| 12 | SDbln | 2.28 | JN TO CITYWEST END N82 | 17467 | 8.9 | 0 |
| Enter Tallaght Bypass | | | | | | |
| 13A | SDbln | 1.59 | T AT CHEEVERSTOWN RD | 30984 | 4.8 | 0 |
| End Tallaght Bypass | | | | | | |
| 13B | SDbln | 0.28 | TS T BELGARD RD R113 | 47005 | 5.1 | 0 |
| 13C | SDbln | 1.56 | TS X OLDBAWN RD R113 | 31655 | 5.9 | 0 |
| 13D | SDbln | 0.54 | RO TO TYMON & TALLAGHT | 50147 | 5.0 | 0 |
| 14 | SDbln | 0.87 | RO AT FIRHOUSE MEET N50 | 47142 | 4.0 | 0 |
| 15 | SDbln | 0.77 | RO SPAWELL WELLINGTN LA | 28836 | 4.2 | 0 |
| 16 | SDbln | 0.53 | TS X AT TEMPLEOGUE BR | 17546 | 4.4 | 0 |
| Enter Dublin | | | | | | |
| 17A | SDbln | 0.19 | BORO BDY IN TEMPLEOGUE | 22805 | 7.5 | 5 |
| 17B | SDbln | 0.32 | TS TEMPLEVILLE/DODDER V | 34762 | 3.8 | 2 |
| 18 | DCity | 1.28 | TS T FORTFIELD RD | 22116 | 3.8 | 2 |
| 19 | DCity | 1.04 | TS AT TERENCE X R114 | 16230 | 3.8 | 1 |

NATIONAL ROADS AND TRAFFIC FLOW 2004



APPENDIX B.1

KCCNRDO Traffic Volumes

Location 1 - Saggart

| Traffic Counter | Route | Count 1 Tues | Count 2 Wed | Count 3 Thur | AADT _{avg} | %HCVs |
|-----------------|--------------------|-----------------|----------------|-----------------|---------------------|--------|
| 1 | N81 Tallaght Rd | 13851 | 13794 | 13824 | 19767 | 12.65% |
| 2 | N81 Blessington Rd | 6379 | 6775 | 6462 | 9352 | 7.52% |
| 3 | N82 Saggart Rd | 7426 | 7586 | 7486 | 10725 | 21.70% |

Table 1: AADT's for Saggart Junction

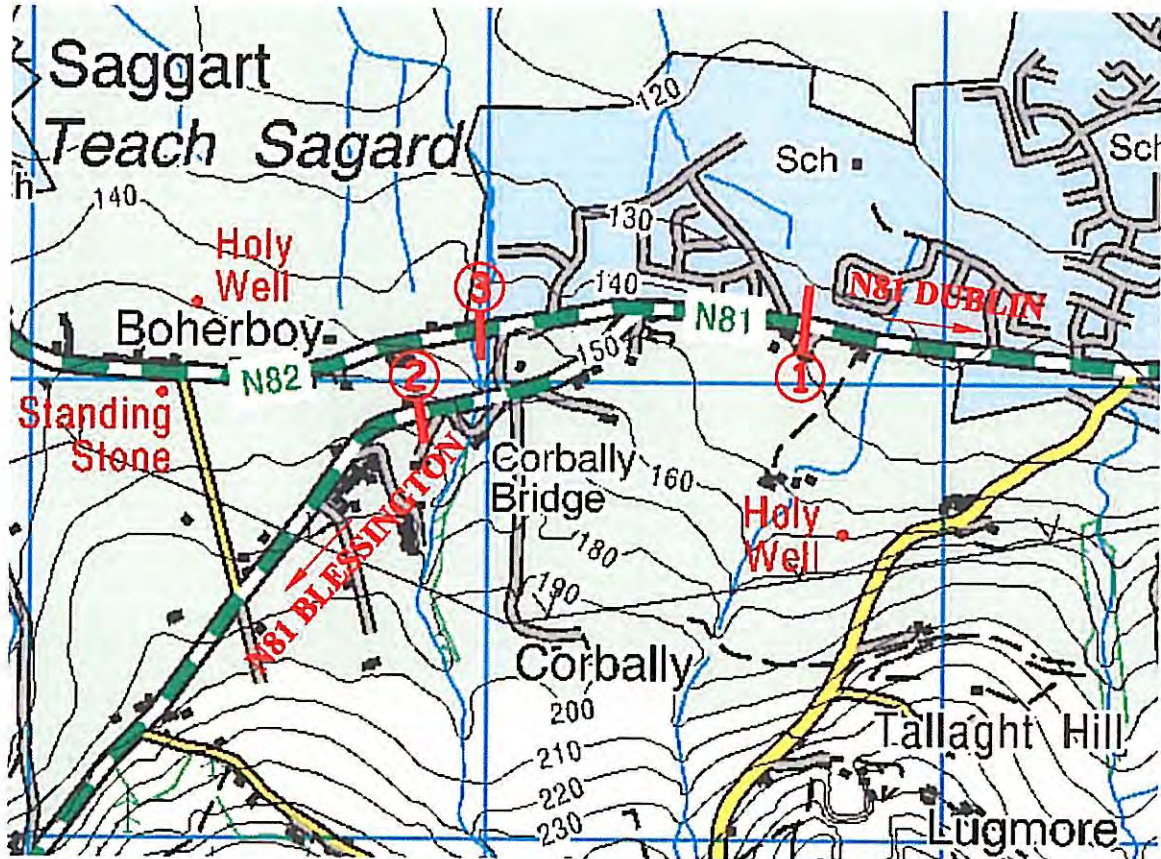


Figure 1: Layout of Traffic Counters at Location 1 – Saggart Junction

| Date | Volume | | Westbound (A>B) | | Eastbound (B>A) | |
|---------------------|--------|-------|-----------------|-------|-----------------|-------|
| | Total | %HCV | Total | %HCV | Total | %HCV |
| 6 th Nov | 18373 | 12.49 | 9573 | 11.98 | 8805 | 13.05 |
| 7 th Nov | 18686 | 13.30 | 9685 | 13.22 | 8991 | 13.38 |
| 8 th Nov | 18623 | 12.17 | 9712 | 11.90 | 8911 | 12.46 |

Table 2: Counter 1 Traffic Count, 6th, 7th & 8th November 2007, N81 Tallaght Road

| Date | Volume | | Eastbound (A>B) | | Westbound (B>A) | |
|---------------------|--------|------|-----------------|-------|-----------------|------|
| | Total | %HCV | Total | %HCV | Total | %HCV |
| 6 th Nov | 8140 | 7.08 | 3503 | 8.59 | 4637 | 5.93 |
| 7 th Nov | 8986 | 8.04 | 4043 | 9.107 | 4943 | 7.12 |
| 8 th Nov | 8392 | 7.48 | 3596 | 8.68 | 4796 | 6.59 |

Table 3: Counter 2 Traffic Count, 6th, 7th & 8th November 2007, N81 Blessington Road

| Date | Volume | | Eastbound (A>B) | | Westbound (B>A) | |
|---------------------|--------|-------|-----------------|-------|-----------------|-------|
| | Total | %HCV | Total | %HCV | Total | %HCV |
| 6 th Nov | 9858 | 21.21 | 4799 | 22.59 | 5059 | 19.91 |
| 7 th Nov | 10387 | 22.52 | 5226 | 23.67 | 5161 | 21.35 |
| 8 th Nov | 10166 | 21.36 | 5005 | 23.16 | 5161 | 19.61 |

Table 4: Counter 3 Traffic Count, 6th, 7th & 8th November 2007, N82 Saggart Road

DayClassSplit-102 -- English (ENI)**Datasets:**

Site: [Location 1 Saggart] N81 Tallaght Rd
Direction: 6 - West bound A>B, East bound B>A., Lane: 0
Survey Duration: 07:35 05 November 2007 => 10:17 16 November 2007
File: N:\Projects\NRO159\Traffic Data\Traffic Counts\Location 1 Saggart\Location 1 Saggart22Nov2007tallaght rd.EC0 (Plus)
Identifier: U470PDPR MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 07:35 05 November 2007 => 11:00 09 November 2007
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (ARX)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 73136 / 74166 (98.61%)

Table 5: Counter 1 Vehicle Classification Count, 6th, 7th & 8th November 2007, N81 Tallaght Road

| Class | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | Total |
|---------------------------|------|-------|------|------|------|------|------|------|------|------|------|------|-------|
| Tue 6th | 164 | 15717 | 201 | 1064 | 115 | 634 | 15 | 157 | 129 | 154 | 13 | 15 | 18378 |
| % | 0.9 | 85.5 | 1.1 | 5.8 | 0.6 | 3.4 | 0.1 | 0.9 | 0.7 | 0.8 | 0.1 | 0.1 | |
| AB | 68 | 8245 | 113 | 604 | 34 | 265 | 8 | 135 | 42 | 42 | 7 | 10 | 9573 |
| AB% | 41.5 | 52.5 | 56.2 | 56.8 | 29.6 | 41.8 | 53.3 | 59 | 32.6 | 27.3 | 53.8 | 66.7 | 52.1 |
| BA | 96 | 7472 | 88 | 460 | 81 | 369 | 7 | 22 | 87 | 112 | 6 | 5 | 8805 |
| BA% | 58.5 | 47.5 | 43.8 | 43.2 | 70.4 | 58.2 | 46.7 | 14 | 67.4 | 72.7 | 46.2 | 33.3 | 47.9 |
| Wed 7th | 150 | 15874 | 177 | 1192 | 101 | 718 | 18 | 144 | 124 | 161 | 5 | 22 | 18686 |
| % | 0.8 | 85 | 0.9 | 6.4 | 0.5 | 3.8 | 0.1 | 0.8 | 0.7 | 0.9 | 0 | 0.1 | |
| AB | 64 | 8268 | 81 | 696 | 32 | 311 | 11 | 120 | 47 | 49 | 2 | 14 | 9695 |
| AB% | 42.7 | 52.1 | 45.8 | 58.4 | 31.7 | 43.3 | 61.1 | 83.3 | 37.9 | 30.4 | 40 | 63.6 | 51.9 |
| BA | 86 | 7606 | 96 | 496 | 69 | 407 | 7 | 24 | 77 | 112 | 3 | 8 | 8991 |
| BA% | 57.3 | 47.9 | 54.2 | 41.6 | 68.3 | 56.7 | 38.9 | 16.7 | 62.1 | 69.6 | 60 | 36.4 | 48.1 |
| Thu 8th | 142 | 16037 | 178 | 1102 | 88 | 626 | 20 | 150 | 108 | 152 | 6 | 14 | 18623 |
| % | 0.8 | 86.1 | 1 | 5.9 | 0.5 | 3.4 | 0.1 | 0.8 | 0.6 | 0.8 | 0 | 0.1 | |
| AB | 55 | 8409 | 92 | 646 | 24 | 260 | 10 | 119 | 45 | 43 | 1 | 8 | 9712 |
| AB% | 38.7 | 52.4 | 51.7 | 58.6 | 27.3 | 41.5 | 50 | 79.3 | 41.7 | 28.3 | 16.7 | 57.1 | 52.2 |
| BA | 87 | 7628 | 86 | 456 | 64 | 366 | 10 | 31 | 63 | 109 | 5 | 6 | 8911 |
| BA% | 61.3 | 47.6 | 48.3 | 41.4 | 72.7 | 58.5 | 50 | 20.7 | 58.3 | 71.7 | 83.3 | 42.9 | 47.8 |

DayClassSplit-99 -- English (ENI)**Datasets:**

Site: [Loc1 Sagart] Location 1 Blessington Side of Junction
Direction: 7 - North bound A>B, South bound B>A., Lane: 0
Survey Duration: 07:27 05 November 2007 => 10:17 16 November 2007
File: N:\Projects\NRO159\Traffic Data\Traffic Counts\Location 1 Sagart\Loc1
 Sagart22Nov200blessington rd.EC0 (Plus)
Identifier: U474S24G MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 07:27 05 November 2007 => 11:00 09 November 2007
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (ARX)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 33596 / 34221 (98.17%)

Table 6: Counter 2 Vehicle Classification Count, 6th, 7th & 8th November 2007, N81 Blessington Road

| Class | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | Total |
|---------------------------|------|------|------|------|------|------|------|------|------|------|-----|----|-------|
| Tue 6th | 42 | 7448 | 74 | 434 | 17 | 91 | 7 | 9 | 5 | 12 | 1 | 0 | 8140 |
| % | 0.5 | 91.5 | 0.9 | 5.3 | 0.2 | 1.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0 | 0 | |
| AB | 24 | 3148 | 30 | 230 | 10 | 47 | 1 | 4 | 2 | 6 | 1 | 0 | 3503 |
| AB% | 57.1 | 42.3 | 40.5 | 53.0 | 58.8 | 51.6 | 14.3 | 44.4 | 40 | 50 | 100 | 0 | 43.0 |
| BA | 18 | 4300 | 44 | 204 | 7 | 44 | 6 | 5 | 3 | 6 | 0 | 0 | 4637 |
| BA% | 42.9 | 57.7 | 59.5 | 47.0 | 41.2 | 48.4 | 85.7 | 55.6 | 60 | 50 | 0 | 0 | 57.0 |
| Wed 7th | 50 | 8125 | 91 | 560 | 27 | 97 | 5 | 14 | 10 | 7 | 0 | 0 | 8986 |
| % | 0.6 | 90.4 | 1 | 6.2 | 0.3 | 1.1 | 0.1 | 0.2 | 0.1 | 0.1 | 0 | 0 | |
| AB | 20 | 3606 | 49 | 291 | 13 | 47 | 2 | 9 | 3 | 3 | 0 | 0 | 4043 |
| AB% | 40 | 44.4 | 53.8 | 52 | 48.1 | 48.5 | 40 | 64.3 | 30 | 42.9 | 0 | 0 | 45.0 |
| BA | 30 | 4519 | 42 | 269 | 14 | 50 | 3 | 5 | 7 | 4 | 0 | 0 | 4943 |
| BA% | 60 | 55.6 | 46.2 | 48 | 51.9 | 51.5 | 60 | 35.7 | 70 | 57.1 | 0 | 0 | 55.0 |
| Thu 8th | 38 | 7660 | 66 | 505 | 23 | 72 | 5 | 13 | 7 | 3 | 0 | 0 | 8392 |
| % | 0.5 | 91.3 | 0.8 | 6 | 0.3 | 0.9 | 0.1 | 0.2 | 0.1 | 0 | 0 | 0 | |
| AB | 18 | 3234 | 32 | 259 | 8 | 30 | 3 | 7 | 3 | 2 | 0 | 0 | 3596 |
| AB% | 47.4 | 42.2 | 48.5 | 51.3 | 34.8 | 41.7 | 60 | 53.8 | 42.9 | 66.7 | 0 | 0 | 42.9 |
| BA | 20 | 4426 | 34 | 246 | 15 | 42 | 2 | 6 | 4 | 1 | 0 | 0 | 4796 |
| BA% | 52.6 | 57.8 | 51.5 | 48.7 | 65.2 | 58.3 | 40 | 46.2 | 57.1 | 33.3 | 0 | 0 | 57.1 |

DayClassSplit-111 -- English (ENI)**Datasets:**

Site: [Loc 1 Saggart] Location 3 Sagart Rd N82
Direction: 8 - East bound A>B, West bound B>A., Lane: 0
Survey Duration: 07:31 05 November 2007 => 10:17 16 November 2007
File: N:\Projects\NRO159\Traffic Data\Traffic Counts\Location 1 Saggart\Loc 1 Saggart22Nov2007saggart rd.EC0 (Plus)
Identifier: U471VCE7 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 07:31 05 November 2007 => 11:00 09 November 2007
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (ARX)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 40131 / 40693 (98.62%)

Table 7: Counter 3 Vehicle Classification Count, 6th, 7th & 8th November 2007, N82 Saggart Road

| Class | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | Total |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|-------|
| Tue 6th | 111 | 7566 | 90 | 870 | 79 | 641 | 9 | 178 | 148 | 155 | 4 | 7 | 9858 |
| % | 1.1 | 76.7 | 0.9 | 8.8 | 0.8 | 6.5 | 0.1 | 1.8 | 1.5 | 1.6 | 0 | 0.1 | |
| AB | 59 | 3615 | 41 | 451 | 42 | 332 | 7 | 30 | 98 | 116 | 4 | 4 | 4799 |
| AB% | 53.2 | 47.8 | 45.6 | 51.8 | 53.2 | 51.8 | 77.8 | 16.9 | 66.2 | 74.8 | 100 | 57.1 | 48.7 |
| BA | 52 | 3951 | 49 | 419 | 37 | 309 | 2 | 148 | 50 | 39 | 0 | 3 | 5059 |
| BA% | 46.8 | 52.2 | 54.4 | 48.2 | 46.8 | 48.2 | 22.2 | 83.1 | 33.8 | 25.2 | 0 | 42.9 | 51.3 |
| Wed 7th | 78 | 7899 | 71 | 972 | 74 | 756 | 14 | 159 | 164 | 185 | 8 | 7 | 10387 |
| % | 0.8 | 76 | 0.7 | 9.4 | 0.7 | 7.3 | 0.1 | 1.5 | 1.6 | 1.8 | 0.1 | 0.1 | |
| AB | 39 | 3913 | 37 | 521 | 36 | 393 | 9 | 25 | 108 | 139 | 2 | 4 | 5226 |
| AB% | 50 | 49.5 | 52.1 | 53.6 | 48.6 | 52 | 64.3 | 15.7 | 65.9 | 75.1 | 25 | 57.1 | 50.3 |
| BA | 39 | 3986 | 34 | 451 | 38 | 363 | 5 | 134 | 56 | 46 | 6 | 3 | 5161 |
| BA% | 50 | 50.5 | 47.9 | 46.4 | 51.4 | 48 | 35.7 | 84.3 | 34.1 | 24.9 | 75 | 42.9 | 49.7 |
| Thu 8th | 91 | 7825 | 79 | 913 | 88 | 657 | 20 | 191 | 136 | 158 | 3 | 5 | 10166 |
| % | 0.9 | 77 | 0.8 | 9 | 0.9 | 6.5 | 0.2 | 1.9 | 1.3 | 1.6 | 0 | 0 | |
| AB | 41 | 3767 | 38 | 508 | 53 | 347 | 7 | 33 | 86 | 119 | 2 | 4 | 5005 |
| AB% | 45.1 | 48.1 | 48.1 | 55.6 | 60.2 | 52.8 | 35 | 17.3 | 63.2 | 75.3 | 66.7 | 80 | 49.2 |
| BA | 50 | 4058 | 41 | 405 | 35 | 310 | 13 | 158 | 50 | 39 | 1 | 1 | 5161 |
| BA% | 54.9 | 51.9 | 51.9 | 44.4 | 39.8 | 47.2 | 65 | 82.7 | 36.8 | 24.7 | 33.3 | 20 | 50.8 |

