
Chapter 5: Traffic Analysis

Chapter 5

Traffic Analysis

5.1 Introduction

The Traffic and Transport Assessment (TTA) outlined in this chapter provides a comprehensive review of the existing transportation networks within the Study Area and the potential impacts of the proposed Trinity Wharf Development.

5.2 Methodology

Site Visit

The existing road network and traffic environment of Trinity Street and the greater area of Wexford Town and County were assessed in a number of site visits.

Traffic Surveys

Traffic surveys were undertaken to determine the baseline traffic conditions along Trinity Street and the connecting streets. The following traffic surveys were undertaken:

- Automatic Traffic Counts (ATC); and
- Junction Turning Counts (JTC).

Guidance

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

- Transport Infrastructure Ireland Traffic and Transport Assessment Guidelines, PE-PDV-02045, (May 2014);
- Design Manual for Urban Road and Streets (DMURS);
- NTA Permeability Best Practice Guide;
- TII Design Standards for junctions as relevant in conjunction with DMURS;
- Wexford Town and Environs Development Plan; and
- NTA National Cycle Manual.

Trip Rate Generation

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

The TRICS output for the offices, hotel, apartments and cultural and performance centre were combined to anticipate the total number of multi-modal trips generated by the site when fully developed.

Traffic Predictions

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

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

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

Junction Capacity Analysis

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

Signalised junctions are analysed using Linsig software. Linsig software presents the results of a junction model in Degrees of Saturation (% DoS). A signalised junction is considered to be performing satisfactorily if the DoS is at or below 90%. A junction operating above this level of DoS is likely to have queues building and excessive delays.

Priority controlled junctions are analysed using Junctions 8 Picady software. Picady software presents the results of a junction model in Ratio of Flow to Capacity (RFC). A priority junction is considered to be performing satisfactorily if the RFC is at or below 0.85. A junction operating above this level of RFC is likely to have queues building and excessive delays.

5.3 Baseline Environment / Existing Scenario

5.3.1 Surrounding Road Network

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

- The R730 extends along the River Slaney and Harbour and connects to the N11 at the River Slaney Bridge 3.5km north-west of the Town Centre and to the N25 at the Rosslare Road Roundabout 4.5km to the south and passes through Wexford Town;
- The R769 Newtown Road runs west of the Town Centre and connects to the N11/ N25 bypass at the New Ross Road Roundabout;
- The R733 runs southwest of the Town Centre and connects to the N11/ N25 bypass at the Duncannon Road Roundabout; and
- The R741 extends northward to Gorey via Castlebridge and forms the only river crossing east of the Town Centre via Wexford Bridge.

See Plate 5.1 Surrounding Regional Road Network and Plate 5.2 Surrounding Local Road Network below.

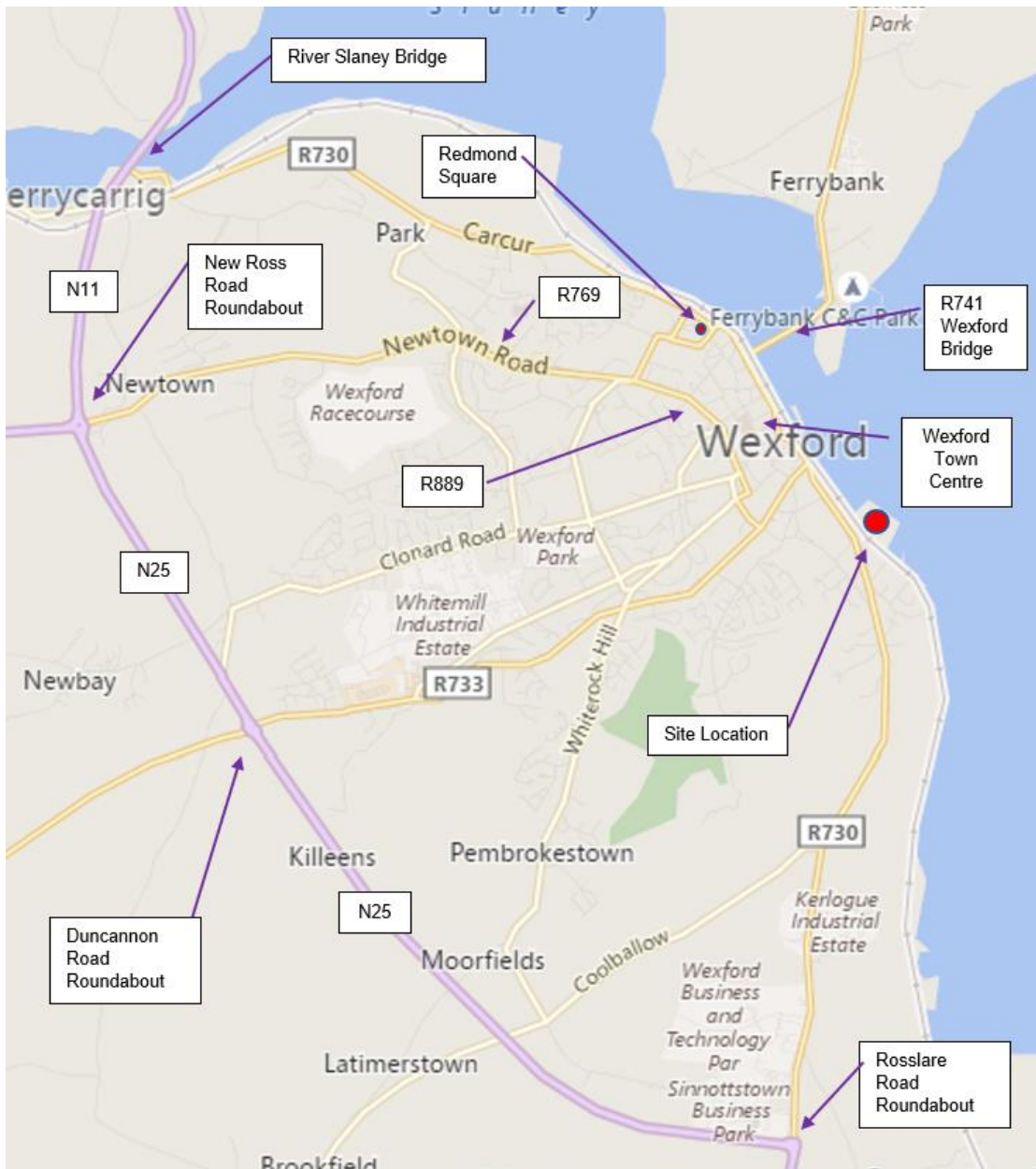


Plate 5.1 **Surrounding Regional Road Network**

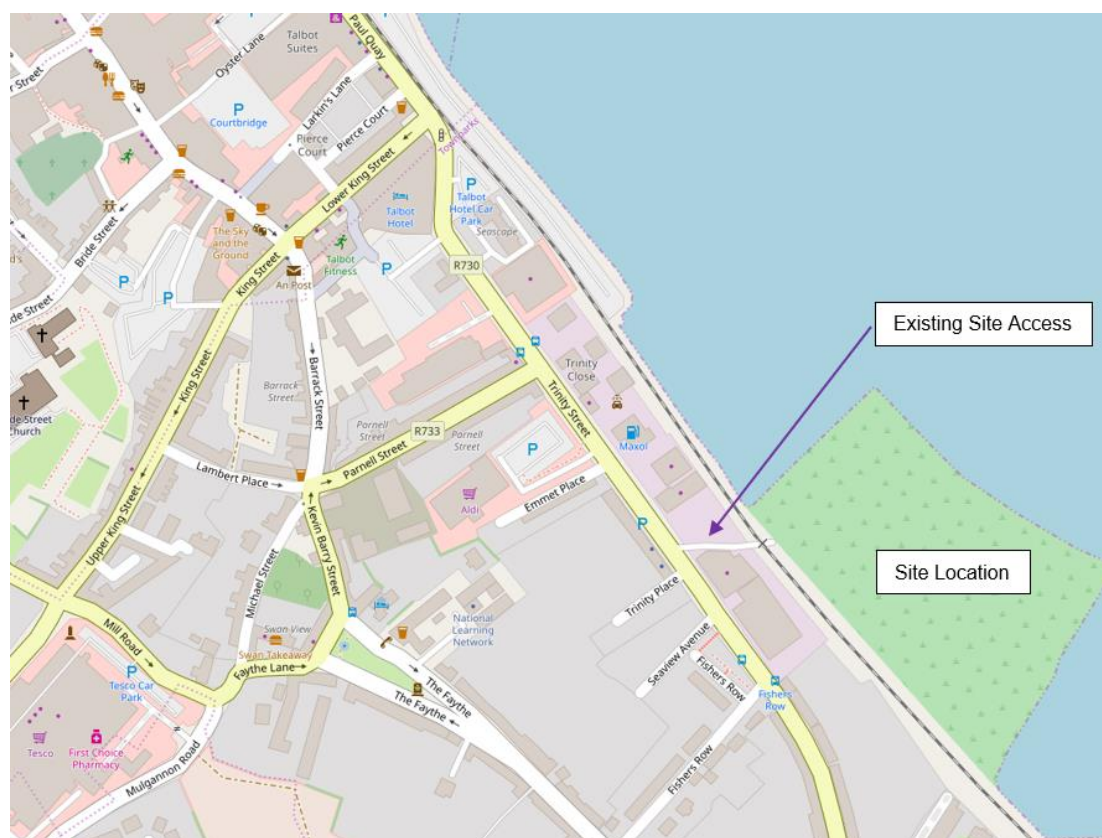


Plate 5.2 Surrounding Local Road Network

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

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

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



Plate 5.3 Trinity Street View South from the Proposed Access – note one lane in each direction with on-street parking on both sides and ghost central median