APPENDIX B.2

KCCNRDO Traffic Volumes

Location 2 – Brittas

| Traffic Counter | Route | Count 1 Tues | Count 2 Wed | Count 3 Thurs | AADT _{avg} | %HCVs |
|-----------------|--------------------|-----------------|----------------|------------------|---------------------|--------|
| 1 | N81 Blessington Rd | 9924 | 10220 | 10267 | 14190 | 12.73% |
| 2 | Brittas Road | 1941 | 2007 | 2008 | 2779 | 17.08% |
| 3 | N81 Dublin Rd | 8471 | 8679 | 8995 | 12199 | 19.09% |
| 4 | Lugmore Road | 673 | 705 | 695 | 967 | 8.65% |

Table 1: AADT's for Brittas Junction

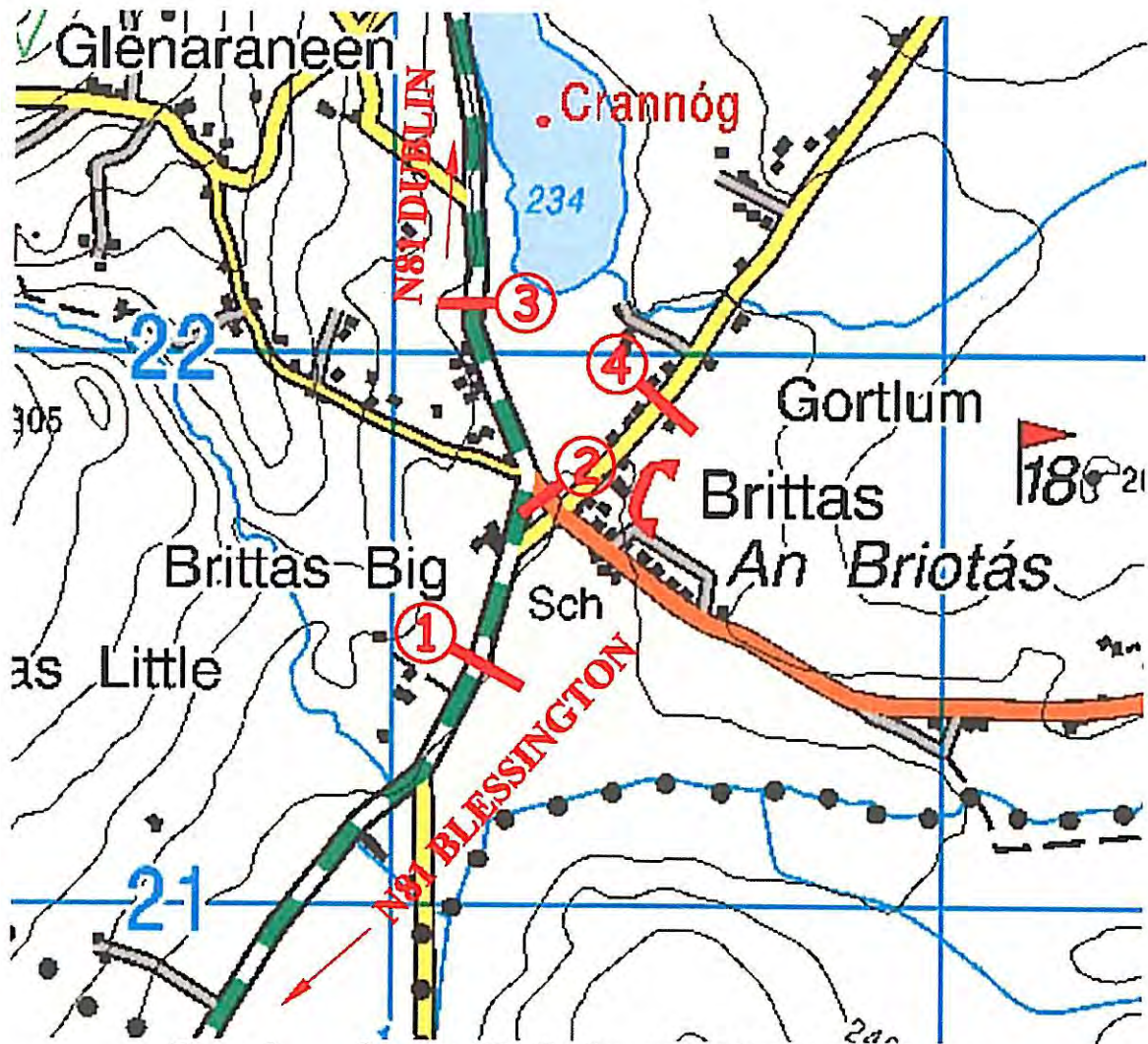


Figure 1: Layout of Traffic Counters at Location 2 – Brittas

| Date | Volume | | Eastbound (A>B) | | Westbound (B>A) | |
|----------------------|--------|-------|-----------------|-------|-----------------|-------|
| | Total | %HCV | Total | %HCV | Total | %HCV |
| 9 th Oct | 14420 | 12.69 | 7447 | 13.24 | 6973 | 12.10 |
| 10 th Oct | 14757 | 12.39 | 7610 | 13.23 | 7147 | 11.50 |
| 11 th Oct | 14847 | 13.09 | 7636 | 13.75 | 7211 | 12.40 |

Table 2: Counter 1 Traffic Count, 9th, 10th & 11th October 2007, N81 Blessington Rd

| Date | Volume | | Eastbound (A>B) | | Westbound (B>A) | |
|----------------------|--------|-------|-----------------|-------|-----------------|-------|
| | Total | %HCV | Total | %HCV | Total | %HCV |
| 9 th Oct | 2694 | 17.30 | 1375 | 14.40 | 1319 | 20.32 |
| 10 th Oct | 2752 | 16.17 | 1434 | 14.23 | 1318 | 18.29 |
| 11 th Oct | 2702 | 17.76 | 1412 | 15.30 | 1290 | 20.47 |

Table 3: Counter 2 Traffic Count, 9th, 10th & 11th October 2007, Brittas Rd

| Date | Volume | | Eastbound (A>B) | | Westbound (B>A) | |
|----------------------|--------|-------|-----------------|-------|-----------------|-------|
| | Total | %HCV | Total | %HCV | Total | %HCV |
| 9 th Oct | 11743 | 19.45 | 5987 | 18.76 | 5756 | 20.17 |
| 10 th Oct | 11991 | 18.71 | 6119 | 18.03 | 5872 | 19.41 |
| 11 th Oct | 12365 | 19.13 | 12365 | 19.13 | 6062 | 20.21 |

Table 4: Counter 3 Traffic Count, 9th, 10th & 11th October 2007, N81 Dublin Rd

| Date | Volume | | Eastbound (A>B) | | Westbound (B>A) | |
|----------------------|--------|------|-----------------|-------|-----------------|------|
| | Total | %HCV | Total | %HCV | Total | %HCV |
| 9 th Oct | 1141 | 8.50 | 390 | 10.0 | 751 | 7.72 |
| 10 th Oct | 1202 | 9.07 | 420 | 11.19 | 782 | 7.93 |
| 11 th Oct | 1158 | 8.38 | 415 | 10.36 | 743 | 7.27 |

Table 5: Counter 1 Traffic Count, 9th, 10th & 11th October 2007, Lugmore Rd

Datasets:

Site: [loc2 Brittas] location 2 South Side of N81 Counter 1
Direction: 7 - North bound A>B, South bound B>A., Lane: 0
Survey Duration: 08:07 08 October 2007 => 10:53 19 October 2007
File: N:\Projects\NRO159\Traffic Data\Traffic Counts\Location 2 Brittas\loc2 Brittas
 Blessington side N81.EC0 (Plus)
Identifier: U470PDPR MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 08:07 08 October 2007 => 11:00 12 October 2007
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (ARX)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 56809 / 56967 (99.72%)

Table 6: Counter 1 Vehicle Classification Count, 9th, 10th & 11th October 2007, N81 Blessington Road

| Class | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | Total |
|----------------------------|------|-------|------|------|------|------|------|------|------|------|------|------|-------|
| Tue 9th | 129 | 12250 | 211 | 760 | 71 | 530 | 15 | 141 | 135 | 164 | 6 | 8 | 14420 |
| % | 0.9 | 85 | 1.5 | 5.3 | 0.5 | 3.7 | 0.1 | 1 | 0.9 | 1.1 | 0 | 0.1 | |
| AB | 55 | 6281 | 125 | 402 | 34 | 298 | 12 | 19 | 86 | 127 | 3 | 5 | 7447 |
| AB% | 42.6 | 51.3 | 59.2 | 52.9 | 47.9 | 56.2 | 80 | 13.5 | 63.7 | 77.4 | 50 | 62.5 | 51.6 |
| BA | 74 | 5969 | 86 | 358 | 37 | 232 | 3 | 122 | 49 | 37 | 3 | 3 | 6973 |
| BA% | 57.4 | 48.7 | 40.8 | 47.1 | 52.1 | 43.8 | 20 | 86.5 | 36.3 | 22.6 | 50 | 37.5 | 48.4 |
| Wed 10th | 112 | 12630 | 186 | 787 | 70 | 502 | 12 | 152 | 134 | 157 | 4 | 11 | 14757 |
| % | 0.8 | 85.6 | 1.3 | 5.3 | 0.5 | 3.4 | 0.1 | 1 | 0.9 | 1.1 | 0 | 0.1 | |
| AB | 48 | 6441 | 114 | 425 | 43 | 287 | 7 | 25 | 88 | 122 | 4 | 6 | 7610 |
| AB% | 42.9 | 51 | 61.3 | 54 | 61.4 | 57.2 | 58.3 | 16.4 | 65.7 | 77.7 | 100 | 54.5 | 51.6 |
| BA | 64 | 6189 | 72 | 362 | 27 | 215 | 5 | 127 | 46 | 35 | 0 | 5 | 7147 |
| BA% | 57.1 | 49 | 38.7 | 46 | 38.6 | 42.8 | 41.7 | 83.6 | 34.3 | 22.3 | 0 | 45.5 | 48.4 |
| Thu 11th | 123 | 12598 | 182 | 819 | 85 | 558 | 13 | 139 | 144 | 173 | 6 | 7 | 14847 |
| % | 0.8 | 84.9 | 1.2 | 5.5 | 0.6 | 3.8 | 0.1 | 0.9 | 1 | 1.2 | 0 | 0 | |
| AB | 56 | 6426 | 104 | 448 | 45 | 306 | 7 | 22 | 86 | 130 | 2 | 4 | 7636 |
| AB% | 45.5 | 51 | 57.1 | 54.7 | 52.9 | 54.8 | 53.8 | 15.8 | 59.7 | 75.1 | 33.3 | 57.1 | 51.4 |
| BA | 67 | 6172 | 78 | 371 | 40 | 252 | 6 | 117 | 58 | 43 | 4 | 3 | 7211 |
| BA% | 54.5 | 49 | 42.9 | 45.3 | 47.1 | 45.2 | 46.2 | 84.2 | 40.3 | 24.9 | 66.7 | 42.9 | 48.6 |

Datasets:

Site: [Loc2 Brittas] Location 2 Brittas (East side of Junction)
Direction: 6 - West bound A>B, East bound B>A., Lane: 0
Survey Duration: 08:09 08 October 2007 => 10:59 19 October 2007
File: N:\Projects\NRO159\Traffic Data\Traffic Counts\Location 2 Brittas\Loc2 BrittasCounter2 Blackhill Dirn.EC0 (Plus)
Identifier: U474S24G MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 08:09 08 October 2007 => 11:00 12 October 2007
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (ARX)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 10731 / 11101 (96.67%)

Table 7: Counter 2 Vehicle Classification Count, 9th, 10th & 11th October 2007, Brittas Road

| Class | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | Total |
|----------------------------|------|------|------|------|------|------|-----|-----|-----|------|----|----|-------|
| Tue 9th | 46 | 2156 | 26 | 221 | 50 | 153 | 1 | 25 | 3 | 13 | 0 | 0 | 2694 |
| % | 1.7 | 80 | 1 | 8.2 | 1.9 | 5.7 | 0 | 0.9 | 0.1 | 0.5 | 0 | 0 | |
| AB | 39 | 1127 | 11 | 107 | 37 | 45 | 1 | 2 | 0 | 6 | 0 | 0 | 1375 |
| AB% | 84.8 | 52.3 | 42.3 | 48.4 | 74 | 29.4 | 100 | 8 | 0 | 46.2 | 0 | 0 | 51 |
| BA | 7 | 1029 | 15 | 114 | 13 | 108 | 0 | 23 | 3 | 7 | 0 | 0 | 1319 |
| BA% | 15.2 | 47.7 | 57.7 | 51.6 | 26.0 | 70.6 | 0 | 92 | 100 | 53.8 | 0 | 0 | 49 |
| Wed 10th | 47 | 2212 | 48 | 214 | 41 | 135 | 1 | 16 | 13 | 25 | 0 | 0 | 2752 |
| % | 1.7 | 80.4 | 1.7 | 7.8 | 1.5 | 4.9 | 0 | 0.6 | 0.5 | 0.9 | 0 | 0 | |
| AB | 36 | 1175 | 19 | 116 | 32 | 42 | 1 | 0 | 0 | 13 | 0 | 0 | 1434 |
| AB% | 76.6 | 53.1 | 39.6 | 54.2 | 78 | 31.1 | 100 | 0 | 0 | 52 | 0 | 0 | 52.1 |
| BA | 11 | 1037 | 29 | 98 | 9 | 93 | 0 | 16 | 13 | 12 | 0 | 0 | 1318 |
| BA% | 23.4 | 46.9 | 60.4 | 45.8 | 22 | 68.9 | 0 | 100 | 100 | 48 | 0 | 0 | 47.9 |
| Thu 11th | 64 | 2117 | 41 | 219 | 53 | 155 | 1 | 25 | 6 | 21 | 0 | 0 | 2702 |
| % | 2.4 | 78.3 | 1.5 | 8.1 | 2 | 5.7 | 0 | 0.9 | 0.2 | 0.8 | 0 | 0 | |
| AB | 54 | 1129 | 13 | 118 | 35 | 49 | 1 | 1 | 0 | 12 | 0 | 0 | 1412 |
| AB% | 84.4 | 53.3 | 31.7 | 53.9 | 66 | 31.6 | 100 | 4 | 0 | 57.1 | 0 | 0 | 52.3 |
| BA | 10 | 988 | 28 | 101 | 18 | 106 | 0 | 24 | 6 | 9 | 0 | 0 | 1290 |
| BA% | 15.6 | 46.7 | 68.3 | 46.1 | 34 | 68.4 | 0 | 96 | 100 | 42.9 | 0 | 0 | 47.7 |

Datasets:

Site: [Loc2 Brittas] Location 2 Brittas Dublin side of N81
Direction: 5 - South bound A>B, North bound B>A., Lane: 0
Survey Duration: 08:12 08 October 2007 => 10:58 19 October 2007
File: N:\Projects\NRO159\Traffic Data\Traffic Counts\Location 2 Brittas\Loc2 BrittasCounter 3 Dublin Side N81.EC0 (Plus)
Identifier: U471VCE7 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 08:12 08 October 2007 => 11:00 12 October 2007
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (ARX)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 46998 / 47070 (99.85%)

Table 8: Counter 3 Vehicle Classification Count, 9th, 10th & 11th October 2007, N81 Dublin Road

| Class | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | Total |
|----------------------------|------|------|------|------|------|------|------|------|------|------|------|------|-------|
| Tue 9th | 106 | 9233 | 120 | 982 | 62 | 714 | 11 | 179 | 160 | 162 | 4 | 10 | 11743 |
| % | 0.9 | 78.6 | 1 | 8.4 | 0.5 | 6.1 | 0.1 | 1.5 | 1.4 | 1.4 | 0 | 0.1 | |
| AB | 47 | 4761 | 56 | 507 | 30 | 324 | 2 | 155 | 53 | 45 | 2 | 5 | 5987 |
| AB% | 44.3 | 51.6 | 46.7 | 51.6 | 48.4 | 45.4 | 18.2 | 86.6 | 33.1 | 27.8 | 50 | 50 | 51 |
| BA | 59 | 4472 | 64 | 475 | 32 | 390 | 9 | 24 | 107 | 117 | 2 | 5 | 5756 |
| BA% | 55.7 | 48.4 | 53.3 | 48.4 | 51.6 | 54.6 | 81.8 | 13.4 | 66.9 | 72.2 | 50 | 50 | 49 |
| Wed 10th | 114 | 9525 | 109 | 983 | 51 | 657 | 11 | 185 | 185 | 161 | 7 | 3 | 11991 |
| % | 1 | 79.4 | 0.9 | 8.2 | 0.4 | 5.5 | 0.1 | 1.5 | 1.5 | 1.3 | 0.1 | 0 | |
| AB | 52 | 4911 | 53 | 498 | 23 | 309 | 4 | 151 | 69 | 44 | 3 | 2 | 6119 |
| AB% | 45.6 | 51.6 | 48.6 | 50.7 | 45.1 | 47 | 36.4 | 81.6 | 37.3 | 27.3 | 42.9 | 66.7 | 51 |
| BA | 62 | 4614 | 56 | 485 | 28 | 348 | 7 | 34 | 116 | 117 | 4 | 1 | 5872 |
| BA% | 54.4 | 48.4 | 51.4 | 49.3 | 54.9 | 53 | 63.6 | 18.4 | 62.7 | 72.7 | 57.1 | 33.3 | 49 |
| Thu 11th | 125 | 9775 | 100 | 1003 | 74 | 750 | 8 | 186 | 169 | 162 | 5 | 8 | 12365 |
| % | 1 | 79.1 | 0.8 | 8.1 | 0.6 | 6.1 | 0.1 | 1.5 | 1.4 | 1.3 | 0 | 0.1 | |
| AB | 64 | 5044 | 55 | 489 | 34 | 342 | 4 | 155 | 69 | 41 | 1 | 5 | 6303 |
| AB% | 51.2 | 51.6 | 55 | 48.8 | 45.9 | 45.6 | 50 | 83.3 | 40.8 | 25.3 | 20 | 62.5 | 51 |
| BA | 61 | 4731 | 45 | 514 | 40 | 408 | 4 | 31 | 100 | 121 | 4 | 3 | 6062 |
| BA% | 48.8 | 48.4 | 45 | 51.2 | 54.1 | 54.4 | 50 | 16.7 | 59.2 | 74.7 | 80 | 37.5 | 49 |

Datasets:

Site: [Loc 2 Brittas] ILocation 2 Brittas (Small Rd towards Tallaght - Lugmore Rd)
Direction: 5 - South bound A>B, North bound B>A., Lane: 0
Survey Duration: 08:14 08 October 2007 => 10:59 19 October 2007
File: N:\Projects\NRO159\Traffic Data\Traffic Counts\Location 2 Brittas\Loc 2 Brittas
 Counter 4.eco (Plus)
Identifier: U4734AK0 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 08:14 08 October 2007 => 11:00 12 October 2007
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (ARX)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 4651 / 4673 (99.53%)

Table 9: Counter 4 Vehicle Classification Count, 9th, 10th & 11th October 2007, Lugmore Road

| Class | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | Total |
|----------------------------|------|------|------|------|-----|------|-----|-----|------|------|----|----|-------|
| Tue 9th | 4 | 1016 | 24 | 82 | 2 | 12 | 0 | 0 | 0 | 1 | 0 | 0 | 1141 |
| % | 0.4 | 89 | 2.1 | 7.2 | 0.2 | 1.1 | 0 | 0 | 0 | 0.1 | 0 | 0 | |
| AB | 1 | 338 | 12 | 35 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 390 |
| AB% | 25 | 33.3 | 50 | 42.7 | 0 | 33.3 | 0 | 0 | 0 | 0 | 0 | 0 | 34.2 |
| BA | 3 | 678 | 12 | 47 | 2 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 751 |
| BA% | 75 | 66.7 | 50 | 57.3 | 100 | 66.7 | 0 | 0 | 0 | 100 | 0 | 0 | 65.8 |
| Wed 10th | 3 | 1075 | 15 | 86 | 2 | 14 | 1 | 2 | 3 | 1 | 0 | 0 | 1202 |
| % | 0.2 | 89.4 | 1.2 | 7.2 | 0.2 | 1.2 | 0.1 | 0.2 | 0.2 | 0.1 | 0 | 0 | |
| AB | 1 | 365 | 7 | 40 | 0 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 420 |
| AB% | 33.3 | 34 | 46.7 | 46.5 | 0 | 35.7 | 0 | 50 | 33.3 | 0 | 0 | 0 | 34.9 |
| BA | 2 | 710 | 8 | 46 | 2 | 9 | 1 | 1 | 2 | 1 | 0 | 0 | 782 |
| BA% | 66.7 | 66 | 53.3 | 53.5 | 100 | 64.3 | 100 | 50 | 66.7 | 100 | 0 | 0 | 65.1 |
| Thu 11th | 9 | 1046 | 6 | 78 | 4 | 10 | 0 | 2 | 0 | 3 | 0 | 0 | 1158 |
| % | 0.8 | 90.3 | 0.5 | 6.7 | 0.3 | 0.9 | 0 | 0.2 | 0 | 0.3 | 0 | 0 | |
| AB | 4 | 365 | 3 | 37 | 1 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 415 |
| AB% | 44.4 | 34.9 | 50 | 47.4 | 25 | 30 | 0 | 50 | 0 | 33.3 | 0 | 0 | 35.8 |
| BA | 5 | 681 | 3 | 41 | 3 | 7 | 0 | 1 | 0 | 2 | 0 | 0 | 743 |
| BA% | 55.6 | 65.1 | 50 | 52.6 | 75 | 70 | 0 | 50 | 0 | 66.7 | 0 | 0 | 64.2 |

APPENDIX B.3

KCCNRDO Traffic Volumes

Location 3 – Kilbride

| Traffic Counter | Route | Count 1 Tues | Count 2 Wed | Count 3 Fri | AADT _{avg} | %HCVs |
|-----------------|--------------------|-----------------|----------------|----------------|---------------------|--------|
| 1 | N81 Blessington Rd | 9016 | 9539 | 8681 | 12113 | 13.79% |
| 2 | R759 Kilbride Rd | 1034 | 1044 | 997 | 1367 | 14.09% |
| 3 | N81 Dublin Rd | 9301 | 9876 | 8965 | 12516 | 13.70% |
| 4 | Kilteel Rd | 61 | 88 | 89 | 106 | 13.97% |

Table 1: AADT's for Kilbride Junction

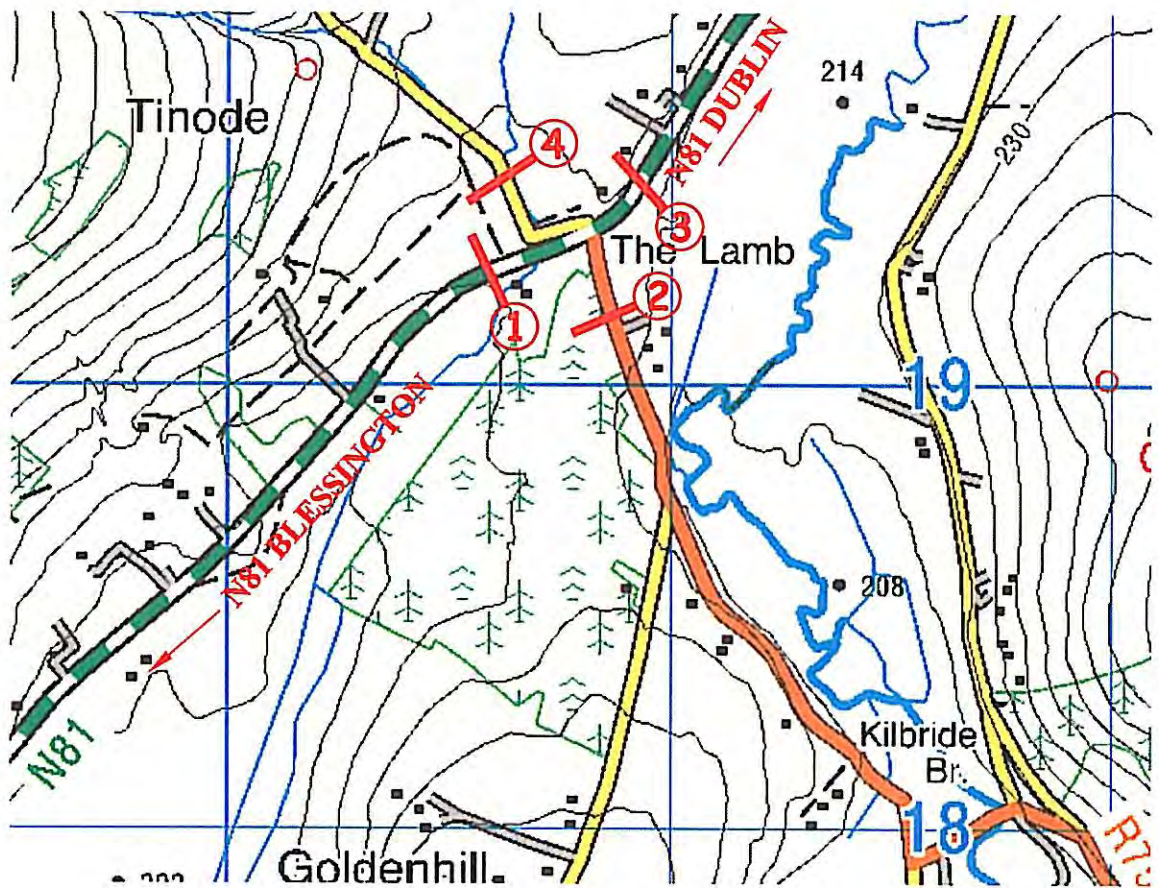


Figure 1: Layout of Traffic Counters at Location 3 – Kilbride Junction

| Date | Volume | | Northbound (A>B) | | Southbound (B>A) | |
|---------------------|--------|-------|------------------|-------|------------------|-------|
| | Total | %HCV | Total | %HCV | Total | %HCV |
| 3 rd Aug | 11906 | 11.94 | 5881 (49.4%) | 12.60 | 6025 (50.6%) | 11.30 |
| 7 th Aug | 12627 | 14.52 | 6534 (51.7%) | 14.36 | 6093 (48.3%) | 14.71 |
| 8 th Aug | 13408 | 14.90 | 6785 (50.6%) | 14.41 | 6623 (49.4%) | 15.40 |

Table 2: Counter 1 Traffic Count, 3rd, 7th & 8th August 2007, N81 Blessington Road

| Date | Volume | | Westbound (A>B) | | Eastbound (B>A) | |
|---------------------|--------|-------|-----------------|-------|-----------------|-------|
| | Total | %HCV | Total | %HCV | Total | %HCV |
| 3 rd Aug | 1269 | 10.95 | 509 (48.0%) | 12.18 | 660 (52.0%) | 11.67 |
| 7 th Aug | 1330 | 15.79 | 634 (47.7%) | 15.77 | 696 (52.3%) | 15.80 |
| 8 th Aug | 1391 | 15.53 | 685 (49.2%) | 16.50 | 706 (50.8%) | 14.59 |

Table 3: Counter 2 Traffic Count, 3rd, 7th & 8th August 2007, R759 Kilbride Road

| Date | Volume | | Southbound (A>B) | | Northbound (B>A) | |
|---------------------|--------|-------|------------------|-------|------------------|-------|
| | Total | %HCV | Total | %HCV | Total | %HCV |
| 3 rd Aug | 12269 | 12.09 | 6247 (50.9%) | 11.38 | 6022 (49.1%) | 12.82 |
| 7 th Aug | 13055 | 14.25 | 6372 (48.8%) | 14.38 | 6683 (51.2%) | 14.13 |
| 8 th Aug | 13885 | 14.76 | 6930 (49.9%) | 14.99 | 6955 (50.1%) | 14.54 |

Table 4: Counter 3 Traffic Count, 3rd, 7th & 8th August 2007, N81 Dublin Road

| Date | Volume | | Eastbound (A>B) | | Westbound (B>A) | |
|---------------------|--------|-------|-----------------|-------|-----------------|-------|
| | Total | %HCV | Total | %HCV | Total | %HCV |
| 3 rd Aug | 113 | 10.62 | 55 (48.7%) | 9.09 | 58 (51.3%) | 12.07 |
| 7 th Aug | 76 | 14.47 | 38 (50%) | 15.79 | 38 (50%) | 13.16 |
| 8 th Aug | 107 | 16.82 | 54 (50.5%) | 14.81 | 53 (49.5%) | 18.87 |

Table 5: Counter 4 Traffic Count, 3rd, 7th & 8th August 2007, Killeel Road

Datasets:

Site: [Loc3 Kilbride] Kilbride Location 3 South (Blessington) Side of Junction
Direction: 7 - North bound A>B, South bound B>A., Lane: 0
Survey Duration: 15:43 01 August 2007 => 08:03 10 August 2007
File: N:\Projects\NRO159\Traffic Data\Traffic Counts\Location 3 Kilbride\Loc3
 Kilbride_Counter1_10Aug2007.EC0 (Plus)
Identifier: U471VCE7 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 15:43 01 August 2007 => 08:03 10 August 2007
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (ARX)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 75437 / 75466 (99.96%)

*Table 6: Counter 1 Vehicle Classification Count, 3rd, 7th & 8th August 2007, N81
 Blessington Road*

| Class | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | Total |
|----------------------------|------|-------|------|------|------|------|------|------|------|------|-----|------|-------|
| Fri 3rd | 119 | 10214 | 151 | 893 | 48 | 257 | 15 | 77 | 77 | 52 | 1 | 2 | 11906 |
| % | 1 | 85.8 | 1.3 | 7.5 | 0.4 | 2.2 | 0.1 | 0.6 | 0.6 | 0.4 | 0 | 0 | |
| AB | 55 | 5003 | 82 | 461 | 21 | 136 | 4 | 22 | 55 | 41 | 0 | 1 | 5881 |
| AB% | 46.2 | 49 | 54.3 | 51.6 | 43.8 | 52.9 | 26.7 | 28.6 | 71.4 | 78.8 | 0 | 50 | 49.4 |
| BA | 64 | 5211 | 69 | 432 | 27 | 121 | 11 | 55 | 22 | 11 | 1 | 1 | 6025 |
| BA% | 53.8 | 51.0 | 45.7 | 48.4 | 56.3 | 47.1 | 73.3 | 71.4 | 28.6 | 21.2 | 100 | 50 | 50.6 |
| Tues 7th | 136 | 10495 | 162 | 945 | 100 | 426 | 18 | 112 | 123 | 102 | 0 | 8 | 12627 |
| % | 1.1 | 83.1 | 1.3 | 7.5 | 0.8 | 3.4 | 0.1 | 0.9 | 1.0 | 0.8 | 0 | 0.1 | |
| AB | 62 | 5438 | 96 | 505 | 33 | 207 | 5 | 27 | 78 | 78 | 0 | 5 | 6534 |
| AB% | 45.6 | 51.8 | 59.3 | 53.4 | 33 | 48.6 | 27.8 | 24.1 | 63.4 | 76.5 | 0 | 62.5 | 51.7 |
| BA | 74 | 5057 | 66 | 440 | 67 | 219 | 13 | 85 | 45 | 24 | 0 | 3 | 6093 |
| BA% | 54.4 | 48.2 | 40.7 | 46.6 | 67.0 | 51.4 | 72.2 | 75.9 | 36.6 | 23.5 | 0 | 37.5 | 48.3 |
| Wed 8th | 136 | 11097 | 177 | 963 | 72 | 564 | 23 | 133 | 119 | 118 | 2 | 4 | 13408 |
| % | 1.0 | 82.8 | 1.3 | 7.2 | 0.5 | 4.2 | 0.2 | 1.0 | 0.9 | 0.9 | 0 | 0 | |
| AB | 54 | 5640 | 113 | 490 | 25 | 247 | 12 | 35 | 69 | 95 | 2 | 3 | 6785 |
| AB% | 39.7 | 50.8 | 63.8 | 50.9 | 34.7 | 43.8 | 52.2 | 26.3 | 58 | 80.5 | 100 | 75.0 | 50.6 |
| BA | 82 | 5457 | 64 | 473 | 47 | 317 | 11 | 98 | 50 | 23 | 0 | 1 | 6623 |
| BA% | 60.3 | 49.2 | 36.2 | 49.1 | 65.3 | 56.2 | 47.8 | 73.7 | 42 | 19.5 | 0 | 25 | 49.4 |

Datasets:

Site: [Loc 3 Kilbride] Location 3 Kilbride. East (Kilbride) side of N81
Direction: 6 - West bound A>B, East bound B>A., Lane: 0
Survey Duration: 15:52 01 August 2007 => 08:11 10 August 2007
File: N:\Projects\NRO159\Traffic Data\Traffic Counts\Location 3 Kilbride\Loc 3 Kilbride10Aug2007.EC0 (Plus)
Identifier: U4734AK0 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 15:52 01 August 2007 => 08:11 10 August 2007
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (ARX)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 8434 / 8437 (99.96%)

Table 7: Counter 2 Vehicle Classification Count, 3rd, 7th & 8th August 2007, R759 Kilbride Road

| Class | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | Total |
|----------------------------|------|------|------|------|------|------|-----|------|------|------|----|-----|-------|
| Fri 3rd | 22 | 1062 | 46 | 112 | 2 | 11 | 2 | 11 | 1 | 0 | 0 | 0 | 1269 |
| % | 1.7 | 83.7 | 3.6 | 8.8 | 0.2 | 0.9 | 0.2 | 0.9 | 0.1 | 0 | 0 | 0 | |
| AB | 12 | 513 | 22 | 51 | 1 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 609 |
| AB% | 54.5 | 48.3 | 47.8 | 45.5 | 50.0 | 54.5 | 0 | 36.4 | 0 | 0 | 0 | 0 | 48 |
| BA | 10 | 549 | 24 | 61 | 1 | 5 | 2 | 7 | 1 | 0 | 0 | 0 | 660 |
| BA% | 45.5 | 51.7 | 52.2 | 54.5 | 50 | 45.5 | 100 | 63.6 | 100 | 0 | 0 | 0 | 52 |
| Tues 7th | 19 | 1071 | 30 | 159 | 4 | 15 | 0 | 7 | 14 | 10 | 0 | 1 | 1330 |
| % | 1.4 | 80.5 | 2.3 | 12 | 0.3 | 1.1 | 0 | 0.5 | 1.1 | 0.8 | 0 | 0.1 | |
| AB | 8 | 517 | 9 | 72 | 2 | 10 | 0 | 2 | 8 | 5 | 0 | 1 | 634 |
| AB% | 42.1 | 48.3 | 30 | 45.3 | 50 | 66.7 | 0 | 28.6 | 57.1 | 50 | 0 | 100 | 47.7 |
| BA | 11 | 554 | 21 | 87 | 2 | 5 | 0 | 5 | 6 | 5 | 0 | 0 | 696 |
| BA% | 57.9 | 51.7 | 70 | 54.7 | 50 | 33.3 | 0 | 71.4 | 42.9 | 50 | 0 | 0 | 52.3 |
| Wed 8th | 16 | 1123 | 36 | 144 | 12 | 29 | 1 | 14 | 7 | 9 | 0 | 0 | 1391 |
| % | 1.2 | 80.7 | 2.6 | 10.4 | 0.9 | 2.1 | 0.1 | 1 | 0.5 | 0.6 | 0 | 0 | |
| AB | 9 | 547 | 16 | 76 | 5 | 16 | 0 | 8 | 4 | 4 | 0 | 0 | 685 |
| AB% | 56.3 | 48.7 | 44.4 | 52.8 | 41.7 | 55.2 | 0 | 57.1 | 57.1 | 44.4 | 0 | 0 | 49.2 |
| BA | 7 | 576 | 20 | 68 | 7 | 13 | 1 | 6 | 3 | 5 | 0 | 0 | 706 |
| BA% | 43.8 | 51.3 | 55.6 | 47.2 | 58.3 | 44.8 | 100 | 42.9 | 42.9 | 55.6 | 0 | 0 | 50.8 |

Datasets:

Site: [Loc3 Kilbride] Location 3 Kilbride. North (Dublin) Side of Kilbride
Junction
Direction: 5 - South bound A>B, North bound B>A., Lane: 0
Survey Duration: 16:06 01 August 2007 => 07:21 10 August 2007
File: N:\Projects\NRO159\Traffic Data\Traffic Counts\Location 3 Kilbride\Loc3
 Kilbride10Aug2007.EC0 (Plus)
Identifier: U474S24G MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 16:06 01 August 2007 => 07:21 10 August 2007
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (ARX)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 77437 / 77475 (99.95%)