Plate 5.4 Trinity Street View in the direction of Town Centre (North) from Proposed Access – one lane in each direction with on-street parking on both sides and ghost central median



Plate 5.5 Seaview Avenue

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



Plate 5.6 – View west up Parnell Street – Note: single traffic lane for inbound traffic lined with on-street parking.



Plate 5.7 Mill Road – Note: one-way street with on street parking provided to one side and intermittent accesses.



Plate 5.8 Kevin Barry Street – Note: narrow one-way street lined by high/medium density housing on one side.

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



Plate 5.9 Lower King Street – Note: one-way street for outbound traffic with on-street parking provided on one side and with store and housing frontage.

5.3.2 Public Transport Accessibility

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

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

The Fisher's Row Bus Stop located 55m south of the proposed site access on Trinity Street is served by the WX2 local bus route. The Trinity Street Bus Stop located

270m north of the proposed site access is served by the 40, 132, 370, 378, 379, 385, 390 and WX1 bus routes.

A summary of all accessible public transport modes is shown below in Table 5.2 Summary of Site Accessible Public Transport Services in Wexford. Timetables for full details of the public transport route is provide in Appendix 5.1 Bus and Train Timetables.

Table 5.2 Summary of Site Accessible Public Transport Services in Wexford Town

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

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

5.3.3 Accessibility for Cyclists and Pedestrians

There are good provisions for pedestrians within the vicinity of the site. The footpaths on Trinity Street are typically 2.0m to 3.0m wide and the surrounding network of urban roads and streets generally have footpaths on both sides. Zebra crossings have been provided on Trinity Street and William Street Lower approximately 580m north and 230m south of the proposed site access. The town centre is within a 10-15-minute walk and the railway station and bus station are within a 20-minute walk from the site. The accessibility of the site within a 10-, 15- and 20-minute journey time by foot is shown in Plate 5.10.

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

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

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

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

The accessibility of the site within a 10-, 15- and 20-minute journey time by cycling is shown in Plate 5.11