Table 8: Counter 3 Vehicle Classification Count, 3rd, 7th & 8th August 2007, N81 Dublin Road

| Class | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | Total |
|----------------------------|------|-------|------|------|------|------|------|------|------|------|------|------|-------|
| Fri 3rd | 115 | 10514 | 157 | 958 | 37 | 250 | 13 | 88 | 73 | 57 | 1 | 6 | 12269 |
| % | 0.9 | 85.7 | 1.3 | 7.8 | 0.3 | 2.0 | 0.1 | 0.7 | 0.6 | 0.5 | 0.0 | 0.0 | |
| AB | 60 | 5396 | 80 | 454 | 15 | 123 | 9 | 64 | 23 | 18 | 1 | 4 | 6247 |
| AB% | 52.2 | 51.3 | 51 | 47.4 | 40.5 | 49.2 | 69.2 | 72.7 | 31.5 | 31.6 | 100 | 66.7 | 50.9 |
| BA | 55 | 5118 | 77 | 504 | 22 | 127 | 4 | 24 | 50 | 39 | 0 | 2 | 6022 |
| BA% | 47.8 | 48.7 | 49 | 52.6 | 59.5 | 50.8 | 30.8 | 27.3 | 68.5 | 68.4 | 0 | 33.3 | 49.1 |
| Tues 7th | 132 | 10890 | 173 | 1034 | 47 | 401 | 15 | 142 | 121 | 89 | 6 | 5 | 13055 |
| % | 1.0 | 83.4 | 1.3 | 7.9 | 0.4 | 3.1 | 0.1 | 1.1 | 0.9 | 0.7 | 0 | 0 | |
| AB | 77 | 5293 | 86 | 485 | 23 | 212 | 10 | 109 | 47 | 27 | 2 | 1 | 6372 |
| AB% | 58.3 | 48.6 | 49.7 | 46.9 | 48.9 | 52.9 | 66.7 | 76.8 | 38.8 | 30.3 | 33.3 | 20 | 48.8 |
| BA | 55 | 5597 | 87 | 549 | 24 | 189 | 5 | 33 | 74 | 62 | 4 | 4 | 6683 |
| BA% | 41.7 | 51.4 | 50.3 | 53.1 | 51.1 | 47.1 | 33.3 | 23.2 | 61.2 | 69.7 | 66.7 | 80 | 51.2 |
| Wed 8th | 155 | 11505 | 175 | 1083 | 40 | 515 | 24 | 140 | 116 | 117 | 2 | 13 | 13885 |
| % | 1.1 | 82.9 | 1.3 | 7.8 | 0.3 | 3.7 | 0.2 | 1.0 | 0.8 | 0.8 | 0 | 0.1 | |
| AB | 95 | 5715 | 81 | 528 | 21 | 296 | 13 | 104 | 47 | 26 | 1 | 3 | 6930 |
| AB% | 61.3 | 49.7 | 46.3 | 48.8 | 52.5 | 57.5 | 54.2 | 74.3 | 40.5 | 22.2 | 50 | 23.1 | 49.9 |
| BA | 60 | 5790 | 94 | 555 | 19 | 219 | 11 | 36 | 69 | 91 | 1 | 10 | 6955 |
| BA% | 38.7 | 50.3 | 53.7 | 51.2 | 47.5 | 42.5 | 45.8 | 25.7 | 59.5 | 77.8 | 50 | 76.9 | 50.1 |

APPENDIX B.4

KCCNRDO Traffic Volumes

Location 4 – Blessington

| Traffic Counter | Route | Mon | Tues | Wed | Thurs | Fri |
|-----------------|-----------------------|------|------|------|-------|------|
| 1 | R410 Naas Rd | 3308 | 3516 | 3601 | - | 3763 |
| 2 | N81 Dublin Rd | 8856 | 9468 | - | - | 9072 |
| 3 | N81 Baltinglass Rd | 6754 | 7243 | 7052 | - | 7784 |
| 4 | Lakes Road | - | - | 2360 | 2346 | 2494 |
| 5 | Blessington Relief Rd | - | - | 2155 | 2151 | 2191 |

Table 1: Traffic Counts for Blessington

| Traffic Counter | Route | AADT avg | % HCVs |
|-----------------|-----------------------|-------------|--------|
| 1 | R410 Naas Rd | 4796 | 14.94 |
| 2 | N81 Dublin Rd | 12303 | 13.43 |
| 3 | N81 Baltinglass Rd | 7796 | 12.06 |
| 4 | Lakes Road | 3127 | 7.83 |
| 5 | Blessington Relief Rd | 2822 | 9.34 |

Table 2: AADT's & percentage HCV's for Blessington

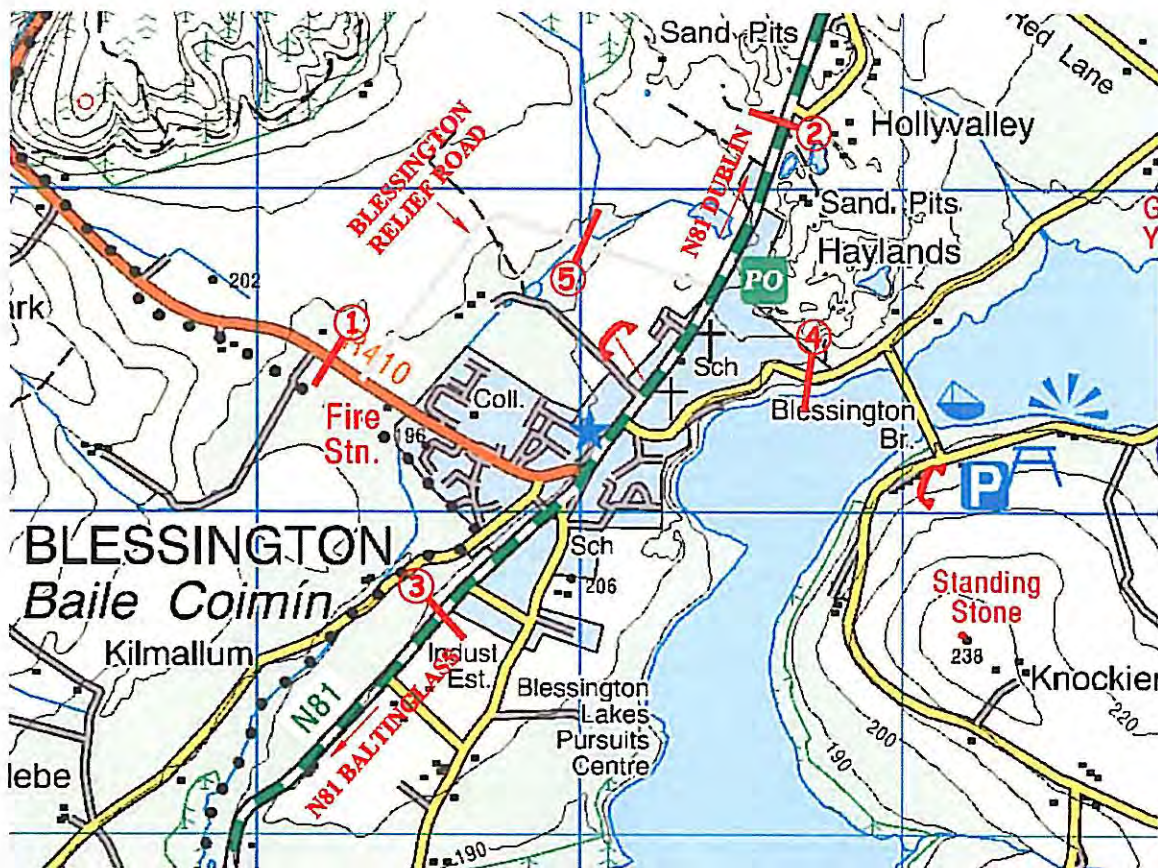


Figure 1: Layout of Traffic Counters at Location 4 – Blessington

| Date | Volume | | Eastbound (A>B) | | Westbound (B>A) | |
|-----------------------|--------|-------|-----------------|-------|-----------------|-------|
| | Total | %HCV | Total | %HCV | Total | %HCV |
| 20 th July | 4728 | 13.81 | 2338 | 13.86 | 2390 | 13.77 |
| 27 th July | 4136 | 14.26 | 2123 | 14.65 | 2013 | 13.86 |
| 30 th July | 4347 | 15.69 | 2242 | 15.88 | 2105 | 15.49 |
| 31 st July | 4529 | 15.99 | 2253 | 15.98 | 2276 | 15.99 |

Table 3: Counter 1 Traffic Count, 20th 23rd 24th & 25th July 2007, R410 Naas Road

| Date | Volume | | Northbound (A>B) | | Southbound (B>A) | |
|-----------------------|--------|-------|------------------|-------|------------------|-------|
| | Total | %HCV | Total | %HCV | Total | %HCV |
| 20 th July | 10208 | 15.12 | 5399 | 15.85 | 4809 | 14.29 |
| 27 th July | 12733 | 13.64 | 6371 | 13.00 | 6362 | 14.29 |
| 30 th July | 12219 | 12.82 | 5922 | 13.10 | 6297 | 12.55 |
| 31 st July | 13017 | 12.15 | 6359 | 12.47 | 6658 | 11.84 |

Table 4: Counter 2 Traffic Count, 20th 23rd 24th & 25th July 2007, N81 Dublin Road

| Date | Volume | | Southbound (A>B) | | Northbound (B>A) | |
|-----------------------|--------|-------|------------------|-------|------------------|-------|
| | Total | %HCV | Total | %HCV | Total | %HCV |
| 20 th July | 9972 | 12.34 | 4921 | 13.05 | 5051 | 11.66 |
| 27 th July | 8760 | 12.07 | 4500 | 12.51 | 4260 | 11.60 |
| 30 th July | 9279 | 11.88 | 4682 | 12.45 | 4597 | 11.29 |
| 31 st July | 9119 | 11.95 | 4629 | 12.75 | 4490 | 11.14 |

Table 5: Counter 3 Traffic Count, 20th 23rd 24th & 25th July 2007, N81 Baltinglass Road

| Date | Volume | | Eastbound (A>B) | | Westbound (B>A) | |
|-----------------------|--------|------|-----------------|------|-----------------|------|
| | Total | %HCV | Total | %HCV | Total | %HCV |
| 19 th Sept | 2931 | 8.22 | 1395 | 7.10 | 1536 | 9.24 |
| 20 th Sept | 2895 | 7.74 | 1391 | 6.97 | 1504 | 8.44 |
| 21 st Sept | 3107 | 7.53 | 1450 | 6.69 | 1657 | 8.27 |

Table 6: Counter 4 Traffic Count, 19th, 20th, 21st September 2007, Blessington Lakes Rd

| Date | Volume | | Eastbound (A>B) | | Westbound (B>A) | |
|-----------------------|--------|------|-----------------|-------|-----------------|------|
| | Total | %HCV | Total | %HCV | Total | %HCV |
| 19 th Sept | 2714 | 9.36 | 1426 | 10.24 | 1288 | 8.39 |
| 20 th Sept | 2667 | 9.34 | 1366 | 9.08 | 1301 | 9.61 |
| 21 st Sept | 2738 | 9.31 | 2738 | 9.31 | 1299 | 8.70 |

Table 7: Counter 5 Traffic Count, 19th, 20th, 21st September 2007, Blessington Lakes Rd

Datasets:

Site: [Bless near school] Blessington near school on naas road
Direction: 8 - East bound A>B, West bound B>A., Lane: 0
Survey Duration: 09:23 19 July 2007 => 10:12 26 July 2007
File: N:\Projects\NRO159\Traffic Data\Traffic Counts\Location 4 Blessington\Bless
 near school26Jul2007.EC0 (Plus)
Identifier: U471VCE7 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 09:23 19 July 2007 => 10:12 26 July 2007
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (ARX)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 28361 / 28388 (99.90%)

*Table 8: Counter 1 Vehicle Classification Count, 20th, 23rd, 24th & 25th July 2007, N81
 Dublin Road*

| Class | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | Total |
|----------------------------|------|------|------|------|------|------|-----|------|------|------|-----|-----|-------|
| Fri 20th | 19 | 3968 | 88 | 377 | 16 | 191 | 4 | 21 | 27 | 15 | 2 | 0 | 4728 |
| % | 0.4 | 83.9 | 1.9 | 8 | 0.3 | 4 | 0.1 | 0.4 | 0.6 | 0.3 | 0 | 0 | |
| AB | 6 | 1954 | 54 | 196 | 6 | 89 | 2 | 9 | 13 | 8 | 1 | 0 | 2338 |
| AB% | 31.6 | 49.2 | 61.4 | 52.0 | 37.5 | 46.6 | 50 | 42.9 | 48.1 | 53.3 | 50 | 0 | 49.5 |
| BA | 13 | 2014 | 34 | 181 | 10 | 102 | 2 | 12 | 14 | 7 | 1 | 0 | 2390 |
| BA% | 68.4 | 50.8 | 38.6 | 48.0 | 62.5 | 53.4 | 50 | 57.1 | 51.9 | 46.7 | 50 | 0 | 50.5 |
| Mon 23rd | 17 | 3455 | 74 | 338 | 11 | 182 | 4 | 19 | 23 | 13 | 0 | 0 | 4136 |
| % | 0.4 | 83.5 | 1.8 | 8.2 | 0.3 | 4.4 | 0.1 | 0.5 | 0.6 | 0.3 | 0 | 0 | |
| AB | 12 | 1763 | 37 | 177 | 4 | 98 | 3 | 6 | 13 | 10 | 0 | 0 | 2123 |
| AB% | 70.6 | 51 | 50 | 52.4 | 36.4 | 53.8 | 75 | 31.6 | 56.5 | 76.9 | 0 | 0 | 51.3 |
| BA | 5 | 1692 | 37 | 161 | 7 | 84 | 1 | 13 | 10 | 3 | 0 | 0 | 2013 |
| BA% | 29.4 | 49 | 50 | 47.6 | 63.6 | 46.2 | 25 | 68.4 | 43.5 | 23.1 | 0 | 0 | 48.7 |
| Tue 24th | 37 | 3525 | 103 | 356 | 17 | 261 | 1 | 19 | 19 | 8 | 1 | 0 | 4347 |
| % | 0.9 | 81.1 | 2.4 | 8.2 | 0.4 | 6 | 0 | 0.4 | 0.4 | 0.2 | 0 | 0 | |
| AB | 19 | 1806 | 61 | 187 | 10 | 129 | 1 | 6 | 16 | 7 | 0 | 0 | 2242 |
| AB% | 51.4 | 51.2 | 59.2 | 52.5 | 58.8 | 49.4 | 100 | 31.6 | 84.2 | 87.5 | 0 | 0 | 51.6 |
| BA | 18 | 1719 | 42 | 169 | 7 | 132 | 0 | 13 | 3 | 1 | 1 | 0 | 2105 |
| BA% | 48.6 | 48.8 | 40.8 | 47.5 | 41.2 | 50.6 | 0 | 68.4 | 15.8 | 12.5 | 100 | 0 | 48.4 |
| Wed 25th | 22 | 3673 | 110 | 361 | 16 | 288 | 5 | 21 | 21 | 10 | 1 | 1 | 4529 |
| % | 0.5 | 81.1 | 2.4 | 8 | 0.4 | 6.4 | 0.1 | 0.5 | 0.5 | 0.2 | 0 | 0 | |
| AB | 6 | 1824 | 63 | 174 | 8 | 143 | 3 | 14 | 12 | 5 | 1 | 0 | 2253 |
| AB% | 27.3 | 49.7 | 57.3 | 48.2 | 50 | 49.7 | 60 | 66.7 | 57.1 | 50 | 100 | 0 | 49.7 |
| BA | 16 | 1849 | 47 | 187 | 8 | 145 | 2 | 7 | 9 | 5 | 0 | 1 | 2276 |
| BA% | 72.7 | 50.3 | 42.7 | 51.8 | 50 | 50.3 | 40 | 33.3 | 42.9 | 50 | 0 | 100 | 50.3 |

Datasets:

Site: [Loc4 NDP] Loc4 N81 Dublin Rd, Blessington, NDP Sign
Direction: 5 - South bound A>B, North bound B>A., Lane: 0
Survey Duration: 08:28 26 July 2007 => 15:55 01 August 2007
File: N:\Projects\NRO159\Traffic Data\Traffic Counts\Location 4 Blessington\Loc4 NDP01Aug2007.EC0 (Plus)
Identifier: U474S24G MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)
Profile:
Filter time: 08:28 26 July 2007 => 15:55 01 August 2007
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (ARX)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 72976 / 73035 (99.92%)

Table 9: Counter 2 Vehicle Classification Count, 20th, 27th, 30th & 31st July 2007, N81 Dublin Road

| Class | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | Total |
|----------------------------|------|-------|------|------|------|------|------|------|------|------|------|------|-------|
| Fri 20th | 614 | 7935 | 116 | 802 | 37 | 378 | 8 | 100 | 97 | 104 | 10 | 7 | 10208 |
| % | 6 | 77.7 | 1.1 | 7.9 | 0.4 | 3.7 | 0.1 | 1 | 1 | 1 | 0.1 | 0.1 | |
| AB | 575 | 3897 | 71 | 429 | 26 | 219 | 1 | 75 | 38 | 58 | 7 | 3 | 5399 |
| AB% | 93.6 | 49.1 | 61.2 | 53.5 | 70.3 | 57.9 | 12.5 | 75 | 39.2 | 55.8 | 70 | 42.9 | 52.9 |
| BA | 39 | 4038 | 45 | 373 | 11 | 159 | 7 | 25 | 59 | 46 | 3 | 4 | 4809 |
| BA% | 6.4 | 50.9 | 38.8 | 46.5 | 29.7 | 42.1 | 87.5 | 25 | 60.8 | 44.2 | 30 | 57.1 | 47.1 |
| Fri 27th | 119 | 10649 | 228 | 1126 | 20 | 331 | 10 | 84 | 95 | 63 | 3 | 5 | 12733 |
| % | 0.9 | 83.6 | 1.8 | 8.8 | 0.2 | 2.6 | 0.1 | 0.7 | 0.7 | 0.5 | 0 | 0 | |
| AB | 71 | 5353 | 119 | 525 | 10 | 166 | 7 | 53 | 35 | 27 | 1 | 4 | 6371 |
| AB% | 59.7 | 50.3 | 52.2 | 46.6 | 50 | 50.2 | 70 | 63.1 | 36.8 | 42.9 | 33.3 | 80 | 50 |
| BA | 48 | 5296 | 109 | 601 | 10 | 165 | 3 | 31 | 60 | 36 | 2 | 1 | 6362 |
| BA% | 40.3 | 49.7 | 47.8 | 53.4 | 50 | 49.8 | 30 | 36.9 | 63.2 | 57.1 | 66.7 | 20 | 50 |
| Mon30th | 155 | 10316 | 182 | 1016 | 21 | 291 | 13 | 87 | 70 | 61 | 2 | 5 | 12219 |
| % | 1.3 | 84.4 | 1.5 | 8.3 | 0.2 | 2.4 | 0.1 | 0.7 | 0.6 | 0.5 | 0 | 0 | |
| AB | 69 | 4978 | 99 | 500 | 11 | 137 | 5 | 63 | 34 | 24 | 1 | 1 | 5922 |
| AB% | 44.5 | 48.3 | 54.4 | 49.2 | 52.4 | 47.1 | 38.5 | 72.4 | 48.6 | 39.3 | 50 | 20 | 48.5 |
| BA | 86 | 5338 | 83 | 516 | 10 | 154 | 8 | 24 | 36 | 37 | 1 | 4 | 6297 |
| BA% | 55.5 | 51.7 | 45.6 | 50.8 | 47.6 | 52.9 | 61.5 | 27.6 | 51.4 | 60.7 | 50 | 80 | 51.5 |
| Tue 31st | 160 | 11092 | 184 | 1065 | 24 | 294 | 7 | 88 | 55 | 43 | 3 | 2 | 13017 |
| % | 1.2 | 85.2 | 1.4 | 8.2 | 0.2 | 2.3 | 0.1 | 0.7 | 0.4 | 0.3 | 0 | 0 | |
| AB | 76 | 5389 | 101 | 534 | 11 | 145 | 4 | 58 | 27 | 13 | 0 | 1 | 6359 |
| AB% | 47.5 | 48.6 | 54.9 | 50.1 | 45.8 | 49.3 | 57.1 | 65.9 | 49.1 | 30.2 | 0 | 50 | 48.9 |
| BA | 84 | 5703 | 83 | 531 | 13 | 149 | 3 | 30 | 28 | 30 | 3 | 1 | 6658 |
| BA% | 52.5 | 51.4 | 45.1 | 49.9 | 54.2 | 50.7 | 42.9 | 34.1 | 50.9 | 69.8 | 100 | 50 | 51.1 |

Datasets:

Site: [bless balt road] Blessington baltinglass road near roundabout
Direction: 7 - North bound A>B, South bound B>A., Lane: 0
Survey Duration: 09:41 19 July 2007 => 10:02 26 July 2007
File: N:\Projects\NRO159\Traffic Data\Traffic Counts\Location 4 Blessington\bless
 balt road26Jul2007.EC0 (Plus)
Identifier: U4734AK0 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)
Profile:
Filter time: 09:41 19 July 2007 => 10:02 26 July 2007
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (ARX)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 62265 / 62297 (99.95%)

Table 10: Counter 3 Vehicle Classification Count, 20th, 23rd, 24th & 25th July 2007, N81 Baltinglass Road

| Class | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | Total |
|----------------------------|------|------|------|------|------|------|------|------|------|------|-----|-----|-------|
| Fri 20th | 54 | 8534 | 153 | 801 | 14 | 231 | 8 | 65 | 66 | 41 | 3 | 2 | 9972 |
| % | 0.5 | 85.6 | 1.5 | 8 | 0.1 | 2.3 | 0.1 | 0.7 | 0.7 | 0.4 | 0 | 0 | |
| AB | 30 | 4171 | 78 | 414 | 8 | 120 | 5 | 24 | 43 | 27 | 0 | 1 | 4921 |
| AB% | 55.6 | 48.9 | 51 | 51.7 | 57.1 | 51.9 | 62.5 | 36.9 | 65.2 | 65.9 | 0 | 50 | 49.3 |
| BA | 24 | 4363 | 75 | 387 | 6 | 111 | 3 | 41 | 23 | 14 | 3 | 1 | 5051 |
| BA% | 44.4 | 51.1 | 49.0 | 48.3 | 42.9 | 48.1 | 37.5 | 63.1 | 34.8 | 34.1 | 100 | 50 | 50.7 |
| Mon 23rd | 73 | 7512 | 118 | 702 | 25 | 145 | 7 | 74 | 71 | 30 | 1 | 2 | 8760 |
| % | 0.8 | 85.8 | 1.3 | 8 | 0.3 | 1.7 | 0.1 | 0.8 | 0.8 | 0.3 | 0 | 0 | |
| AB | 36 | 3836 | 65 | 373 | 16 | 74 | 4 | 25 | 52 | 18 | 0 | 1 | 4500 |
| AB% | 49.3 | 51.1 | 55.1 | 53.1 | 64 | 51 | 57.1 | 33.8 | 73.2 | 60 | 0 | 50 | 51.4 |
| BA | 37 | 3676 | 53 | 329 | 9 | 71 | 3 | 49 | 19 | 12 | 1 | 1 | 4260 |
| BA% | 50.7 | 48.9 | 44.9 | 46.9 | 36 | 49 | 42.9 | 66.2 | 26.8 | 40 | 100 | 50 | 48.6 |
| Tue 24th | 67 | 7952 | 158 | 682 | 22 | 219 | 4 | 69 | 72 | 28 | 1 | 5 | 9279 |
| % | 0.7 | 85.7 | 1.7 | 7.3 | 0.2 | 2.4 | 0 | 0.7 | 0.8 | 0.3 | 0 | 0.1 | |
| AB | 26 | 3989 | 84 | 365 | 9 | 109 | 2 | 25 | 51 | 17 | 1 | 4 | 4682 |
| AB% | 38.8 | 50.2 | 53.2 | 53.5 | 40.9 | 49.8 | 50 | 36.2 | 70.8 | 60.7 | 100 | 80 | 50.5 |
| BA | 41 | 3963 | 74 | 317 | 13 | 110 | 2 | 44 | 21 | 11 | 0 | 1 | 4597 |
| BA% | 61.2 | 49.8 | 46.8 | 46.5 | 89.1 | 50.2 | 50 | 63.8 | 29.2 | 39.3 | 0 | 20 | 49.5 |
| Wed 25th | 87 | 7798 | 144 | 697 | 16 | 202 | 6 | 72 | 66 | 30 | 0 | 1 | 9119 |
| % | 1 | 85.5 | 1.6 | 7.6 | 0.2 | 2.2 | 0.1 | 0.8 | 0.7 | 0.3 | 0 | 0 | |
| AB | 32 | 3925 | 82 | 379 | 9 | 107 | 3 | 28 | 42 | 21 | 0 | 1 | 4629 |
| AB% | 36.8 | 50.3 | 56.9 | 54.4 | 56.3 | 53 | 50 | 38.9 | 63.6 | 70 | 0 | 100 | 50.8 |
| BA | 55 | 3873 | 62 | 318 | 7 | 95 | 3 | 44 | 24 | 9 | 0 | 0 | 4490 |
| BA% | 63.2 | 49.7 | 43.1 | 45.6 | 43.8 | 47 | 50 | 61.1 | 36.4 | 30 | 0 | 0 | 49.2 |

Datasets:

Site: [Loc4A Blessington] Location 4A Blessington Lakes Rd
Direction: 6 - West bound A>B, East bound B>A., Lane: 0
Survey Duration: 07:21 18 September 2007 => 15:58 26 September 2007
File: N:\Projects\NRO159\Traffic Data\Traffic Counts\Location 4 Blessington\Loc4A Blessington26Sep2007counter1.EC0 (Plus)
Identifier: U474S24G MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 07:21 18 September 2007 => 15:58 26 September 2007
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (ARX)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 16968 / 16979 (99.94%)

Table 11: Counter 4 Vehicle Classification Count, 19th, 20th, 21st September 2007, Blessington Lakes Road

| Class | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | Total |
|----------------------------|------|------|------|------|------|------|-----|------|------|------|-----|-----|-------|
| Wed 19th | 22 | 2630 | 38 | 190 | 5 | 10 | 4 | 9 | 8 | 14 | 0 | 1 | 2931 |
| % | 0.8 | 89.7 | 1.3 | 6.5 | 0.2 | 0.3 | 0.1 | 0.3 | 0.3 | 0.5 | 0 | 0 | |
| AB | 12 | 1263 | 21 | 76 | 2 | 4 | 2 | 3 | 5 | 7 | 0 | 0 | 1395 |
| AB% | 54.5 | 48 | 55.3 | 40 | 40 | 40 | 50 | 33.3 | 62.5 | 50 | 0 | 0 | 47.6 |
| BA | 10 | 1367 | 17 | 114 | 3 | 6 | 2 | 6 | 3 | 7 | 0 | 1 | 1536 |
| BA% | 45.5 | 52 | 44.7 | 60 | 60 | 60 | 50 | 66.7 | 37.5 | 50 | 0 | 100 | 52.4 |
| Thu 20th | 23 | 2609 | 39 | 172 | 7 | 7 | 2 | 12 | 6 | 18 | 0 | 0 | 2895 |
| % | 0.8 | 90.1 | 1.3 | 5.9 | 0.2 | 0.2 | 0.1 | 0.4 | 0.2 | 0.6 | 0 | 0 | |
| AB | 14 | 1262 | 18 | 72 | 3 | 3 | 2 | 4 | 5 | 8 | 0 | 0 | 1391 |
| AB% | 60.9 | 48.4 | 46.2 | 41.9 | 42.9 | 42.9 | 100 | 33.3 | 83.3 | 44.4 | 0 | 0 | 48.0 |
| BA | 9 | 1347 | 21 | 100 | 4 | 4 | 0 | 8 | 1 | 10 | 0 | 0 | 1504 |
| BA% | 39.1 | 51.6 | 53.8 | 58.1 | 57.1 | 57.1 | 0 | 66.7 | 16.7 | 55.6 | 0 | 0 | 52.0 |
| Fri 21st | 15 | 2815 | 43 | 190 | 7 | 9 | 5 | 6 | 6 | 9 | 2 | 0 | 3107 |
| % | 0.5 | 90.6 | 1.4 | 6.1 | 0.2 | 0.3 | 0.2 | 0.2 | 0.2 | 0.3 | 0.1 | 0 | |
| AB | 6 | 1324 | 23 | 80 | 1 | 4 | 2 | 0 | 5 | 3 | 2 | 0 | 1450 |
| AB% | 40 | 47 | 53.5 | 42.1 | 14.3 | 44.4 | 40 | 0 | 83.3 | 33.3 | 100 | 0 | 46.7 |
| BA | 9 | 1491 | 20 | 110 | 6 | 5 | 3 | 6 | 1 | 6 | 0 | 0 | 1657 |
| BA% | 60 | 53 | 46.5 | 57.9 | 58.7 | 55.6 | 60 | 100 | 16.7 | 66.7 | 0 | 0 | 53.3 |

DayClassSplit-43 -- English (ENI)

Datasets:

Site: [Loc 4A Blessington] Location 4A Blessington Relief Road
Direction: 8 - East bound A>B, West bound B>A., Lane: 0
Survey Duration: 07:28 18 September 2007 => 15:53 26 September 2007
File: N:\Projects\NRO159\Traffic Data\Traffic Counts\Location 4 Blessington\Loc 4A Blessington26Sep2007relief rd.EC0 (Plus)
Identifier: U4734AK0 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 07:28 18 September 2007 => 15:53 26 September 2007
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (ARX)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 13516 / 13542 (99.81%)

Table 12: Counter 5 Vehicle Classification Count, 19th, 20th, 21st September 2007, Blessington Relief Road

| Class | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | Total |
|----------------------------|------|------|------|------|------|------|---|------|------|------|-----|-----|-------|
| Wed 19th | 13 | 2424 | 23 | 57 | 14 | 160 | 0 | 3 | 9 | 11 | 0 | 0 | 2714 |
| % | 0.5 | 89.3 | 0.8 | 2.1 | 0.5 | 5.9 | 0 | 0.1 | 0.3 | 0.4 | 0 | 0 | |
| AB | 7 | 1264 | 9 | 44 | 5 | 81 | 0 | 2 | 8 | 6 | 0 | 0 | 1426 |
| AB% | 53.8 | 52.1 | 39.1 | 77.2 | 35.7 | 50.6 | 0 | 66.7 | 88.9 | 54.5 | 0 | 0 | 52.5 |
| BA | 6 | 1160 | 14 | 13 | 9 | 79 | 0 | 1 | 1 | 5 | 0 | 0 | 1288 |
| BA% | 46.2 | 47.9 | 60.9 | 22.8 | 64.3 | 49.4 | 0 | 33.3 | 11.1 | 45.5 | 0 | 0 | 47.5 |
| Thu 20th | 21 | 2363 | 34 | 69 | 12 | 141 | 0 | 3 | 8 | 13 | 1 | 2 | 2667 |
| % | 0.8 | 88.6 | 1.3 | 2.6 | 0.4 | 5.3 | 0 | 0.1 | 0.3 | 0.5 | 0 | 0.1 | |
| AB | 8 | 1215 | 19 | 50 | 2 | 57 | 0 | 2 | 4 | 8 | 0 | 1 | 1366 |
| AB% | 38.1 | 51.4 | 55.9 | 72.5 | 16.7 | 40.4 | 0 | 66.7 | 50 | 61.5 | 0 | 50 | 51.2 |
| BA | 13 | 1148 | 15 | 19 | 10 | 84 | 0 | 1 | 4 | 5 | 1 | 1 | 1301 |
| BA% | 61.9 | 48.6 | 44.1 | 27.5 | 83.3 | 59.6 | 0 | 33.3 | 50 | 38.5 | 100 | 50 | 48.8 |
| Fri 21st | 21 | 2434 | 28 | 73 | 12 | 151 | 0 | 3 | 8 | 8 | 0 | 0 | 2738 |
| % | 0.8 | 88.9 | 1 | 2.7 | 0.4 | 5.5 | 0 | 0.1 | 0.3 | 0.3 | 0 | 0 | |
| AB | 9 | 1273 | 15 | 52 | 4 | 73 | 0 | 3 | 5 | 5 | 0 | 0 | 1439 |
| AB% | 42.9 | 52.3 | 53.6 | 71.2 | 33.3 | 48.3 | 0 | 100 | 62.5 | 62.5 | 0 | 0 | 52.6 |
| BA | 12 | 1161 | 13 | 21 | 8 | 78 | 0 | 0 | 3 | 3 | 0 | 0 | 1299 |
| BA% | 57.1 | 47.7 | 46.4 | 28.8 | 66.7 | 51.7 | 0 | 0 | 37.5 | 37.5 | 0 | 0 | 47.4 |

APPENDIX B.5

KCCNRDO Traffic Volumes

Location 5 – Valleymount

| Traffic Counter | Route | Count 1 Fri | Count 2 Mon | Count 3 Tues | AADT _{avg} | %HCVs |
|-----------------|----------------------|----------------|----------------|-----------------|---------------------|---------|
| 1 | N81 Dublin Road | 5254 | 3491 | 3723 | 5584 | 11.98 % |
| 2 | N81 Baltinglass Road | 5886 | 5820 | 6080 | 7986 | 13.09 % |
| 3 | R758 Valleymount | 1237 | 1526 | 1543 | 1936 | 10.02 % |

Table 1: AADT's for Valleymount Junction



Figure 1: Layout of Traffic Counters at Location 5 – Valleymount Junction

| Date | Volume | | Northbound (A>B) | | Southbound (B>A) | |
|----------------------|--------|-------|------------------|-------|------------------|-------|
| | Total | %HCV | Total | %HCV | Total | %HCV |
| 27 th Jul | 7180 | 12.74 | 2874 (40 %) | 15.31 | 4306 (60 %) | 11.03 |
| 30 th Jul | 4360 | 9.52 | 447 (10.3 %) | 2.01 | 3913 (89.7 %) | 10.38 |
| 31 st Jul | 4423 | 13.68 | 791 (17.9 %) | 0.38 | 3632 (82.1 %) | 16.57 |

Table 2: Counter 1 Traffic Count, 27th 30th & 31st July 2007, N81 Blessington Road

| Date | Volume | | Westbound (A>B) | | Eastbound (B>A) | |
|----------------------|--------|-------|------------------|-------|------------------|-------|
| | Total | %HCV | Total | %HCV | Total | %HCV |
| 27 th Jul | 7879 | 13.43 | 3919 (49.7 %) | 15.72 | 3960 (50.3 %) | 11.16 |
| 30 th Jul | 7760 | 12.95 | 3985 (51.4 %) | 14.48 | 3775 (48.6 %) | 11.34 |
| 31 st Jul | 8141 | 12.90 | 4101 (50.4 %) | 14.46 | 4040 (49.6 %) | 11.31 |

Table 3: Counter 2 Traffic Count, 27th 30th & 31st July 2007, N81 Baltinglass Road

| Date | Volume | | Southbound (A>B) | | Northbound (B>A) | |
|----------------------|--------|-------|------------------|-------|------------------|-------|
| | Total | %HCV | Total | %HCV | Total | %HCV |
| 27 th Jul | 1536 | 9.64 | 756 (49.2 %) | 9.66 | 780 (50.8 %) | 9.62 |
| 30 th Jul | 1936 | 13.12 | 1009 (52.1 %) | 13.08 | 927 (47.9 %) | 13.16 |
| 31 st Jul | 1892 | 7.29 | 939 (49.6 %) | 7.35 | 953 (50.4 %) | 7.24 |

Table 4: Counter 3 Traffic Count, 27th 30th & 31st July 2007, R758 Vallemount Road

Datasets:

Site: [Loc5 Vallemount] Location 5Vallemount South side N81
Direction: 7 - North bound A>B, South bound B>A., Lane: 0
Survey Duration: 08:16 26 July 2007 => 15:46 01 August 2007
File: N:\Projects\NRO159\Traffic Data\Traffic Counts\Location 5
 Vallemount\Loc5 Vallemount01Aug2007.EC0 (Plus)
Identifier: U4734AK0 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 08:16 26 July 2007 => 15:46 01 August 2007
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (ARX)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 47406 / 47440 (99.93%)

*Table 6: Counter 2 Vehicle Classification Count, 27th 30th & 31st July 2007, N81
 Baltinglass Road*

| Class | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | Total |
|----------------------------|------|------|------|------|------|------|------|------|------|------|------|------|-------|
| Fri 27th | 107 | 6597 | 117 | 731 | 31 | 98 | 14 | 61 | 65 | 51 | 3 | 4 | 7879 |
| % | 1.4 | 83.7 | 1.5 | 9.3 | 0.4 | 1.2 | 0.2 | 0.8 | 0.8 | 0.6 | 0 | 0.1 | |
| AB | 33 | 3210 | 60 | 447 | 24 | 38 | 5 | 22 | 44 | 33 | 2 | 1 | 3919 |
| AB% | 30.8 | 48.7 | 51.3 | 61.1 | 77.4 | 38.8 | 35.7 | 36.1 | 67.7 | 64.7 | 66.7 | 25 | 49.7 |
| BA | 74 | 3387 | 57 | 284 | 7 | 60 | 9 | 39 | 21 | 18 | 1 | 3 | 3960 |
| BA% | 69.2 | 51.3 | 48.7 | 38.9 | 22.6 | 61.2 | 64.3 | 63.9 | 32.3 | 35.3 | 33.3 | 75 | 50.3 |
| Mon 30th | 74 | 6543 | 138 | 714 | 25 | 86 | 10 | 66 | 66 | 34 | 1 | 3 | 7760 |
| % | 1 | 84.3 | 1.8 | 9.2 | 0.3 | 1.1 | 0.1 | 0.9 | 0.9 | 0.4 | 0 | 0 | |
| AB | 42 | 3292 | 74 | 428 | 18 | 38 | 7 | 21 | 44 | 19 | 0 | 2 | 3985 |
| AB% | 56.8 | 50.3 | 53.6 | 59.9 | 72 | 44.2 | 70 | 31.8 | 66.7 | 55.9 | 0 | 66.7 | 51.4 |
| BA | 32 | 3251 | 64 | 286 | 7 | 48 | 3 | 45 | 22 | 15 | 1 | 1 | 3775 |
| BA% | 43.2 | 49.7 | 46.4 | 40.1 | 28 | 55.8 | 30 | 68.2 | 33.3 | 44.1 | 100 | 33.3 | 48.36 |
| Tue 31st | 83 | 6877 | 131 | 758 | 24 | 88 | 8 | 79 | 58 | 32 | 3 | 0 | 8141 |
| % | 1 | 84.5 | 1.6 | 9.3 | 0.3 | 1.1 | 0.1 | 1 | 0.7 | 0.4 | 0 | 0 | |
| AB | 41 | 3394 | 73 | 445 | 16 | 37 | 5 | 27 | 36 | 24 | 3 | 0 | 4101 |
| AB% | 49.4 | 49.4 | 55.7 | 58.7 | 66.7 | 42.0 | 62.5 | 34.2 | 62.1 | 75 | 100 | 0 | 50.4 |
| BA | 42 | 3483 | 58 | 313 | 8 | 51 | 3 | 52 | 22 | 8 | 0 | 0 | 4040 |
| BA% | 50.6 | 50.6 | 44.3 | 41.3 | 33.3 | 58 | 37.5 | 65.8 | 37.9 | 25 | 0 | 0 | 49.6 |