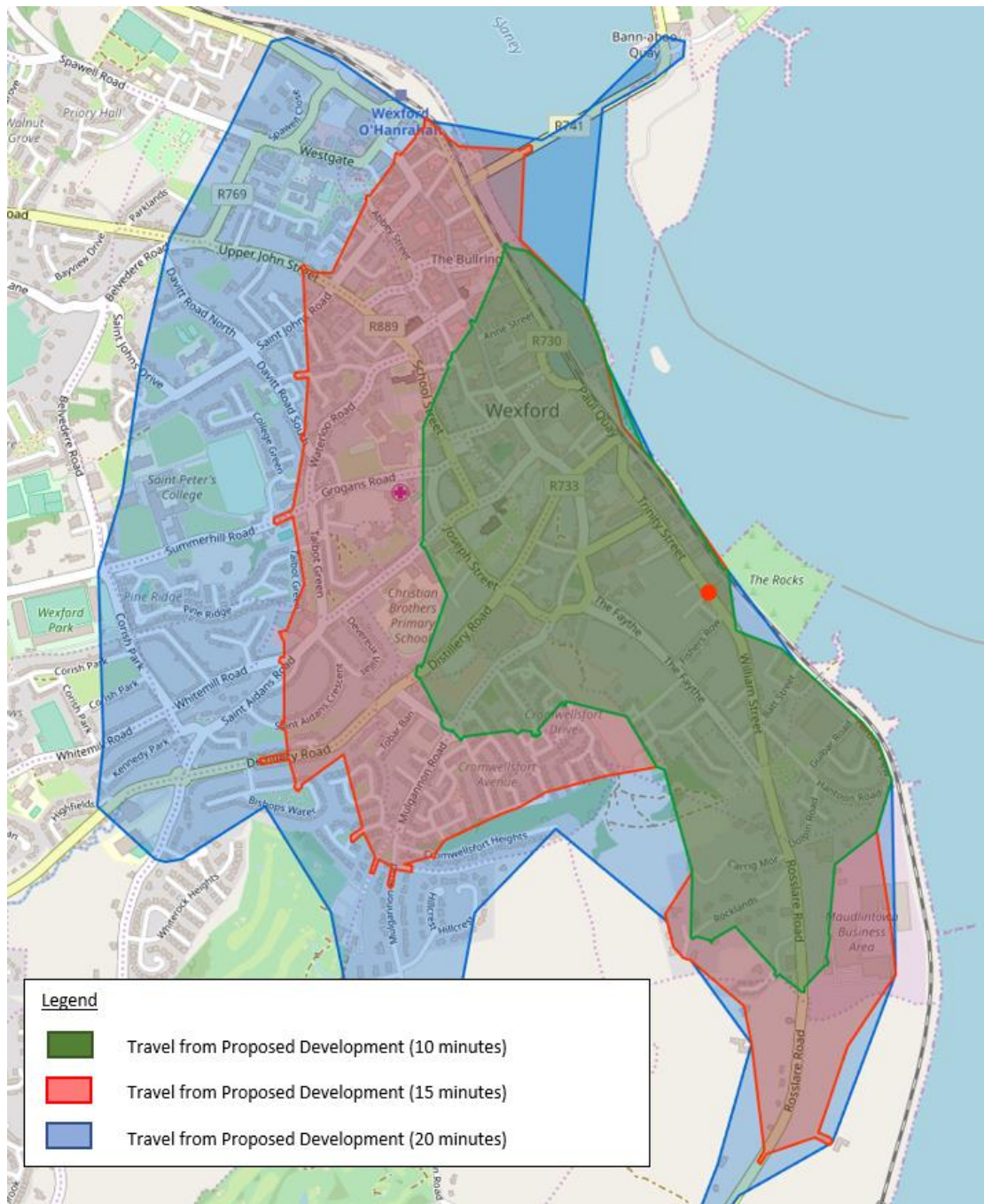


Plate 5.10 Walking Isochrone Map

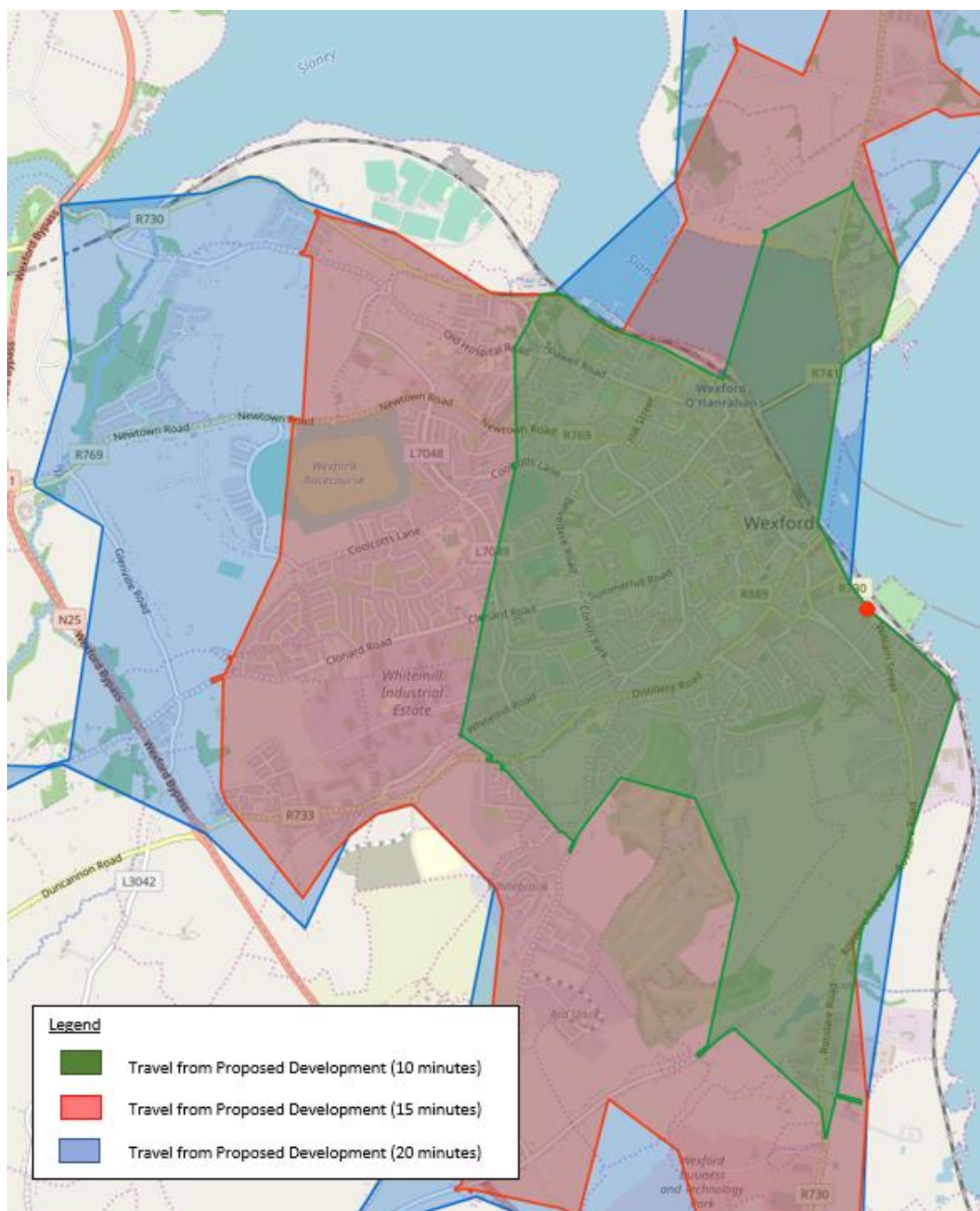


Plate 5.11 Cycling Isochrone Map

5.3.4 Existing Traffic

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

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

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

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

Full details of the traffic survey are included in Appendix 5.2 Traffic Survey Reports.

5.3.5 Current Travel Modes

The 2016 CSO census Small Area Population Statistics (SAPS) was analysed for the Settlement of Wexford, to ascertain the modes of travel used when travelling to work. The Census data is summarised below in Plate 5.12: Travel Modes Chart – Settlement of Wexford. The Census data can be viewed in full in Appendix 5.3: CSO SAPS Data.

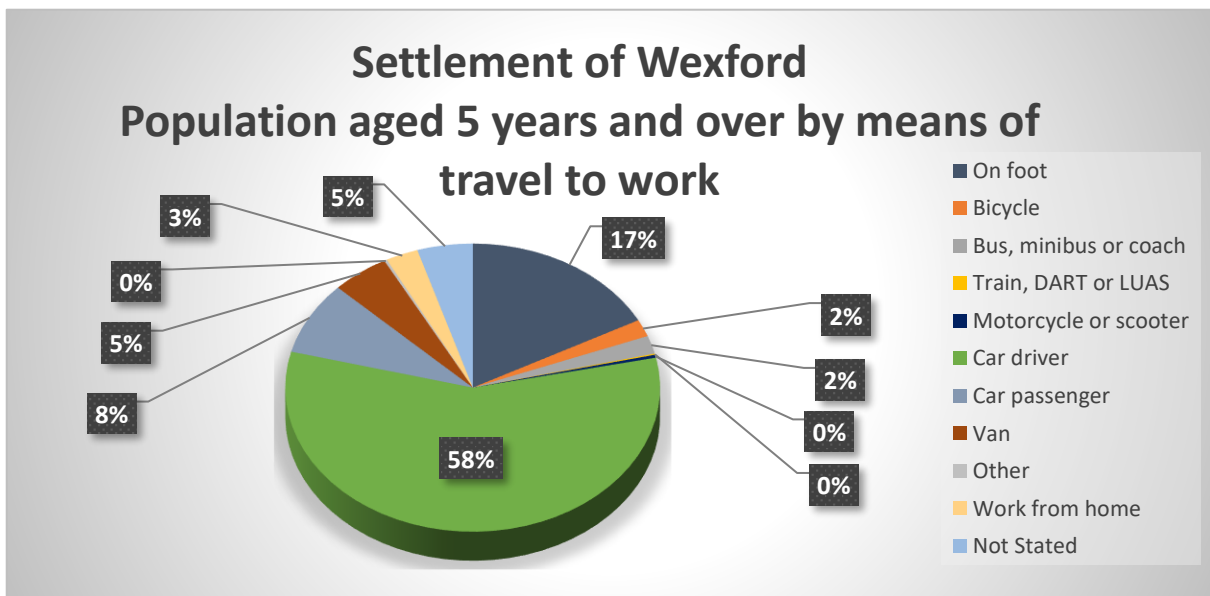


Plate 5.12 Travel Modes Chart – Settlement of Wexford

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

5.3.6 Transportation Planning Policy

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

- Goal – To develop a safer, more efficient and integrated transport system within Wexford, with improvements to the road network, other forms of the transport network including public transport, cycle ways and to create a pedestrian friendly environment;

- Objective (1) – To integrate land use and transportation to ensure that, in the future, travel to and within Wexford is carried out using the most convenient and appropriate mode of travel;
- Objective (2) - To minimise car access and direct through-traffic in the Town Centre by the development of key road links; and
- Objective (3) - To maximise pedestrian and cycle movements between Residential Areas, the Town Centre, Schools, Industrial Estates and the Railway Station.

5.3.7 Road Safety

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

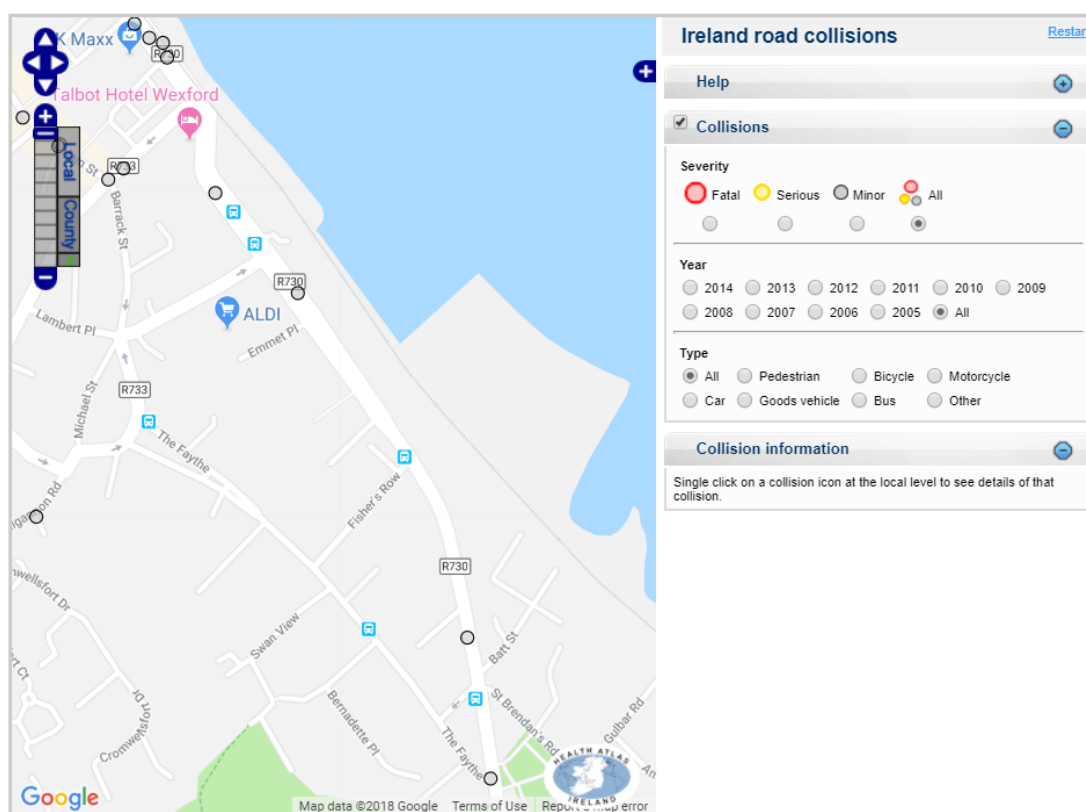


Plate 5.13 RSA Road Collision Records

5.4 Predicted Impacts

5.4.1 Proposed Access Junction

The proposed site access is described in 4.3.10.1 Proposed Site Access. The access junction will result in the loss of 71m of on-street parking along the eastern side of Trinity Street and 24m of on-street parking either side of Seaview Avenue on the western side. This equates to the loss of 16 parking spaces based on 6m per parking space. This loss of on-street parking will have a moderate impact on residents and businesses in the immediate vicinity of the proposed access junction.