Datasets:

Site: [Loc5 Valeymount] Valleymount Loc5 East of Junction
Direction: 6 - West bound A>B, East bound B>A., Lane: 0
Survey Duration: 08:23 26 July 2007 => 15:40 01 August 2007
File: N:\Projects\NRO159\Traffic Data\Traffic Counts\Location 5
 Valleymount\Loc5 Valeymount01Aug2007.EC0 (Plus)
Identifier: U471VCE7 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 08:23 26 July 2007 => 15:40 01 August 2007
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (ARX)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 10928 / 10938 (99.91%)

*Table 7: Counter 3 Vehicle Classification Count, 27th 30th & 31st July 2007, R758
 Valleymount Road*

| Class | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | Total |
|----------------------------|------|------|------|------|------|------|-----|------|-----|-----|----|----|-------|
| Fri 27th | 20 | 1351 | 17 | 130 | 1 | 11 | 0 | 4 | 2 | 0 | 0 | 0 | 1536 |
| % | 1.3 | 88 | 1.1 | 8.5 | 0.1 | 0.7 | 0 | 0.3 | 0.1 | 0 | 0 | 0 | |
| AB | 10 | 665 | 8 | 65 | 0 | 5 | 0 | 2 | 1 | 0 | 0 | 0 | 756 |
| AB% | 50 | 49.2 | 47.1 | 50 | 0 | 45.5 | 0 | 50 | 50 | 0 | 0 | 0 | 49.2 |
| BA | 10 | 686 | 9 | 65 | 1 | 6 | 0 | 2 | 1 | 0 | 0 | 0 | 780 |
| BA% | 50 | 50.8 | 52.9 | 50 | 100 | 54.5 | 0 | 50 | 50 | 0 | 0 | 0 | 50.8 |
| Mon 30th | 27 | 1618 | 37 | 212 | 7 | 21 | 1 | 10 | 1 | 2 | 0 | 0 | 1936 |
| % | 1.4 | 83.6 | 1.9 | 11 | 0.4 | 1.1 | 0.1 | 0.5 | 0.1 | 0.1 | 0 | 0 | |
| AB | 15 | 842 | 20 | 108 | 5 | 11 | 1 | 5 | 1 | 1 | 0 | 0 | 1009 |
| AB% | 55.6 | 52 | 54.1 | 50.9 | 71.4 | 52.4 | 100 | 50 | 100 | 50 | 0 | 0 | 52.1 |
| BA | 12 | 776 | 17 | 104 | 2 | 10 | 0 | 5 | 0 | 1 | 0 | 0 | 927 |
| BA% | 44.4 | 48 | 45.9 | 49.1 | 28.6 | 47.6 | 0 | 50 | 0 | 50 | 0 | 0 | 47.9 |
| Tue 31st | 44 | 1657 | 53 | 112 | 3 | 14 | 1 | 6 | 2 | 0 | 0 | 0 | 1892 |
| % | 2.3 | 87.6 | 2.8 | 5.9 | 0.2 | 0.7 | 0.1 | 0.3 | 0.1 | 0 | 0 | 0 | |
| AB | 23 | 822 | 25 | 56 | 1 | 7 | 0 | 5 | 0 | 0 | 0 | 0 | 939 |
| AB% | 52.3 | 49.6 | 47.2 | 50 | 33.3 | 50 | 0 | 83.3 | 0 | 0 | 0 | 0 | 49.6 |
| BA | 21 | 835 | 28 | 56 | 2 | 7 | 1 | 1 | 2 | 0 | 0 | 0 | 953 |
| BA% | 47.7 | 50.4 | 52.8 | 50 | 66.7 | 50 | 100 | 16.7 | 100 | 0 | 0 | 0 | 50.4 |

APPENDIX B.6

KCCNRDO Traffic Volumes

Location 6 – Ballymore Eustace

| Traffic Counter | Route | Count 1 Tues | Count 2 Wed | Count 3 Thurs | AADT _{avg} | %HCVs |
|-----------------|----------------------|-----------------|----------------|------------------|---------------------|--------|
| 1 | N81 Dublin Road | 4999 | 5079 | 5105 | 6697 | 18.84% |
| 2 | N81 Baltinglass Road | 5345 | 5421 | 5416 | 7138 | 14.38% |
| 3 | Hollywood Road | 372 | 476 | 418 | 558 | 6.42% |
| 3 | Ballymore Road | 912 | 960 | 895 | 1220 | 10.94% |

Table 1: AADT's for Ballymore Junction

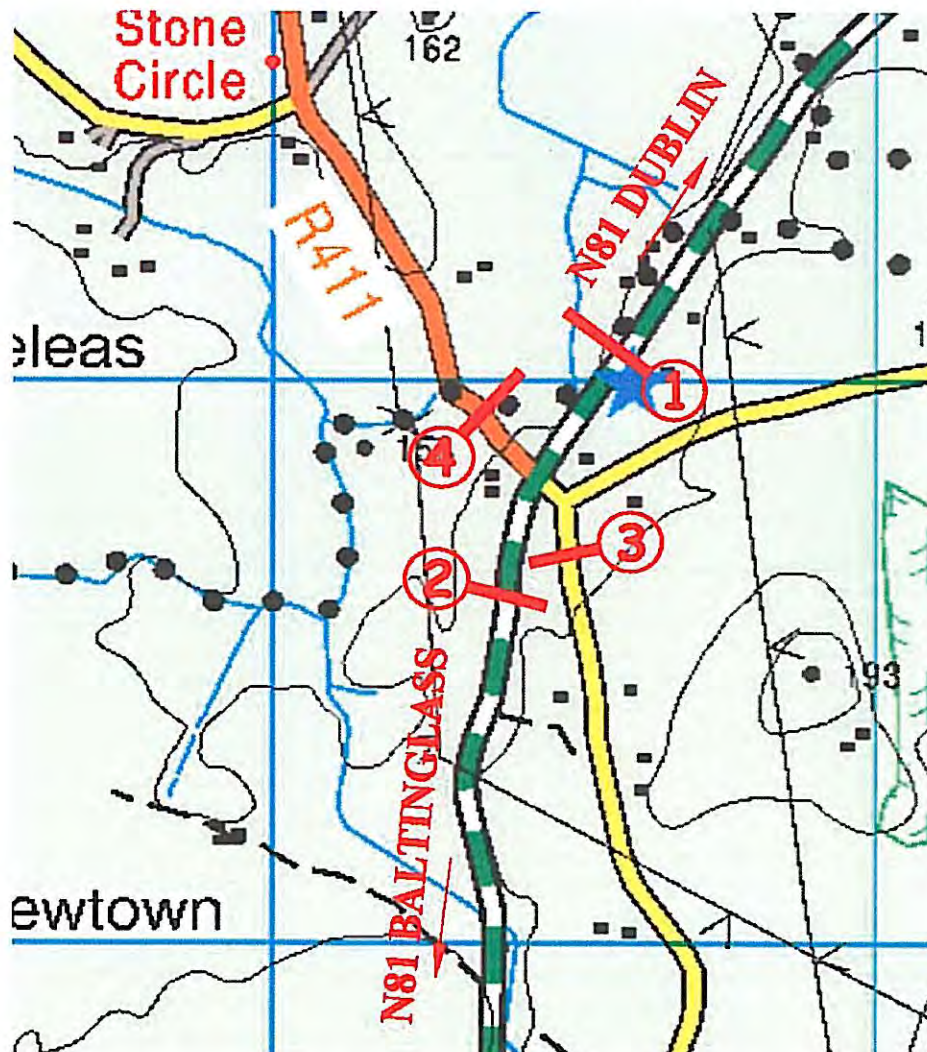


Figure 1: Layout of Traffic Counters at Location 6 – Ballymore

| Date | Volume | | Eastbound (A>B) | | Westbound (B>A) | |
|-----------------------|--------|-------|-----------------|-------|-----------------|-------|
| | Total | %HCV | Total | %HCV | Total | %HCV |
| 11 th Sept | 6997 | 19.01 | 3448 | 22.59 | 3549 | 15.53 |
| 12 th Sept | 7135 | 18.7 | 3470 | 22.1 | 3665 | 15.47 |
| 13 th Sept | 7107 | 18.83 | 3524 | 22.28 | 3583 | 15.43 |

Table 2: Counter 1 Traffic Count, 11th, 12th & 13th September 2007, N81 Blessington Rd

| Date | Volume | | Eastbound (A>B) | | Westbound (B>A) | |
|-----------------------|--------|-------|-----------------|-------|-----------------|-------|
| | Total | %HCV | Total | %HCV | Total | %HCV |
| 11 th Sept | 7495 | 14.17 | 3890 | 14.34 | 3605 | 13.98 |
| 12 th Sept | 7625 | 14.11 | 3997 | 14.34 | 3628 | 13.86 |
| 13 th Sept | 7530 | 14.87 | 3871 | 14.54 | 3659 | 15.22 |

Table 3: Counter 2 Traffic Count, 11th, 12th & 13th September 2007, N81 Baltinglass Rd

| Date | Volume | | Eastbound (A>B) | | Westbound (B>A) | |
|-----------------------|--------|------|-----------------|------|-----------------|------|
| | Total | %HCV | Total | %HCV | Total | %HCV |
| 11 th Sept | 458 | 8.95 | 282 | 9.22 | 176 | 8.52 |
| 12 th Sept | 595 | 5.55 | 356 | 5.34 | 239 | 5.86 |
| 13 th Sept | 505 | 4.75 | 310 | 4.52 | 195 | 5.13 |

Table 4: Counter 3 Traffic Count, 11th, 12th & 13th September 2007, Hollywood Rd

| Date | Volume | | Eastbound (A>B) | | Westbound (B>A) | |
|-----------------------|--------|-------|-----------------|-------|-----------------|-------|
| | Total | %HCV | Total | %HCV | Total | %HCV |
| 11 th Sept | 1207 | 10.85 | 646 | 10.22 | 561 | 11.59 |
| 12 th Sept | 1259 | 10.8 | 648 | 10.8 | 611 | 10.80 |
| 13 th Sept | 1174 | 11.16 | 597 | 11.06 | 577 | 11.27 |

Table 5: Counter 4 Traffic Count, 11th, 12th & 13th September 2007, Ballymore Rd

DayClassSplit-64 -- English (ENI)**Datasets:**

Site: [Loc 6 Ballymore] |Location 6 Ballymore Blessington Side of Junction
Counter 1
Direction: 5 - South bound A>B, North bound B>A., Lane: 0
Survey Duration: 10:24 07 September 2007 => 07:24 18 September 2007
File: N:\Projects\NRO159\Traffic Data\Traffic Counts\Location 6 Ballymore\Loc 6 Ballymore Counter 1 edited.eco (Plus)
Identifier: U4734AK0 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 00:00 10 September 2007 => 00:00 15 September 2007
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (ARX)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 27268 / 27290 (99.92%)

Table 6: Counter 1 Vehicle Classification Count, 11th, 12th & 13th September 2007, N81 Blessington Road

| Class | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | Total |
|-----------------------------|------|------|------|------|------|------|------|------|------|------|-----|------|-------|
| Tue 11th | 42 | 5434 | 191 | 936 | 46 | 118 | 11 | 82 | 61 | 70 | 2 | 4 | 6997 |
| % | 0.6 | 77.7 | 2.7 | 13.4 | 0.7 | 1.7 | 0.2 | 1.2 | 0.9 | 1.0 | 0 | 0.1 | |
| AB | 18 | 2554 | 97 | 599 | 26 | 35 | 7 | 60 | 25 | 23 | 0 | 4 | 3448 |
| AB% | 42.9 | 47 | 50.8 | 64 | 56.5 | 29.7 | 63.6 | 73.2 | 41 | 32.9 | 0 | 100 | 49.3 |
| BA | 24 | 2880 | 94 | 337 | 20 | 83 | 4 | 22 | 36 | 47 | 2 | 0 | 3549 |
| BA% | 57.1 | 53 | 49.2 | 36 | 43.5 | 70.3 | 36.4 | 26.8 | 59 | 67.1 | 100 | 0 | 50.7 |
| Wed 12th | 47 | 5645 | 109 | 939 | 34 | 116 | 15 | 80 | 56 | 89 | 2 | 3 | 7135 |
| % | 0.7 | 79.1 | 1.5 | 13.2 | 0.5 | 1.6 | 0.2 | 1.1 | 0.8 | 1.2 | 0 | 0 | |
| AB | 25 | 2628 | 50 | 594 | 22 | 32 | 8 | 50 | 26 | 31 | 2 | 2 | 3470 |
| AB% | 53.2 | 46.6 | 45.9 | 63.3 | 64.7 | 27.6 | 53.3 | 62.5 | 46.4 | 34.8 | 100 | 66.7 | 48.6 |
| BA | 22 | 3017 | 59 | 345 | 12 | 84 | 7 | 30 | 30 | 58 | 0 | 1 | 3665 |
| BA% | 46.8 | 53.4 | 54.1 | 36.7 | 35.3 | 72.4 | 46.7 | 37.5 | 53.6 | 65.2 | 0 | 33.3 | 51.4 |
| Thur 13th | 49 | 5596 | 124 | 943 | 26 | 112 | 15 | 80 | 71 | 86 | 1 | 4 | 7107 |
| % | 0.7 | 78.7 | 1.7 | 13.3 | 0.4 | 1.6 | 0.2 | 1.1 | 1.0 | 1.2 | 0 | 0.1 | |
| AB | 21 | 2650 | 68 | 616 | 13 | 28 | 11 | 54 | 27 | 34 | 0 | 2 | 3524 |
| AB% | 42.9 | 47.4 | 54.8 | 65.3 | 50 | 25 | 73.3 | 67.5 | 38 | 39.5 | 0 | 50 | 49.6 |
| BA | 28 | 2946 | 56 | 327 | 13 | 84 | 4 | 26 | 44 | 52 | 1 | 2 | 3583 |
| BA% | 57.1 | 52.6 | 45.2 | 34.7 | 50 | 75 | 26.7 | 32.5 | 62 | 60.5 | 100 | 50 | 50.4 |

DayClassSplit-65 -- English (ENI)**Datasets:**

Site: [loc6 Ballymore] !location 6 South (Blatinglass) Side of N81 Counter 2
Direction: 7 - North bound A>B, South bound B>A., Lane: 0
Survey Duration: 10:28 07 September 2007 => 07:33 18 September 2007
File: N:\Projects\NRO159\Traffic Data\Traffic Counts\Location 6 Ballymore\Loc 6 Ballymore Counter 2 Edited.eco (Plus)
Identifier: U470PDPR MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 00:00 10 September 2007 => 00:00 15 September 2007
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (ARX)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 29267 / 29297 (99.90%)

Table 7: Counter 2 Vehicle Classification Count, 11th, 12th & 13th September 2007, N81 Baltinglass Road

| Class | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | Total |
|-----------------------------|------|------|------|------|------|------|------|------|------|------|-----|-----|-------|
| Tue 11th | 43 | 6178 | 212 | 647 | 47 | 142 | 12 | 71 | 63 | 77 | 2 | 1 | 7495 |
| % | 0.6 | 82.4 | 2.8 | 8.6 | 0.6 | 1.9 | 0.2 | 0.9 | 0.8 | 1.0 | 0 | 0 | |
| AB | 17 | 3210 | 105 | 338 | 27 | 76 | 6 | 22 | 30 | 57 | 2 | 0 | 3890 |
| AB% | 39.5 | 52 | 49.5 | 52.2 | 57.4 | 53.5 | 50 | 31 | 47.6 | 74 | 100 | 0 | 51.9 |
| BA | 26 | 2968 | 107 | 309 | 20 | 66 | 6 | 49 | 33 | 20 | 0 | 1 | 3605 |
| BA% | 60.5 | 48 | 50.5 | 47.8 | 42.6 | 46.5 | 50 | 69 | 52.4 | 26 | 0 | 100 | 48.1 |
| Wed 12th | 51 | 6374 | 124 | 677 | 30 | 135 | 11 | 71 | 60 | 87 | 0 | 5 | 7625 |
| % | 0.7 | 83.6 | 1.6 | 8.9 | 0.4 | 1.8 | 0.1 | 0.9 | 0.8 | 1.1 | 0 | 0.1 | |
| AB | 20 | 3341 | 63 | 350 | 22 | 77 | 5 | 28 | 31 | 57 | 0 | 3 | 3997 |
| AB% | 39.2 | 52.4 | 50.8 | 51.7 | 73.3 | 57 | 45.5 | 39.4 | 51.7 | 65.5 | 0 | 60 | 52.4 |
| BA | 31 | 3033 | 61 | 327 | 8 | 58 | 6 | 43 | 29 | 30 | 0 | 2 | 3628 |
| BA% | 60.8 | 47.6 | 49.2 | 48.3 | 26.7 | 43 | 54.5 | 60.6 | 48.3 | 34.5 | 0 | 40 | 47.6 |
| Thur 13th | 56 | 6211 | 143 | 683 | 36 | 139 | 8 | 77 | 96 | 79 | 1 | 1 | 7530 |
| % | 0.7 | 82.5 | 1.9 | 9.1 | 0.5 | 1.8 | 0.1 | 1 | 1.3 | 1 | 0 | 0 | |
| AB | 28 | 3217 | 63 | 333 | 24 | 77 | 2 | 26 | 47 | 53 | 0 | 1 | 3871 |
| AB% | 50 | 51.8 | 44.1 | 48.8 | 66.7 | 55.4 | 25 | 33.8 | 49 | 67.1 | 0 | 100 | 51.4 |
| BA | 28 | 2994 | 80 | 350 | 12 | 62 | 6 | 51 | 49 | 26 | 1 | 0 | 3659 |
| BA% | 50 | 48.2 | 55.9 | 51.2 | 33.3 | 44.6 | 75 | 66.2 | 51 | 32.9 | 100 | 0 | 48.6 |

APPENDIX B.7

KCCNRDO Traffic Volumes

Location 7 – Hollywood

| Traffic Counter | Route | Count 1 Tues | Count 2 Wed | Count 3 Thurs | AADT _{avg} | %HCVs |
|-----------------|----------------------|-----------------|----------------|------------------|---------------------|--------|
| 1 | N81 Baltinglass Road | 4251 | 4393 | 4380 | 5744 | 16.28% |
| 2 | Hollywood Road | 1762 | 1813 | 1932 | 2429 | 10.74% |
| 3 | N81 Blessington Rd | 5468 | 3976 | 3537 | 5735 | 10.96% |
| 3 | Dunlavin Road | 1513 | 1474 | 1495 | 1977 | 17.83% |