A mitigating factor is that 10 of the spaces lost do not directly front houses or business, including 8 spaces which front a vacant plot and 2 spaces which front a grass area.

Another mitigating factor is that the loss of on-street parking at this location only amounts to a slight reduction on the capacity of the surrounding roads and streets in the area. The network can adjust and absorb the demand for parking at this location.

5.4.2 Turning Head on Seaview Avenue

The proposed turning head facility is described in 4.3.10.1 Proposed Site Access. The turning head will have a moderately positive effect on road safety for vehicles accessing Seaview Avenue. Vehicles currently accessing Seaview Avenue must either reverse in or out of Trinity Street because of the narrow street conditions on Seaview Avenue. The proposed turning head provides a facility for vehicles to carry out a three-point turn within Seaview Avenue and eliminates the need for vehicles to enter the junction backwards.

5.4.3 Proposed Boardwalk

The proposed boardwalk is described in 4.3.9 Boardwalk. The boardwalk along the sea-front to link the site to Paul Quay will result in the loss of 21 car parking spaces on the southern end of Paul Quay Car Park. The loss of these spaces will have a slight impact on users of the long-term car park. The loss of these spaces is not considered critical as the nearby Sinnott Place multi-storey long-term car park has adequate capacity to absorb the demand for long-term parking. This is discussed further in 5.4.7 Parking Provisions.

5.4.4 Trip Generation

A summary of the combined TRICS report can be seen in Table 5.3 Multi-Modal Trip Generation below. The reports in full can be viewed in Appendix 5.4 TRICS Analysis. Hourly arrival and departure movements below indicate 3 peak periods highlighted in bold in the morning, afternoon and evening. The busiest hour is at lunchtime between 1 and 2 pm.

Table 5.3 Multi-Modal Trip Generation

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

| TRICS Report Summary: Multi Modal Trip Generation for Mixed-Use Development | | | |
|--|-----------------|-------------------|------------------------|
| Time Range | Arrivals | Departures | Total (two-way) |
| 19:00 - 20:00 | 20 | 18 | 38 |
| 20:00 - 21:00 | 21 | 18 | 39 |
| 21:00 - 22:00 | 10 | 21 | 31 |

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

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

5.4.5 Traffic Predictions

The predicted traffic generation throughout the day has been provided below in Table 5.4. The full details can be found in Appendix 5.5 Traffic Calculations.

Table 5.4: Summary of Predicted Traffic Generation

| Time Range | Arrivals (vehicles) | Departures (vehicles) | Two-way (vehicles) |
|-------------------|----------------------------|------------------------------|---------------------------|
| 07:00-08:00 | 94 | 21 | 115 |
| 08:00-09:00 | 321 | 55 | 377 |
| 09:00-10:00 | 244 | 100 | 344 |
| 10:00-11:00 | 149 | 108 | 257 |
| 11:00-12:00 | 118 | 124 | 242 |
| 12:00-13:00 | 108 | 122 | 230 |
| 13:00-14:00 | 128 | 126 | 254 |
| 14:00-15:00 | 127 | 118 | 245 |
| 15:00-16:00 | 89 | 127 | 216 |
| 16:00-17:00 | 115 | 246 | 361 |
| 17:00-18:00 | 78 | 297 | 374 |
| 18:00-19:00 | 32 | 102 | 135 |
| 19:00-20:00 | 12 | 11 | 24 |
| 20:00-21:00 | 13 | 11 | 24 |
| 21:00-22:00 | 6 | 13 | 19 |
| Total | 1,635 | 1,580 | 3,217 |

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

The proposed site is anticipated to be the destination for only 80% of traffic generated by the development based on the available on-site parking capacity. The remaining 20% of car trips will be made to under-utilised car parks located in the nearby Town Centre such as Sinnott Place. Refer to 5.10 Parking Provisions for further details on the car parking proposals. The predicted distribution of traffic generated by the development during the AM, midday and PM peaks is shown in the Plate 5.14 below. Refer to Appendix 5.5 Traffic Calculations for full details of the traffic assignments.

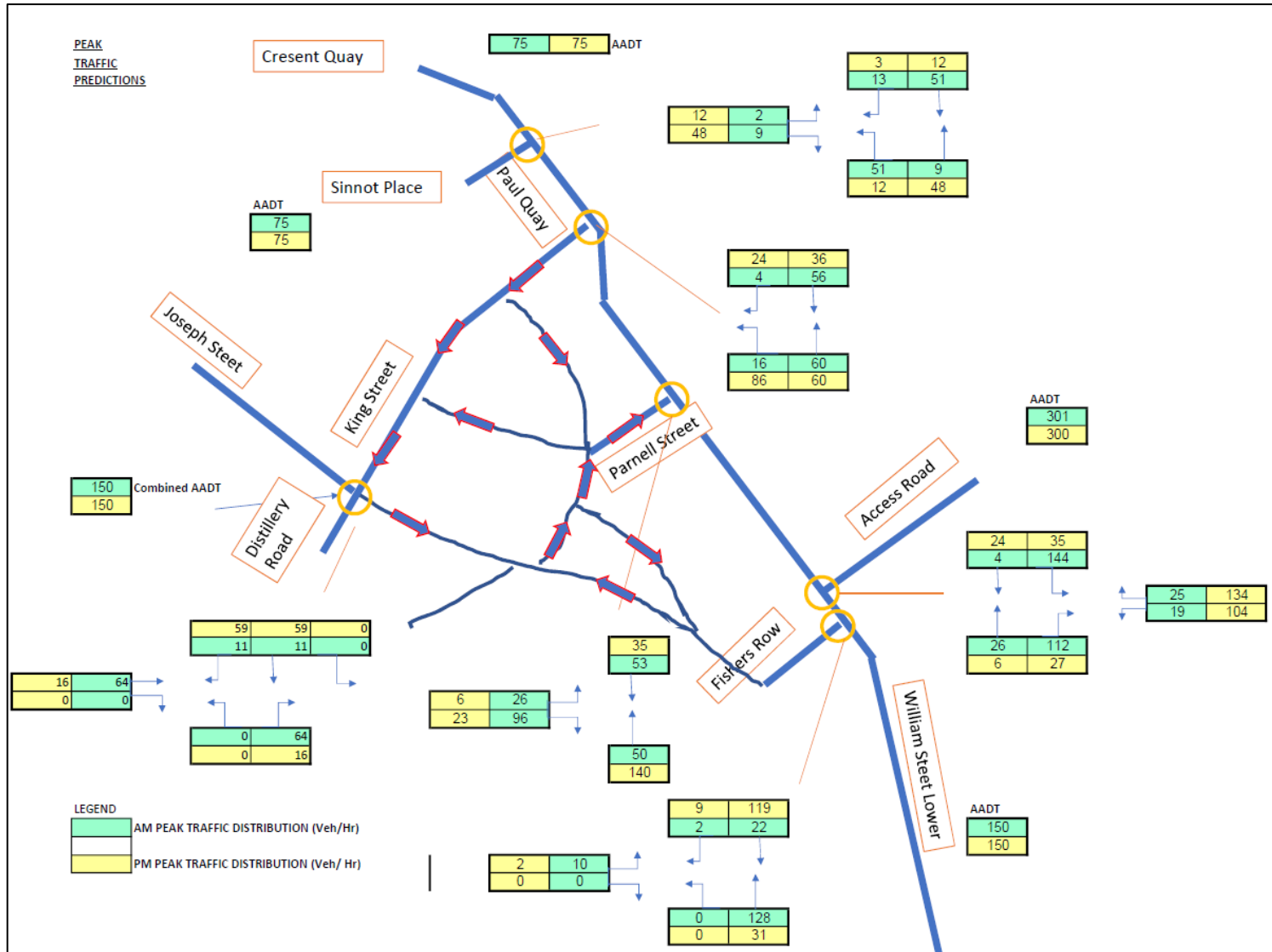


Plate 5.14: Predicted Traffic Distribution Model of Traffic Generated by the Development

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

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

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

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

5.4.6 Access Road across the Dublin – Rosslare Railway Line Level Crossing

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

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

The barriers will activate for 3 minutes intervals 8 times a day Monday to Friday for passing trains (Dublin - Rosslare route), at approximately 05:56, 07:41, 12:08, 13:16, 16:09, 17:51, 19:18 and 21:12. On Saturdays 6 trains pass the site at approximately 07.43, 12.05, 13.18, 16.07, 18.18 and 21.08. On Sundays 6 trains pass the site at approximately 09.53, 12.18, 14.45, 16.15, 18.29 and 21.14. Only one train service from Rosslare arriving at Wexford O'Hanrahan at 17:51 (Monday to Friday) coincides with the predicted daily PM peak hour traffic generated by the development. This is anticipated to result in a queue of 3 inbound vehicles and 12 outbound vehicles based on a predicted traffic flow of 62 veh/hr and 238 veh/hr arriving and departing the site between 17:00 and 18:00. These outbound vehicles will stack back into the site and will have no external impact for traffic on Trinity Street.