Table 1: AADT's for Hollywood Junction

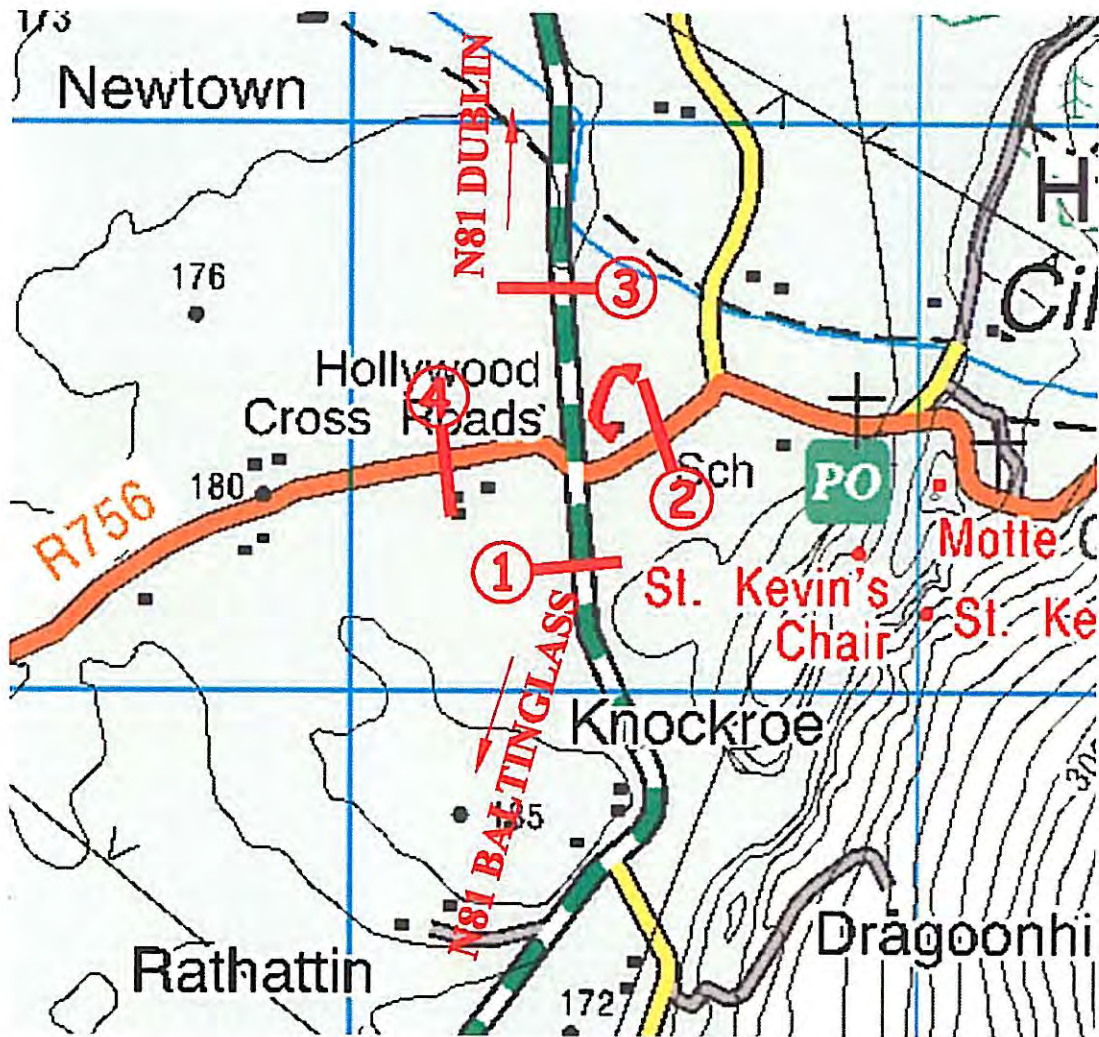


Figure 1: Layout of Traffic Counters at Location 7 – Hollywood

| Date | Volume | | Eastbound (A>B) | | Westbound (B>A) | |
|----------------------|--------|-------|-----------------|-------|-----------------|-------|
| | Total | %HCV | Total | %HCV | Total | %HCV |
| 4 th Sept | 6058 | 16.04 | 3070 | 15.50 | 2988 | 16.60 |
| 5 th Sept | 6174 | 16.18 | 3178 | 16.46 | 2996 | 15.89 |
| 6 th Sept | 6249 | 16.61 | 3190 | 17.15 | 3059 | 16.05 |

Table 2: Counter 1 Traffic Count, 4th, 5th & 6th September 2007, N81 Baltinglass Rd

| Date | Volume | | Eastbound (A>B) | | Westbound (B>A) | |
|----------------------|--------|-------|-----------------|-------|-----------------|-------|
| | Total | %HCV | Total | %HCV | Total | %HCV |
| 4 th Sept | 2267 | 11.69 | 1203 | 12.14 | 1064 | 11.18 |
| 5 th Sept | 2303 | 10.03 | 1223 | 10.55 | 1080 | 9.44 |
| 6 th Sept | 2439 | 10.50 | 1284 | 10.75 | 1155 | 10.22 |

Table 3: Counter 2 Traffic Count, 4th, 5th & 6th September 2007, Hollywood Rd

| Date | Volume | | Eastbound (A>B) | | Westbound (B>A) | |
|----------------------|--------|-------|-----------------|-------|-----------------|-------|
| | Total | %HCV | Total | %HCV | Total | %HCV |
| 4 th Sept | 7682 | 17.33 | 3736 | 16.84 | 3946 | 17.79 |
| 5 th Sept | 6037 | 11.05 | 3614 | 8.94 | 2423 | 14.20 |
| 6 th Sept | 4404 | 4.50 | 3354 | 4.77 | 1050 | 3.62 |

Table 4: Counter 3 Traffic Count, 4th, 5th & 6th September 2007, N81 Blessington Rd

| Date | Volume | | Eastbound (A>B) | | Westbound (B>A) | |
|----------------------|--------|-------|-----------------|-------|-----------------|-------|
| | Total | %HCV | Total | %HCV | Total | %HCV |
| 4 th Sept | 1984 | 17.79 | 983 | 18.21 | 1001 | 17.38 |
| 5 th Sept | 1941 | 17.72 | 958 | 17.54 | 983 | 17.90 |
| 6 th Sept | 1953 | 17.97 | 932 | 17.81 | 1021 | 18.12 |

Table 5: Counter 4 Traffic Count, 4th, 5th & 6th September 2007, Dunlavin Rd

Datasets:

Site: [Loc7 Hollywood] Location 7 Baltinglass Side of Hollywood Cross
Junction Counter 1
Direction: 7 - North bound A>B, South bound B>A., Lane: 0
Survey Duration: 11:12 03 September 2007 => 10:32 07 September 2007
File: N:\Projects\NRO159\Traffic Data\Traffic Counts\Location 7 Hollywood\Loc7
 Hollywood07Sep2007Counter 1.EC0 (Plus)
Identifier: U474S24G MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 11:12 03 September 2007 => 10:32 07 September 2007
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (ARX)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 23258 / 23265 (99.97%)

*Table 6: Counter 1 Vehicle Classification Count, 4th, 5th & 6th September 2007, N81
Baltinglass Road*

| Class | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | Total |
|----------------------------|------|------|------|------|------|------|------|------|------|------|-----|------|-------|
| Tue 4th | 35 | 4898 | 153 | 637 | 38 | 85 | 8 | 74 | 53 | 70 | 1 | 6 | 6058 |
| % | 0.6 | 80.9 | 2.5 | 10.5 | 0.6 | 1.4 | 0.1 | 1.2 | 0.9 | 1.2 | 0 | 0.1 | |
| AB | 19 | 2498 | 77 | 296 | 18 | 49 | 4 | 42 | 28 | 36 | 0 | 3 | 3070 |
| AB% | 54.3 | 51 | 50.3 | 46.5 | 47.4 | 57.6 | 50 | 56.8 | 52.8 | 51.4 | 0 | 50 | 50.7 |
| BA | 16 | 2400 | 76 | 341 | 20 | 36 | 4 | 32 | 25 | 34 | 1 | 3 | 2988 |
| BA% | 45.7 | 49 | 49.7 | 53.5 | 52.6 | 42.4 | 50 | 43.2 | 47.2 | 48.6 | 100 | 50 | 49.3 |
| Wed 5th | 34 | 5019 | 122 | 687 | 28 | 111 | 13 | 51 | 48 | 58 | 1 | 2 | 6174 |
| % | 0.6 | 81.3 | 2 | 11.1 | 0.5 | 1.8 | 0.2 | 0.8 | 0.8 | 0.9 | 0 | 0 | |
| AB | 19 | 2576 | 60 | 352 | 14 | 67 | 6 | 34 | 22 | 27 | 0 | 1 | 3178 |
| AB% | 55.9 | 51.3 | 49.2 | 51.2 | 50 | 60.4 | 46.2 | 66.7 | 45.8 | 46.6 | 0 | 50 | 51.5 |
| BA | 15 | 2443 | 62 | 335 | 14 | 44 | 7 | 17 | 26 | 31 | 1 | 1 | 2996 |
| BA% | 44.1 | 48.7 | 50.8 | 48.8 | 50 | 39.6 | 53.8 | 33.3 | 54.2 | 53.4 | 100 | 50 | 48.5 |
| Thur 6th | 30 | 5040 | 141 | 716 | 17 | 126 | 14 | 53 | 53 | 56 | 0 | 3 | 6249 |
| % | 0.5 | 80.7 | 2.3 | 11.5 | 2007 | 0.3 | 2 | 0.2 | 0.8 | 0.8 | 0.9 | 0 | 0 |
| AB | 13 | 2562 | 68 | 364 | 9 | 76 | 7 | 30 | 28 | 31 | 0 | 2 | 3190 |
| AB% | 43.3 | 50.8 | 48.2 | 50.8 | 52.9 | 60.3 | 50 | 56.6 | 52.8 | 55.4 | 0 | 66.7 | 51 |
| BA | 17 | 2478 | 73 | 352 | 8 | 50 | 7 | 23 | 25 | 25 | 0 | 1 | 3059 |
| BA% | 56.7 | 49.2 | 51.8 | 49.2 | 47.1 | 39.7 | 50 | 43.4 | 47.2 | 44.6 | 0 | 33.3 | 49 |

Datasets:

Site: [loc7 Hollywood] location 7 East (Hollywood) Side of N81 Counter 2
Direction: 6 - West bound A>B, East bound B>A., Lane: 0
Survey Duration: 11:15 03 September 2007 => 10:26 07 September 2007
File: N:\Projects\NRO159\Traffic Data\Traffic Counts\Location 7 Hollywood\loc7
 Hollywood07Sep2007Counter 2.EC0 (Plus)
Identifier: U470PDPR MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 11:15 03 September 2007 => 10:26 07 September 2007
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (ARX)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 8804 / 8816 (99.86%)

Table 7: Counter 2 Vehicle Classification Count, 4th, 5th & 6th September 2007, Hollywood Road

| Class | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | Total |
|----------------------------|------|------|------|------|------|------|------|------|------|------|-----|-----|-------|
| Tue 4th | 29 | 1902 | 71 | 209 | 13 | 17 | 4 | 3 | 13 | 6 | 0 | 0 | 2267 |
| % | 1.3 | 83.9 | 3.1 | 9.2 | 0.6 | 0.7 | 0.2 | 0.1 | 0.6 | 0.3 | 0 | 0 | |
| AB | 13 | 1005 | 39 | 120 | 4 | 8 | 2 | 1 | 6 | 5 | 0 | 0 | 1203 |
| AB% | 44.8 | 52.8 | 54.9 | 57.4 | 30.8 | 47.1 | 50 | 33.3 | 46.2 | 83.3 | 0 | 0 | 53.1 |
| BA | 16 | 897 | 32 | 89 | 9 | 9 | 2 | 2 | 7 | 1 | 0 | 0 | 1064 |
| BA% | 55.2 | 47.2 | 45.1 | 42.6 | 69.2 | 52.9 | 50 | 66.7 | 53.8 | 16.7 | 0 | 0 | 46.9 |
| Wed 5th | 35 | 1996 | 41 | 181 | 6 | 23 | 6 | 5 | 4 | 6 | 0 | 0 | 2303 |
| % | 1.5 | 86.7 | 1.8 | 7.9 | 0.3 | 1 | 0.3 | 0.2 | 0.2 | 0.3 | 0 | 0 | |
| AB | 16 | 1056 | 22 | 102 | 4 | 12 | 4 | 3 | 1 | 3 | 0 | 0 | 1223 |
| AB% | 45.7 | 52.9 | 53.7 | 56.4 | 66.7 | 52.2 | 66.7 | 60 | 25 | 50 | 0 | 0 | 53.1 |
| BA | 19 | 940 | 19 | 79 | 2 | 11 | 2 | 2 | 3 | 3 | 0 | 0 | 1080 |
| BA% | 54.3 | 47.1 | 46.3 | 43.6 | 33.3 | 47.8 | 33.3 | 40 | 75 | 50 | 0 | 0 | 46.9 |
| Thur 6th | 35 | 2103 | 45 | 189 | 7 | 28 | 2 | 11 | 4 | 13 | 1 | 1 | 2439 |
| % | 1.4 | 86.2 | 1.8 | 7.7 | 0.3 | 1.1 | 0.1 | 0.5 | 0.2 | 0.5 | 0.0 | 0 | |
| AB | 15 | 1109 | 22 | 103 | 3 | 14 | 2 | 5 | 3 | 6 | 1 | 1 | 1284 |
| AB% | 42.9 | 52.7 | 48.9 | 54.5 | 42.9 | 50 | 100 | 45.5 | 75 | 46.2 | 100 | 100 | 52.6 |
| BA | 20 | 994 | 23 | 86 | 4 | 14 | 0 | 6 | 1 | 7 | 0 | 0 | 1155 |
| BA% | 57.1 | 47.3 | 51.1 | 45.5 | 57.1 | 50 | 0 | 54.5 | 25 | 53.8 | 0 | 0 | 47.4 |

Datasets:

Site: [Loc7 Hollywod] Hollywood Location 7 North (Dublin) Side of Junction
counter 3
Direction: 5 - South bound A>B, North bound B>A., Lane: 0
Survey Duration: 11:10 03 September 2007 => 10:29 07 September 2007
File: N:\Projects\NRO159\Traffic Data\Traffic Counts\Location 7 Hollywood\Loc7
 Hollywod07Sep2007Counter 3.EC0 (Plus)
Identifier: U471VCE7 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 11:10 03 September 2007 => 10:29 07 September 2007
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (ARX)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 22275 / 22453 (99.21%)

Table 8: Counter 3 Vehicle Classification Count, 4th, 5th & 6th September 2007, N81 Dublin Road

| Class | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | Total |
|----------------------------|------|------|------|------|------|------|------|------|------|------|------|-----|-------|
| Tue 4th | 57 | 6092 | 202 | 872 | 39 | 115 | 7 | 110 | 87 | 95 | 2 | 4 | 7682 |
| % | 0.7 | 79.3 | 2.6 | 11.4 | 0.5 | 1.5 | 0.1 | 1.4 | 1.1 | 1.2 | 0 | 0.1 | |
| AB | 30 | 2969 | 108 | 415 | 18 | 52 | 3 | 60 | 42 | 37 | 1 | 1 | 3736 |
| AB% | 52.6 | 48.7 | 53.5 | 47.6 | 46.2 | 45.2 | 42.9 | 54.5 | 48.3 | 38.9 | 50 | 25 | 48.6 |
| BA | 27 | 3123 | 94 | 457 | 21 | 63 | 4 | 50 | 45 | 58 | 1 | 3 | 3946 |
| BA% | 47.4 | 51.3 | 46.5 | 52.4 | 53.8 | 54.8 | 57.1 | 45.5 | 51.7 | 61.1 | 50 | 75 | 51.4 |
| Wed 5th | 464 | 4843 | 63 | 416 | 30 | 91 | 10 | 41 | 38 | 36 | 2 | 3 | 6037 |
| % | 7.7 | 80.2 | 1.0 | 6.9 | 0.5 | 1.5 | 0.2 | 0.7 | 0.6 | 0.6 | 0 | 0 | |
| AB | 441 | 2812 | 38 | 185 | 22 | 48 | 4 | 24 | 17 | 19 | 1 | 3 | 3614 |
| AB% | 95 | 58.1 | 60.3 | 44.5 | 73.3 | 52.7 | 40 | 58.5 | 44.7 | 52.8 | 50 | 100 | 59.9 |
| BA | 23 | 2031 | 25 | 231 | 8 | 43 | 6 | 17 | 21 | 17 | 1 | 0 | 2423 |
| BA% | 5 | 41.9 | 39.7 | 55.5 | 26.7 | 47.3 | 60 | 41.5 | 55.3 | 47.3 | 50 | 0 | 40.1 |
| Thur 6th | 1422 | 2777 | 7 | 25 | 14 | 127 | 0 | 2 | 6 | 18 | 6 | 0 | 4404 |
| % | 32.3 | 63.1 | 0.2 | 0.6 | 0.3 | 2.9 | 0 | 0 | 0.1 | 0.4 | 0.1 | 0 | |
| AB | 1419 | 1771 | 4 | 7 | 13 | 119 | 0 | 1 | 1 | 14 | 5 | 0 | 3354 |
| AB% | 99.8 | 63.8 | 57.1 | 28 | 92.9 | 93.7 | 0 | 50 | 16.7 | 77.8 | 83.3 | 0 | 76.2 |
| BA | 3 | 1006 | 3 | 18 | 1 | 8 | 0 | 1 | 5 | 4 | 1 | 0 | 1050 |
| BA% | 0.2 | 36.2 | 42.9 | 72 | 7.1 | 6.3 | 0 | 50 | 83.3 | 22.2 | 16.7 | 0 | 23.8 |

Datasets:

Site: [Loc 7 Hollywod] Location 7 Hollywood. West (Dunlavin) side of N81
Counter 4
Direction: 8 - East bound A>B, West bound B>A., Lane: 0
Survey Duration: 11:17 03 September 2007 => 10:21 07 September 2007
File: N:\Projects\NRO159\Traffic Data\Traffic Counts\Location 7 Hollywood\Loc 7
 Hollywod07Sep2007Counter 4.EC0 (Plus)
Identifier: U4734AK0 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 11:17 03 September 2007 => 10:21 07 September 2007
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (ARX)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 7411 / 7426 (99.80%)