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

5.4.7 Junction Capacity Analysis

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

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

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

The Proposed Trinity Wharf Access / Trinity Street Junction, Trinity Street / King Street / Paul Quay Junction and Distillery Road / Joseph Street / Mill Road / King Street Junction are signalised junctions and were analysed using Linsig software.

Trinity Street / Parnell Street Junction and Trinity Street / Fishers Row / William Street Lower Junction are priority junctions and were analysed using Junctions 8 Picady software.

A summary of the results from the junction analysis for the peak periods of each junction in a post development scenario are shown in tables 5.5, 5.6, 5.7, 5.8 and 5.9 below. The reports from the junction capacity analysis can be viewed in full in Appendix 5.6: Junction Analysis Reports.

Table 5.5: Summary of Linsig Model Report for Proposed Development Access / Trinity St Junction

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

Table 5.6: Summary of Linsig Model Report for Trinity St / King St / Paul Quay Junction

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

Table 5.7: Summary of Linsig Model Report for Distillery Road / Joseph Street / Mill Road / King Street Junction

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

Table 5.8: Summary of Picady (Junctions 8) Model Report for Trinity St / Fishers Row/ William St Lower Junction

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

Table 5.9: Summary of Picady Model Report Trinity St / Parnell St Junction

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

The results show that the nearby junctions on the surrounding network will operate satisfactorily when the site reaches peak dos as per the Trinity Wharf

Development. As such the adverse effects of the predicted traffic generated by the proposed development are considered to have a slight impact on the capacity of the surrounding road network.

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

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

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

5.4.8 Parking

5.4.8.1 Parking Demand

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

Table 5.10: Core demand for regular mid-week parking at peak development

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

The parking demand generated by the office has been estimated based on 63% of employees driving to work at 1 employee per 20sqm GFA of office space. The parking demand generated by the apartment complex is based on 1 space per dwelling. The demand for parking for the hotel during core office hours is estimated as half the number of bedrooms in the hotel based on an analysis of the TRICS data and a car park survey of other hotel car parks located in Wexford Town Centre. The survey can be viewed in Table 5.12 Wexford Town Centre Parking Observations. The parking demand calculations can be viewed in Appendix 5.5: Traffic Calculations.

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

Events and conferences in the cultural and performance centre will rarely be held at times which coincide with office hours. Events and conferences held at these times will implement an Accessibility Implementation Plan as described in 5.5.2.

5.4.8.2 Parking Provision

The proposed development will provide 80% of the anticipated core demand generated by the combined elements on the site. The Trinity Wharf Development proposed parking provisions are described in 4.3.4.2 Parking Provisions and summarised below in Table 5.11.

Table 5.11: Proposed parking provision at peak development

| Provision | Parking Spaces (accessibility spaces) |
|--------------------------|---------------------------------------|
| Surface Car Parking | 47 (8) |
| Multi-Storey Car parking | 462 (23) |
| Total | 509 (31) |

The remaining 20% of the car parking demand can be accommodated in nearby alternative long-term car parks as described in 5.4.8.3 Alternative Car Parking. The long-term on-street parking of commuter vehicles on the surrounding streets will be prevented with the management and enforcement of an appropriate permit, tariff and enforcement system.

5.4.8.3 Alternative Car Parking

There are several alternative long-term car parks located close to the proposed site which can accommodate the excess core parking demands of the development in a communal capacity. The Talbot Hotel, Paul Quay, Sinnott Place and Crescent Quay South car parks are within a 10-minute walk of the site as shown in Figure 5.1 in Volume 3.

A parking survey of the Town Centre car parks carried out in November 2016 found that the daily occupancy of some off-street public car parks through the town centre was low with some operating between 22% and 50% capacity. The findings of the parking survey are shown in Table 5.12 Wexford Town Centre Parking Observations in November 2016.

Table 5.12: Wexford Town Centre Parking Observations in November 2016

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

Talbot Hotel, Sinnott Place multi-story and Crescent Quay off-street south are public long-term car parks within a 10-minute walk of the site which had 51, 235 and 18

spaces available. The Paul Quay car park, which provides all-day parking for people employed in the town centre is likely be at 100% capacity with the reduction of the 21 spaces to facilitate the proposed pedestrian and cycle link.

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

Table 5.13 Estimated core demand for parking against on-site provisions and parking availability in nearby public car parks.

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

5.4.8.4 Parking Provision for Interim Development Phases

The site is likely to be developed in two or more phases. A Construction Environmental Management Plan (CEMP) for each phase of the development will be prepared once details of any phased development are known. This plan will include proposals for providing adequate parking for each phase of development. It is likely that the initial phase or phases will be served by temporary surface car parks within the development on areas of the site for later phases of the development. The number of parking spaces which will be permitted at each phase will be limited to the applied rate in Table 5.14 below. When there is no longer enough undeveloped space to accommodate the parking demands of further development on the site, the multi-storey car park must be completed before these following phases of development are commenced.

Table 5.14: Maximum parking provisions in phased development of site

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

5.4.8.5 Conclusion and Strategy on Car Parking Provisions

The core demand for parking generated by the development will have a slightly negative effect on nearby long-term car parking facilities. However, the rationalising of long-term parking in the Town Centre is considered an efficient use of valuable public land and amenities. It reduces the attractiveness of single occupant car journeys to work and encourages commuters to seek more sustainable modes of transport.

It is essential that the on-site parking facilities are managed with an appropriate permit, tariff and enforcement system. The site will be included to the car parking

variable message signage (VMS) system currently in operation on the approaches to Wexford Town to advise of parking availability.

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

5.4.9 Construction Stage

The most dominant construction activities, the haulage route for plant and materials, and the estimated peak construction traffic generated by the development are discussed in 4.4.1 Construction Traffic.

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

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

5.5 Mitigation Measures

5.5.1 Transportation Mobility Management Plan

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

The primary elements of the Transportation Mobility Management Plan are;

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

The transportation Mobility Management Plan is included in Appendix 5.7 Transportation Mobility Management Plan.

5.5.2 Accessibility Implementation Plan

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

pressures on the site and on the surrounding network. The main elements of the Accessibility Implementation Plan will;

- Implement the VMS system at the site entrance to provide real time information on the availability of parking within the site;
- Provide details of alternative Town Centre car parks. The plan will ensure that event attendees are advised of other events in the town centre that may affect the availability of Town Centre car parking;
- Notify attendees of the on-site parking limitations and encourage the use of alternative modes of transport such as public transport. The plan will ensure adequate public transport is scheduled to service the event.
- Plan coach parking arrangements

5.5.3 Construction Environmental Management Plan

A Construction Environmental Management Plan (CEMP) in accordance with the Outline CEMP provided as Appendix 4.1 and an associated Construction Traffic Management Plan (CTMP) will be prepared by contractor(s) in consultation with the developer and Wexford County Council to confirm the nature of any and all mitigating road works; the programme for deliveries during the construction period; and, any and all mitigating traffic management measures, prior to commencing any works at the proposed development site. The CTMP will detail environmental measures aimed at minimising adverse environmental effects associated with traffic and transport during construction.

Maintaining access for emergency services during the course of the construction programme will also be considered and included as part of the Construction Traffic Management Plan.

It is acknowledged that the Construction Traffic Management Plan will include a requirement that the condition of the road infrastructure on the access routes to and from the site via the urban road network will be recorded before and after completion of the construction phase.

Visual inspections will also be undertaken and recorded at regular, frequent intervals, to ensure that the existing road infrastructure remains in an acceptable condition throughout the duration of construction activities, or, should evidence of any defects arise during the construction period, remedial actions and/or works can be put in hand forthwith.

Wheel washes for construction vehicles will be provided (if necessary) at the development site to prevent mud and dust being brought onto the public road. The site entrance, the access road and Trinity Street will be monitored and swept clean when necessary.

Construction vehicles and site personnel will be required to adhere to the approved access routes and timing restrictions. Construction plant, equipment and vehicles will be parked onsite. No vehicles associated with the proposed development will be parked on the public roads.

Additional measures will also be required to minimise potentially significant environmental effects occurring from the transportation of construction materials such as:

- Ensuring the proper transport of materials e.g. vehicle loads will be enclosed or covered with tarpaulin to restrict the escape of particulate matter; and
- Proper servicing and maintenance of vehicles will be undertaken to avoid any leaks or spills of oil, petrol or concrete.

5.6 Residual Impacts

The site is situated close to the Town Centre which has appropriate transport infrastructure to serve the needs of the development.

The development is predicted to generate 606 and 600 multi-modal two-way trips and 377 and 374 two-way vehicular trips in the AM and PM peak periods. A junction capacity analysis on the proposed Trinity Street Access Junction and the existing nearby junctions found that the existing transport network has adequate capacity to facilitate the development with non-significant residual impacts.

The surplus demand for 130 parking spaces generated by the development will likely have a slight impact on the nearby off-street carparks. It is essential that the parking facilities within the site and on the surrounding road network are managed with an appropriate permit, tariff and enforcement system.

Appendix 5.1 Bus and Train Timetables



operated by Bus Éireann

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

A = from 3.8.18 to 6.10.18, not 5.8.18, 6.8., 12.8., 19.8., 26.8., 2.9., 9.9., 16.9., 23.9., 30.9. † = picks up only
 ab = only 4.8.18 to 6.8., 11.8., 12.8., 18.8., 19.8., 25.8., 26.8., 1.9., 2.9., 8.9., 9.9., 15.9., 16.9., 22.9., 23.9., 29.9., 30.9., 6.10., 7.10. * = Part or all of this journey operates in the morning of the following day



operated by Bus Éireann

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

A = from 3.8.18 to 6.10.18, not 5.8.18, 6.8., 12.8., 19.8., 26.8., 2.9., 9.9., 16.9., 23.9., 30.9. † = sets down only
 ab = only 4.8.18 to 6.8., 11.8., 12.8., 18.8., 19.8., 25.8., 26.8., 1.9., 2.9., 8.9., 9.9., 15.9., 16.9., 22.9., 23.9., 29.9., 30.9., 6.10., 7.10.

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

| | | | 2 | 2 | 2 | 2 | 2 |
|---|-----|-------|------------|------------|------------|------------|------------|
| | | | Mon to Fri | Mon to Fri | Mon to Fri | Mon to Fri | Mon to Fri |
| DUBLIN Connolly 1 A | Dep | 09.33 | 13.33 | 16.33 | 17.33 | 18.35 | |
| Tara Street | Dep | 09.36 | 13.35 | 16.35 | 17.36 | 18.37 | |
| DUBLIN Pearse | Dep | 09.39 | 13.38 | 16.38 | 17.39 | 18.40 | |
| DUN LAOGHAIRE Mallin | Dep | 09.58 | 13.58 | 16.58 | 17.58 | 19.00 | |
| BRAY Daly | Dep | 10.22 | 14.22 | 17.22 | 18.22 | 19.21 | |
| Greystones | Dep | 10.32 | 14.32 | 17.32 | 18.32 | 19.32 | |
| Kilcoole | Dep | .... | .... | 17.37 | 18.37 | 19.36 | |
| Wicklow | Dep | 10.46 | 14.47 | 17.49 | 18.49 | 19.48 | |
| Rathdrum | Dep | 10.59 | 14.59 | 18.03 | 19.05 | 19.59 | |
| Arklow | Arr | 11.14 | 15.15 | 18.18 | 19.21 | 20.15 | |
| Gorey | Arr | 11.27 | 15.28 | 18.31 | 19.35 | 20.28 | |
| Enniscorthy | Arr | 11.46 | 15.47 | 18.55 | 19.56 | 20.47 | |
| WEXFORD O'Hanrahan | Arr | 12.08 | 16.08 | 19.17 | 20.17 | 21.11 | |
| WEXFORD O'Hanrahan | Dep | 12.08 | 16.09 | 19.18 | .. | 21.12 | |
| Rosslare Strand | Dep | 12.24 | 16.25 | 19.33 | .... | 21.28 | |
| ROSSLARE EUROPORT FGB FEU | Arr | 12.30 | 16.32 | 19.40 | .. | 21.35 | |

| | | | 2 | 2 | 2 |
|---|-----|-------|----------|----------|----------|
| | | | Sat Only | Sat Only | Sat Only |
| DUBLIN Connolly 1 A | Dep | 09.40 | 13.36 | 18.38 | |
| Tara Street | Dep | 09.43 | 13.39 | 18.41 | |
| DUBLIN Pearse | Dep | 09.46 | 13.42 | 18.44 | |
| DUN LAOGHAIRE Mallin | Dep | 09.57 | 13.57 | 18.56 | |
| BRAY Daly | Dep | 10.18 | 14.17 | 19.17 | |
| Greystones | Dep | 10.29 | 14.28 | 19.28 | |
| Kilcoole | Dep | .... | .... | 19.33 | |
| Wicklow | Dep | 10.43 | 14.45 | 19.46 | |
| Rathdrum | Dep | 10.55 | 14.56 | 19.58 | |
| Arklow | Arr | 11.10 | 15.11 | 20.13 | |
| Gorey | Arr | 11.23 | 15.25 | 20.26 | |
| Enniscorthy | Arr | 11.42 | 15.44 | 20.45 | |
| WEXFORD O'Hanrahan | Arr | 12.04 | 16.06 | 21.07 | |
| WEXFORD O'Hanrahan | Dep | 12.05 | 16.07 | 21.08 | |
| Rosslare Strand | Dep | 12.21 | 16.23 | 21.24 | |
| ROSSLARE EUROPORT FGB FEU | Arr | 12.29 | 16.30 | 21.31 | |










| | | | 2 | 2 | 2 |
|---|-----|-------|----------|----------|----------|
| | | | Sun Only | Sun Only | Sun Only |
| DUBLIN Connolly 1 A | Dep | 09.45 | 13.45 | 18.45 | |
| Tara Street | Dep | 09.47 | 13.47 | 18.47 | |
| DUBLIN Pearse | Dep | 09.50 | 13.50 | 18.50 | |
| DUN LAOGHAIRE Mallin | Dep | 10.06 | 14.06 | 19.06 | |
| BRAY Daly | Dep | 10.30 | 14.27 | 19.27 | |
| Greystones | Dep | 10.40 | 14.37 | 19.37 | |
| Kilcoole | Dep | .... | .... | .... |  |
| Wicklow | Dep | 10.53 | 14.50 | 19.53 | |
| Rathdrum | Dep | 11.09 | 15.02 | 20.05 | |
| Arklow | Arr | 11.24 | 15.17 | 20.20 | |
| Gorey | Arr | 11.36 | 15.29 | 20.32 | |
| Enniscorthy | Arr | 11.56 | 15.52 | 20.52 | |
| WEXFORD O'Hanrahan | Arr | 12.18 | 16.14 | 21.14 | |
| WEXFORD O'Hanrahan | Dep | 12.18 | 16.15 | 21.14 | |
| Rosslare Strand | Dep | 12.36 | 16.33 | 21.32 | |
| ROSSLARE EUROPORT FGB FEU | Arr | 12.44 | 16.41 | 21.40 | |