Table 9: Counter 4 Vehicle Classification Count, 4th, 5th & 6th September 2007, Dunlavin Road

| Class | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | Total |
|----------------------------|------|------|------|------|------|------|-----|------|------|------|----|-----|-------|
| Tue 4th | 8 | 1560 | 63 | 157 | 9 | 75 | 1 | 35 | 49 | 26 | 0 | 1 | 1984 |
| % | 0.4 | 78.6 | 3.2 | 7.9 | 0.5 | 3.8 | 0.1 | 1.8 | 2.5 | 1.3 | 0 | 0.1 | |
| AB | 4 | 769 | 31 | 83 | 5 | 37 | 0 | 2 | 27 | 25 | 0 | 0 | 983 |
| AB% | 50 | 49.3 | 49.2 | 52.9 | 55.6 | 49.3 | 0 | 5.7 | 55.1 | 96.2 | 0 | 0 | 49.5 |
| BA | 4 | 791 | 32 | 74 | 4 | 38 | 1 | 33 | 22 | 1 | 0 | 1 | 1001 |
| BA% | 50 | 50.7 | 50.8 | 47.1 | 44.4 | 50.7 | 100 | 94.3 | 44.9 | 3.8 | 0 | 100 | 50.5 |
| Wed 5th | 9 | 1563 | 25 | 166 | 11 | 57 | 4 | 34 | 47 | 25 | 0 | 0 | 1941 |
| % | 0.5 | 80.5 | 1.3 | 8.6 | 0.6 | 2.9 | 0.2 | 1.8 | 2.4 | 1.3 | 0 | 0 | |
| AB | 4 | 772 | 14 | 84 | 3 | 27 | 1 | 0 | 29 | 24 | 0 | 0 | 958 |
| AB% | 44.4 | 49.4 | 56 | 50.6 | 27.3 | 47.4 | 25 | 0 | 61.7 | 96 | 0 | 0 | 49.4 |
| BA | 5 | 791 | 11 | 82 | 8 | 30 | 3 | 34 | 18 | 1 | 0 | 0 | 983 |
| BA% | 55.6 | 50.6 | 44 | 49.4 | 72.7 | 52.6 | 75 | 100 | 38.3 | 4 | 0 | 0 | 50.6 |
| Thur 6th | 16 | 1538 | 48 | 178 | 4 | 63 | 5 | 38 | 38 | 25 | 0 | 0 | 1953 |
| % | 0.8 | 78.8 | 2.5 | 9.1 | 0.2 | 3.2 | 0.3 | 1.9 | 1.9 | 1.3 | 0 | 0 | |
| AB | 5 | 738 | 23 | 80 | 1 | 32 | 2 | 4 | 23 | 24 | 0 | 0 | 932 |
| AB% | 31.3 | 48 | 47.9 | 44.9 | 25 | 50.8 | 40 | 10.5 | 60.5 | 96 | 0 | 0 | 47.7 |
| BA | 11 | 800 | 25 | 98 | 3 | 31 | 3 | 34 | 15 | 1 | 0 | 0 | 1021 |
| BA% | 68.8 | 52 | 52.1 | 55.1 | 75 | 49.2 | 60 | 89.5 | 39.5 | 4 | 0 | 0 | 52.3 |

APPENDIX C

Expansion Factors

TABLE 1A : AADT EXPANSION FACTORS FOR EACH TIME PERIOD ON URBAN COMMUTER ROUTES

| MONTH | DAY | TIME PERIOD | | | | | | | 24 HOUR |
|-----------|------------------|-------------|------------|------------|------------|-----------|-----------------------|----------|----------|
| | | 8.30AM-10AM | 11-12.30PM | 2PM-3.30PM | 4.30PM-6PM | 9-1 & 2-5 | 8AM - 7PM&AM-MIDNIGHT | | |
| JANUARY | MON | 10.06± 9% | 12.08±10% | 11.34±10% | 9.50± 9% | 2.45± 7% | 1.48± 6% | 1.10± 7% | 1.03± 7% |
| | TUES | 9.92± 9% | 12.37±10% | 11.30±10% | 9.50± 9% | 2.47± 7% | 1.49± 6% | 1.10± 7% | 1.05± 7% |
| | WED | 9.94± 9% | 12.40±10% | 11.30±10% | 9.52± 9% | 2.47± 8% | 1.48± 7% | 1.10± 8% | 1.04± 8% |
| | THUR | 10.17± 9% | 12.43±12% | 11.44±12% | 9.43± 9% | 2.48± 9% | 1.49± 7% | 1.10± 7% | 1.04± 8% |
| | FRI | 10.36±14% | 12.15±10% | 10.77±10% | 9.13± 9% | 2.35± 7% | 1.45± 6% | 1.06± 7% | 1.00± 7% |
| | MONTHLY FACTOR = | | 1.078± 6% | | | | | | |
| FEBRUARY | MON | 10.09±19% | 12.24±13% | 11.33± 9% | 9.46±12% | 2.46±10% | 1.48± 9% | 1.10±11% | 1.04±11% |
| | TUES | 10.26±19% | 12.88±13% | 11.78± 9% | 9.54±12% | 2.53±10% | 1.53± 9% | 1.12±11% | 1.07±11% |
| | WED | 10.40±19% | 12.88±14% | 11.67± 9% | 9.77±12% | 2.56±11% | 1.53±10% | 1.12±11% | 1.07±12% |
| | THUR | 10.06±19% | 12.66±16% | 11.21± 9% | 9.37±12% | 2.46±10% | 1.49± 9% | 1.09±11% | 1.03±11% |
| | FRI | 10.95±34% | 12.18±13% | 10.58±12% | 9.19±19% | 2.40±14% | 1.46±15% | 1.06±15% | 1.00±15% |
| | MONTHLY FACTOR = | | 1.081± 5% | | | | | | |
| MARCH | MON | 11.68±36% | 11.64± 8% | 10.88±10% | 9.55±15% | 2.42± 9% | 1.48±10% | 1.09± 9% | 1.03±10% |
| | TUES | 9.72±20% | 12.08±10% | 11.13± 8% | 9.21±10% | 2.41± 6% | 1.43± 7% | 1.05± 7% | 1.01± 7% |
| | WED | 9.76±20% | 11.84± 8% | 10.80± 8% | 9.06±10% | 2.38± 6% | 1.42± 7% | 1.04± 7% | 1.00± 7% |
| | THUR | 9.71±20% | 11.72± 8% | 10.82± 8% | 8.77±10% | 2.36± 6% | 1.40± 7% | 1.03± 7% | 0.99± 7% |
| | FRI | 10.01±20% | 11.57± 9% | 10.30± 8% | 8.64±12% | 2.28± 7% | 1.37± 8% | 0.99± 9% | 0.94± 9% |
| | MONTHLY FACTOR = | | 1.036± 4% | | | | | | |
| APRIL | MON | 9.15±10% | 11.57±11% | 11.08±12% | 9.32±10% | 2.36±10% | 1.41± 9% | 1.05±10% | 0.99±10% |
| | TUES | 9.63±10% | 11.70±11% | 10.73±12% | 9.03±10% | 2.35±10% | 1.41± 9% | 1.02±10% | 0.98±10% |
| | WED | 9.65±10% | 11.58±11% | 10.57±12% | 9.10±11% | 2.33±10% | 1.40±10% | 1.02±11% | 0.97±10% |
| | THUR | 9.74±12% | 11.55±15% | 10.43±14% | 8.90±12% | 2.31±12% | 1.39±12% | 1.00±14% | 0.95±13% |
| | FRI | 9.69±10% | 11.53±12% | 10.08±12% | 8.81±10% | 2.28±11% | 1.38±11% | 0.99±12% | 0.94±12% |
| | MONTHLY FACTOR = | | 1.004± 4% | | | | | | |
| MAY | MON | 8.89±11% | 11.14±11% | 10.31±11% | 8.82±10% | 2.22± 9% | 1.35± 7% | 0.98± 8% | 0.92± 8% |
| | TUES | 8.99±11% | 11.52±11% | 10.77±12% | 9.01±10% | 2.27± 9% | 1.37± 8% | 0.99± 8% | 0.94± 8% |
| | WED | 9.05±11% | 11.30±13% | 10.43±11% | 8.72±10% | 2.24±10% | 1.34± 8% | 0.96± 8% | 0.91± 8% |
| | THUR | 9.12±11% | 10.99±13% | 10.05±11% | 8.81±15% | 2.18± 9% | 1.32± 7% | 0.94± 8% | 0.89± 8% |
| | FRI | 9.37±15% | 10.83±11% | 9.73±11% | 8.53±10% | 2.14± 9% | 1.30± 7% | 0.92± 8% | 0.87± 8% |
| | MONTHLY FACTOR = | | 0.927± 4% | | | | | | |
| JUNE | MON | 9.44±17% | 10.91±13% | 10.24±13% | 9.07±12% | 2.22±12% | 1.36±11% | 0.99±10% | 0.92±10% |
| | TUES | 9.19±13% | 10.97±11% | 10.16±12% | 8.80±11% | 2.20± 9% | 1.35± 8% | 0.97± 8% | 0.91± 8% |
| | WED | 9.33±13% | 11.02±13% | 10.16±13% | 8.70±12% | 2.21±10% | 1.34± 8% | 0.96± 9% | 0.91± 8% |
| | THUR | 9.50±13% | 10.60±11% | 9.82±12% | 8.56±11% | 2.15± 9% | 1.32± 8% | 0.94± 8% | 0.88± 8% |
| | FRI | 9.65±16% | 10.51±11% | 9.48±12% | 8.37±12% | 2.11± 9% | 1.29± 8% | 0.91± 8% | 0.86± 8% |
| | MONTHLY FACTOR = | | 0.914± 3% | | | | | | |
| JULY | MON | 9.44±16% | 10.44±13% | 10.18±15% | 9.05±17% | 2.17±11% | 1.34±12% | 0.97±12% | 0.91±12% |
| | TUES | 9.82±16% | 10.85±14% | 10.43±17% | 9.23±17% | 2.23±13% | 1.38±14% | 0.99±14% | 0.94±14% |
| | WED | 10.07±16% | 11.05±13% | 10.02±15% | 8.91±15% | 2.22±11% | 1.37±12% | 0.98±12% | 0.92±12% |
| | THUR | 9.77±16% | 10.50±13% | 10.13±15% | 9.07±15% | 2.18±11% | 1.35±12% | 0.95±13% | 0.89±12% |
| | FRI | 10.06±18% | 10.61±13% | 9.73±15% | 8.48±15% | 2.13±11% | 1.32±12% | 0.93±12% | 0.87±12% |
| | MONTHLY FACTOR = | | 0.932±10% | | | | | | |
| AUGUST | MON | 10.65±17% | 10.20±12% | 9.84±11% | 8.89±14% | 2.19±10% | 1.37±11% | 1.01±10% | 0.94±10% |
| | TUES | 10.28±17% | 10.18±12% | 9.76±11% | 8.75±12% | 2.16±10% | 1.34±11% | 0.97±10% | 0.91±10% |
| | WED | 10.71±17% | 10.57±14% | 9.65±11% | 8.69±13% | 2.18±11% | 1.36±12% | 0.98±11% | 0.92±10% |
| | THUR | 10.94±24% | 10.31±13% | 9.50±11% | 8.71±14% | 2.15±11% | 1.34±11% | 0.96±12% | 0.90±11% |
| | FRI | 9.82±17% | 9.78±12% | 9.36±11% | 8.67±12% | 2.07±10% | 1.30±11% | 0.92±10% | 0.86±10% |
| | MONTHLY FACTOR = | | 0.920± 8% | | | | | | |
| SEPTEMBER | MON | 9.11±11% | 10.48±13% | 9.99±14% | 8.66±15% | 2.14±11% | 1.31±11% | 0.97±10% | 0.90± 9% |
| | TUES | 9.56±12% | 11.01±15% | 10.16±13% | 8.67±15% | 2.20±11% | 1.34±11% | 0.98±10% | 0.93± 9% |
| | WED | 9.39±11% | 10.53±13% | 9.83±13% | 8.35±15% | 2.14±11% | 1.31±11% | 0.95±10% | 0.90± 9% |
| | THUR | 9.62±11% | 10.87±13% | 9.82±15% | 8.32±15% | 2.17±12% | 1.32±11% | 0.95±10% | 0.90± 9% |
| | FRI | 9.51±12% | 10.47±14% | 9.51±14% | 8.19±19% | 2.09±12% | 1.28±13% | 0.91±12% | 0.86±11% |
| | MONTHLY FACTOR = | | 0.911± 4% | | | | | | |
| OCTOBER | MON | 9.33±19% | 11.09±19% | 10.78±20% | 9.08±24% | 2.24±18% | 1.38±19% | 1.03±18% | 0.96±17% |
| | TUES | 9.79±21% | 11.79±22% | 10.87±25% | 9.13±27% | 2.32±21% | 1.42±22% | 1.04±20% | 0.99±19% |
| | WED | 9.88±19% | 11.17±19% | 10.39±20% | 9.07±25% | 2.27±18% | 1.39±19% | 1.02±18% | 0.96±17% |
| | THUR | 9.99±20% | 11.43±22% | 10.31±20% | 9.03±26% | 2.27±20% | 1.39±21% | 1.01±20% | 0.96±19% |
| | FRI | 9.71±19% | 10.86±19% | 9.87±20% | 8.46±24% | 2.17±18% | 1.32±19% | 0.94±18% | 0.89±17% |
| | MONTHLY FACTOR = | | 0.986±10% | | | | | | |
| NOVEMBER | MON | 10.03±20% | 11.47±15% | 10.29±16% | 9.49±26% | 2.28±14% | 1.41±16% | 1.04±15% | 0.98±14% |
| | TUES | 9.95±20% | 11.68±15% | 11.00±17% | 9.30±26% | 2.34±15% | 1.44±16% | 1.07±15% | 1.02±14% |
| | WED | 9.99±20% | 11.65±15% | 10.76±18% | 9.76±30% | 2.32±16% | 1.43±18% | 1.08±18% | 1.02±17% |
| | THUR | 10.09±23% | 11.33±15% | 10.31±16% | 9.42±28% | 2.27±14% | 1.40±16% | 1.03±15% | 0.97±14% |
| | FRI | 10.25±21% | 11.59±20% | 10.18±16% | 9.21±29% | 2.27±16% | 1.41±18% | 1.03±17% | 0.97±16% |
| | MONTHLY FACTOR = | | 1.034± 5% | | | | | | |
| DECEMBER | MON | 11.49±35% | 12.34±18% | 11.92±21% | 11.12±19% | 2.56±18% | 1.60±18% | 1.20±18% | 1.12±17% |
| | TUES | 9.43±34% | 11.22±18% | 10.78±21% | 9.74±19% | 2.28±18% | 1.42±18% | 1.04±18% | 0.98±17% |
| | WED | 11.54±46% | 11.59±22% | 11.04±21% | 10.17±20% | 2.40±21% | 1.51±21% | 1.10±20% | 1.02±18% |
| | THUR | 11.36±34% | 11.70±20% | 11.11±21% | 10.03±19% | 2.42±19% | 1.52±20% | 1.10±19% | 1.01±18% |
| | FRI | 11.71±34% | 11.93±20% | 11.67±33% | 10.36±22% | 2.45±20% | 1.55±21% | 1.13±19% | 1.04±18% |
| | MONTHLY FACTOR = | | 1.177±12% | | | | | | |

AADT=(MPV COUNT)(EXPANSION FACTOR) WITH 68% CONFIDENCE LIMITS OF '± %'

EXAMPLE : 818 MPV COUNTED DURING TIME PERIOD 8.30AM-10AM ON A MONDAY IN MID JANUARY IMPLIES
 AADT = (818)(10.06) = 8229± 9% AT THE 68% CONFIDENCE LEVEL
 THUS IT IS 68% CERTAIN THAT THE TRUE AADT LIES BETWEEN 7488 AND 8970

APPENDIX D

NRA Future Traffic Forecasts



National Roads Authority

Future Traffic Forecasts

2002-2040

August 2003.

Table: Forecast indices for vehicle kilometres of travel by vehicle category and road type, 2002-2040.

| | All roads TRL HGV | All roads TRL CARS & LGV | National Primary HGV | National Primary CARS & LGV | National Secondary HGV | National Secondary CARS & LGV | Non Nationals HGV | Non National CARS & LGV |
|------|-------------------|--------------------------|----------------------|-----------------------------|------------------------|-------------------------------|-------------------|-------------------------|
| 2002 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 2003 | 103 | 104 | 105 | 105 | 104 | 105 | 102 | 102 |
| 2004 | 106 | 107 | 109 | 110 | 107 | 108 | 104 | 105 |
| 2005 | 109 | 110 | 112 | 114 | 111 | 112 | 105 | 107 |
| 2006 | 111 | 113 | 116 | 118 | 114 | 116 | 107 | 109 |
| 2007 | 114 | 116 | 120 | 123 | 117 | 120 | 109 | 111 |
| 2008 | 117 | 119 | 124 | 127 | 121 | 124 | 110 | 113 |
| 2009 | 120 | 122 | 128 | 131 | 124 | 127 | 112 | 115 |
| 2010 | 123 | 125 | 133 | 136 | 128 | 131 | 114 | 117 |
| 2011 | 126 | 127 | 137 | 139 | 131 | 134 | 116 | 118 |
| 2012 | 128 | 129 | 140 | 142 | 134 | 136 | 117 | 119 |
| 2013 | 130 | 131 | 143 | 144 | 137 | 139 | 118 | 121 |
| 2014 | 132 | 133 | 146 | 147 | 139 | 141 | 120 | 122 |
| 2015 | 134 | 135 | 149 | 150 | 142 | 144 | 121 | 124 |
| 2016 | 136 | 137 | 152 | 153 | 144 | 146 | 122 | 125 |
| 2017 | 138 | 139 | 155 | 156 | 147 | 149 | 124 | 126 |
| 2018 | 140 | 141 | 158 | 158 | 149 | 151 | 125 | 127 |
| 2019 | 143 | 143 | 161 | 161 | 152 | 153 | 126 | 129 |
| 2020 | 145 | 144 | 164 | 164 | 155 | 156 | 127 | 130 |
| 2021 | 147 | 146 | 167 | 166 | 157 | 158 | 129 | 131 |
| 2022 | 149 | 148 | 170 | 168 | 160 | 160 | 130 | 132 |
| 2023 | 151 | 149 | 173 | 170 | 162 | 162 | 131 | 133 |
| 2024 | 153 | 151 | 176 | 173 | 165 | 164 | 133 | 134 |
| 2025 | 155 | 152 | 179 | 175 | 168 | 165 | 134 | 135 |
| 2026 | 157 | 153 | 182 | 177 | 170 | 167 | 135 | 136 |
| 2027 | 159 | 155 | 185 | 179 | 173 | 169 | 136 | 136 |
| 2028 | 161 | 156 | 188 | 180 | 176 | 170 | 137 | 137 |
| 2029 | 163 | 157 | 192 | 182 | 178 | 172 | 138 | 138 |
| 2030 | 166 | 158 | 195 | 184 | 181 | 173 | 139 | 138 |
| 2031 | 168 | 159 | 198 | 185 | 184 | 175 | 141 | 139 |
| 2032 | 170 | 160 | 201 | 187 | 186 | 176 | 142 | 139 |
| 2033 | 172 | 161 | 204 | 188 | 189 | 177 | 143 | 140 |
| 2034 | 174 | 162 | 207 | 190 | 191 | 179 | 144 | 140 |
| 2035 | 176 | 163 | 210 | 191 | 194 | 180 | 145 | 141 |
| 2036 | 178 | 164 | 213 | 192 | 197 | 181 | 146 | 141 |
| 2037 | 180 | 164 | 216 | 194 | 199 | 182 | 147 | 142 |
| 2038 | 182 | 165 | 219 | 195 | 202 | 183 | 148 | 142 |
| 2039 | 184 | 166 | 222 | 196 | 205 | 184 | 149 | 142 |
| 2040 | 186 | 167 | 225 | 197 | 207 | 185 | 150 | 143 |