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

















Iarnród Éireann
 Irish Rail

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

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

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

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

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



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



operated by Bus Éireann

| | Mon | Mon, Tue, Wed, Thu | Fri | Wed, Thu, Fri | Mon, Wed, Thu, Fri | Mon, Tue, Wed, Thu, Fri | Sat | Tue, Sat | Mon, Tue, Sat |
|--|-------|--------------------|-------------|---------------|--------------------|-------------------------------|-------------------|-------------------|---------------|
| | ae | aw | at | ar | ar | E E E E E | | | as as |
| Notes | | | | | | | | | |
| Tralee, Tralee Bus Station | 7.50 | | 13.50 16.50 | 11.50 17.50 | | | | | 11.50 17.50 |
| Tralee, IT Tralee, stop 600091 (SE-bound) | | | 16.52 | | | | | | |
| Tralee, IT Tralee S Campus, stop 634321 | | | 16.53 | | | | | | |
| Tralee, Kerry Hospital, stop 635081 | 7.55 | | 13.55 16.55 | 11.55 17.55 | | | | | 11.55 17.55 |
| Farranfore, Farranfore, stop 357701 (S-bound) | 8.05 | | 14.05 17.05 | 12.05 18.05 | | | | | 12.05 18.05 |
| Killarney, Rock Road, stop 335741 | 8.25 | | 14.25 17.25 | 12.25 18.25 | | | | | 12.25 18.25 |
| Killarney, Killarney Station, stop 635601 | 8.30 | | 14.30 17.30 | 12.30 18.30 | | | | | 12.30 18.30 |
| Glenflesk, Glenflesk, stop 252071 (NW-bound) | 8.40 | | 14.40 17.40 | 12.40 18.40 | | | | | 12.40 18.40 |
| Ballyvourney, Ballyvourney, stop 357731 (W-bound) | 8.55 | | 14.55 17.55 | 12.55 18.55 | | | | | 12.55 18.55 |
| Ballymakeery, Ballymakeera, stop 231261 (W-bound) | 8.58 | | 14.58 17.58 | 12.58 18.58 | | | | | 12.58 18.58 |
| Macroon, Macroon, stop 356141 | 9.15 | | 15.15 18.15 | 13.15 19.15 | | | | | 13.15 19.15 |
| Bishopstown (Cork), Marymount Hospice, stop 237221 | 9.40 | | 15.40 18.40 | 13.40 19.40 | | | | | 13.40 19.40 |
| Bishopstown, Spioraid Naomh, stop 240021 | 9.43 | | 15.43 18.43 | 13.43 19.43 | | | | | 13.43 19.43 |
| Bishopstown, Wilton Centre CUH, stop 225031 | 9.45 | | 15.45 18.45 | 13.45 19.45 | | | | | 13.45 19.45 |
| Sundays Well, UCC Gaol Cross, stop 255091 (E-bound) | 9.55 | | 15.55 18.55 | 13.55 19.55 | | | | | 13.55 19.55 |
| Cork City, Mercy Hospital, stop 240681 | 10.00 | | 16.00 19.00 | 14.00 20.00 | | | | | 14.00 20.00 |
| Cork Bus Station, Parnell Place, stop 255021 | 10.05 | | 16.05 19.05 | 14.05 20.05 | 11.40 17.40 | 8.40 9.40 12.40 15.40 18.40 | 8.40 14.40 20.40 | 10.40 11.40 16.40 | 14.05 20.05 |
| Midleton, Midleton, stop 216181 | | | | | 12.05 18.05 | 9.05 10.05 13.05 16.05 19.05 | 9.05 15.05 21.05 | 11.05 12.05 17.05 | |
| Castlemartyr, Castlemartyr, stop 211571 | | | | | 12.15 18.15 | 9.15 10.15 13.15 16.15 19.15 | 9.15 15.15 21.15 | 11.15 12.15 17.15 | |
| Killeagh, Killeagh, stop 216191 | | | | | 12.20 18.20 | 9.20 10.20 13.20 16.20 19.20 | 9.20 15.20 21.20 | 11.20 12.20 17.20 | |
| Youghal, Youghal Church, stop 216261 | | | | | 12.27 18.27 | 9.27 10.27 13.27 16.27 19.27 | 9.27 15.27 21.27 | 11.27 12.27 17.27 | |
| Youghal, Youghal, stop 216201 | | | | | 12.30 18.30 | 9.30 10.30 13.30 16.30 19.30 | 9.30 15.30 21.30 | 11.30 12.30 17.30 | |
| Grange, Grange, stop 334991 | | | | | 12.45 18.45 | 9.45 10.45 13.45 16.45 19.45 | 9.45 15.45 21.45 | 11.45 12.45 17.45 | |
| Dungarvan, Spring, stop 216271 | | | | | 13.02 19.02 | 10.02 11.02 14.02 17.02 20.02 | 10.02 16.02 22.02 | 12.02 13.02 18.02 | |
| Dungarvan, Davitts Quay, stop 356171 | | | | | 13.05 19.05 | 10.05 11.05 14.05 17.05 20.05 | 10.05 16.05 22.05 | 12.05 13.05 18.05 | |
| Abbeyside, Sexton Street, stop 216281 | | | | | 13.06 19.06 | 10.06 11.06 14.06 17.06 20.06 | 10.06 16.06 22.06 | 12.06 13.06 18.06 | |
| Lemybrien, Lemybrien, stop 216231 | | | | | 13.15 19.15 | 10.15 11.15 14.15 17.15 20.15 | 10.15 16.15 22.15 | 12.15 13.15 18.15 | |
| Kilmacthomas, Kilmacthomas, stop 216241 | | | | | | 10.20 11.20 14.20 17.20 20.20 | 10.20 16.20 22.20 | 12.20 13.20 18.20 | |
| Kilmeaden Village Centre, Kilmeaden, stop 216251 (o/s) | | | | | 13.35 19.35 | 10.35 11.35 14.35 17.35 20.35 | 10.35 16.35 22.35 | 12.35 13.35 18.35 | |
| Holycross (Waterford), Whitfield Clinic, stop 353251 | | | | | 13.43 19.43 | 10.43 11.43 14.43 17.43 20.43 | 10.43 16.43 22.43 | 12.43 13.43 18.43 | |
| Waterford City, WIT, stop 352501 | | | | | 13.45 19.45 | 10.45 11.45 14.45 17.45 20.45 | 10.45 16.45 22.45 | 12.45 13.45 18.45 | |
| Waterford City, Parnell Street, stop 352541 | | | | | 13.50 19.50 | 10.50 11.50 14.50 17.50 20.50 | 10.50 16.50 22.50 | 12.50 13.50 18.50 | |
| Waterford City, Waterford Bus Stn, stop 355051 | | 19.30 | | | 13.55 19.55 | 10.55 11.55 14.55 17.55 20.55 | 10.55 16.55 22.55 | 12.55 13.55 18.55 | |
| Ferrybank (The Grotto) | | 19.34 | | | | | | | |
| New Ross, The Quay, stop 355471 | | 19.50 | | | | | | | |
| Ballynabola, Ballinaboola, stop 330881 | | 19.57 | | | | | | | |
| Wexford, Wexford Hospital, stop 355571 | | 20.25 | | | | | | | |
| Wexford, Wexford Station, stop 355511 | | 20.30 | | | | | | | |
| Wexford, Trinity Street, stop 300401 | | 20.32 | | | | | | | |
| County Wexford, Drinagh Garden Cen, stop 234641 | | 20.37 | | | | | | | |
| Tagoat, St Mary's Church, stop 351271 (SE-bound) | | 20.43 | | | | | | | |
| Kilrane, Kilrane, stop 140641 | | 20.46 | | | | | | | |
| Rosslare Harbour, St Partick's Church, stop 298901 | | 20.48 | | | | | | | |
| Rosslare Harbour, Rosslare Europort, stop 355501 | | 20.50 | | | | | | | |

| | Tue, Wed, Thu, Fri, Sat | Mon, Tue, Wed, Thu, Fri, Sat | Sun | Mon, Sun |
|--|-------------------------|------------------------------|-------------------|----------------------|
| | ac ac ac ac ac ac | ac ac ac ac ac ac | ax | ad ad ad ad ad ad ad |
| Tralee, Tralee Bus Station | 7.50 | 6.15 | 9.50 | 13.50 15.50 |
| Tralee, IT Tralee, stop 600091 (SE-bound) | | | | |
| Tralee, IT Tralee S Campus, stop 634321 | | | | |
| Tralee, Kerry Hospital, stop 635081 | 7.55 | 6.20 | 9.55 | 13.55 15.55 |
| Farranfore, Farranfore, stop 357701 (S-bound) | 8.05 | 6.30 | 10.05 | 14.05 16.05 |
| Killarney, Rock Road, stop 335741 | 8.25 | 6.50 | 10.25 | 14.25 16.25 |
| Killarney, Killarney Station, stop 635601 | 8.30 | 6.55 | 10.30 | 14.30 16.30 |
| Glenflesk, Glenflesk, stop 252071 (NW-bound) | 8.40 | 7.05 | 10.40 | 14.40 16.40 |
| Ballyvourney, Ballyvourney, stop 357731 (W-bound) | 8.55 | 7.20 | 10.55 | 14.55 16.55 |
| Ballymakeery, Ballymakeera, stop 231261 (W-bound) | 8.58 | 7.23 | 10.58 | 14.58 16.58 |
| Macroon, Macroon, stop 356141 | 9.15 | 7.40 | 11.15 | 15.15 17.15 |
| Bishopstown (Cork), Marymount Hospice, stop 237221 | 9.40 | 8.05 | 11.40 | 15.40 17.40 |
| Bishopstown, Spioraid Naomh, stop 240021 | 9.43 | 8.08 | 11.43 | 15.43 17.43 |
| Bishopstown, Wilton Centre CUH, stop 225031 | 9.45 | 8.10 | 11.45 | 15.45 17.45 |
| Sundays Well, UCC Gaol Cross, stop 255091 (E-bound) | 9.55 | 8.35 | 11.55 | 15.55 17.55 |
| Cork City, Mercy Hospital, stop 240681 | 10.00 | 8.40 | 12.00 | 16.00 18.00 |
| Cork Bus Station, Parnell Place, stop 255021 | 10.05 | 8.45 | 12.05 | 16.05 18.05 |
| Midleton, Midleton, stop 216181 | | | 13.40 19.40 | 19.40 |
| Castlemartyr, Castlemartyr, stop 211571 | | | 14.05 20.05 | 20.05 |
| Killeagh, Killeagh, stop 216191 | | | 14.15 20.15 | 20.15 |
| Youghal, Youghal Church, stop 216261 | | | 14.20 20.20 | 20.20 |
| Youghal, Youghal, stop 216201 | | | 14.27 20.27 | 20.27 |
| Grange, Grange, stop 334991 | | | 14.30 20.30 | 20.30 |
| Dungarvan, Spring, stop 216271 | | | 14.45 20.45 | 20.45 |
| Dungarvan, Davitts Quay, stop 356171 | | | 15.02 21.02 | 21.02 |
| Abbeyside, Sexton Street, stop 216281 | | | 15.05 21.05 | 21.05 |
| Lemybrien, Lemybrien, stop 216231 | | | 15.06 21.06 | 21.06 |
| Kilmacthomas, Kilmacthomas, stop 216241 | | | 15.15 21.15 | 21.15 |
| Kilmeaden Village Centre, Kilmeaden, stop 216251 (o/s) | | | 15.20 21.20 | 21.20 |
| Holycross (Waterford), Whitfield Clinic, stop 353251 | | | 15.35 21.35 | 21.35 |
| Waterford City, WIT, stop 352501 | | | 15.43 21.43 | 21.43 |
| Waterford City, Parnell Street, stop 352541 | | | 15.45 21.45 | 21.45 |
| Waterford City, Waterford Bus Stn, stop 355051 | | | 15.50 21.50 | 21.50 |
| Ferrybank (The Grotto) | | 7.00 9.00 11.30 | 15.55 21.55 21.55 | 7.00 15.55 |
| New Ross, The Quay, stop 355471 | | 7.04 9.04 11.34 | | 7.04 15.04 |
| Ballynabola, Ballinaboola, stop 330881 | | 7.20 9.20 11.50 | | 7.20 15.20 |
| Wexford, Wexford Hospital, stop 355571 | | 7.27 9.27 11.57 | | 7.27 15.27 |
| Wexford, Wexford Station, stop 355511 | | 7.50 9.55 12.25 | | 7.50 15.50 |
| Wexford, Trinity Street, stop 300401 | | 7.55 10.00 12.30 | | 7.55 15.55 17.50 |
| County Wexford, Drinagh Garden Cen, stop 234641 | | 8.00 12.32 | | 8.00 15.57 17.52 |
| Tagoat, St Mary's Church, stop 351271 (SE-bound) | | 8.05 12.40 | | 8.05 16.05 18.00 |
| Kilrane, Kilrane, stop 140641 | | 8.13 12.48 | | 8.13 16.13 18.08 |
| Rosslare Harbour, St Partick's Church, stop 298901 | | 8.16 12.51 | | 8.16 16.21 18.16 |
| Rosslare Harbour, Rosslare Europort, stop 355501 | | 8.18 12.53 | | 8.18 16.23 18.18 |
| | | 8.20 12.55 | | 8.20 16.25 18.20 |

E = from 3.8.18 to 5.10.18, not 4.8.18 to 6.8., 11.8., 12.8., 18.8., 19.8., 25.8., 26.8., 1.9., 2.9., 8.9., 9.9., 15.9., 16.9., 22.9., 23.9., 29.9., 30.9.
 ac = from 3.8.18 to 6.10.18, not 5.8.18, 6.8., 12.8., 19.8., 26.8., 2.9., 9.9., 16.9., 23.9., 30.9.
 ad = only 5.8.18, 6.8., 12.8., 19.8., 26.8., 2.9., 9.9., 16.9., 23.9., 30.9., 7.10.
 ae = only 13.8.18, 20.8., 27.8., 3.9., 10.9., 17.9., 24.9., 1.10.
 ar = only 3.8.18, 8.8. to 10.8., 13.8., 15.8. to 17.8., 20.8., 22.8. to 24.8., 27.8., 29.8. to 31.8., 3.9., 5.9. to 7.9., 10.9., 12.9. to 14.9., 17.9., 19.9. to 21.9., 24.9., 26.9. to 28.9., 1.10., 3.10. to 5.10.
 as = only 4.8.18, 7.8., 11.8., 13.8., 14.8., 18.8., 20.8., 21.8., 25.8., 27.8., 28.8., 1.9., 3.9., 4.9., 8.9., 10.9., 11.9., 15.9., 17.9., 18.9., 22.9., 24.9., 25.9., 29.9., 1.10., 2.10., 6.10.
 aw = only 14.9.18, 21.9., 28.9., 5.10.
 at = only 7.8.18 to 9.8., 13.8. to 16.8., 20.8. to 23.8., 27.8. to 30.8., 3.9. to 6.9., 10.9. to 13.9., 17.9. to 20.9., 24.9. to 27.9., 1.10. to 4.10.
 ax = only 9.9.18, 16.9., 23.9., 30.9., 7.10.
 bv8 = This bus does not operate on Christmas Eve nor New Year's E-ve.
 † = sets down only
 † = picks up only



operated by Bus Éireann

| | Mon, Wed, Thu, Fri, Sun | Mon, Tue, Wed, Thu, Fri, Sun | Mon, Sat, Sun | Mon, Tue, Sat, Sun | Mon, Fri, Sat, Sun | Mon, Tue, Wed, Thu, Fri, Sat, Sun |
|--|-------------------------|------------------------------|-------------------------------|--------------------|--------------------|-----------------------------------|
| Notes | | bv8 | af | af | af | af |
| Tralee, Tralee Bus Station | | | | | | 8.50 10.50 12.50 16.50 |
| Tralee, IT Tralee, stop 600091 (SE-bound) | | | | | | |
| Tralee, IT Tralee S Campus, stop 634321 | | | | | | |
| Tralee, Kerry Hospital, stop 635081 | | | | | | 8.55 10.55 12.55 16.55 |
| Farranfore, Farranfore, stop 337701 (S-bound) | | | | | | 9.05 11.05 13.05 17.05 |
| Killarney, Rock Road, stop 335741 | | | | | | 9.25 11.25 13.25 17.25 |
| Killarney, Killarney Station, stop 635601 | | | | | | 9.30 11.30 13.30 17.30 |
| Glenflesk, Glenflesk, stop 252071 (NW-bound) | | | | | | 9.40 11.40 13.40 17.40 |
| Ballyvourney, Ballyvourney, stop 357731 (W-bound) | | | | | | 9.55 11.55 13.55 17.55 |
| Ballymakeera, Ballymakeera, stop 231261 (W-bound) | | | | | | 9.58 11.58 13.58 17.58 |
| Macroom, Macroom, stop 356141 | | | | | | 10.15 12.15 14.15 18.15 |
| Bishopstown (Cork), Marymount Hospice, stop 237221 | | | | | | 10.40 12.40 14.40 18.40 |
| Bishopstown, Spioraid Naomh, stop 240021 | | | | | | 10.43 12.43 14.43 18.43 |
| Bishopstown, Wilton Centre CUH, stop 225031 | | | | | | 10.45 12.45 14.45 18.45 |
| Sundays Well, UCC Gaol Cross, stop 255091 (E-bound) | | | | | | 10.55 12.55 14.55 18.55 |
| Cork City, Mercy Hospital, stop 240681 | | | | | | 11.00 13.00 15.00 19.00 |
| Cork Bus Station, Parnell Place, stop 255021 | 10.40 16.40 | 14.40 20.40 | 9.40 12.40 15.40 18.40 17.40 | | | 11.05 13.05 15.05 19.05 |
| Midleton, Midleton, stop 216181 | 11.05 17.05 | 15.05 21.05 | 10.05 13.05 16.05 19.05 18.05 | | | |
| Castlemartyr, Castlemartyr, stop 211571 | 11.15 17.15 | 15.15 21.15 | 10.15 13.15 16.15 19.15 18.15 | | | |
| Killeagh, Killeagh, stop 216191 | 11.20 17.20 | 15.20 21.20 | 10.20 13.20 16.20 19.20 18.20 | | | |
| Youghal, Youghal Church, stop 216261 | 11.27 17.27 | 15.27 21.27 | 10.27 13.27 16.27 19.27 18.27 | | | |
| Youghal, Youghal, stop 216201 | 11.30 17.30 | 15.30 21.30 | 10.30 13.30 16.30 19.30 18.30 | | | |
| Grange, Grange, stop 334991 | 11.45 17.45 | 15.45 21.45 | 10.45 13.45 16.45 19.45 18.45 | | | |
| Dungarvan, Spring, stop 216271 | 12.02 18.02 | 16.02 22.02 | 11.02 14.02 17.02 20.02 19.02 | | | |
| Dungarvan, Davitts Quay, stop 356171 | 12.05 18.05 | 16.05 22.05 | 11.05 14.05 17.05 20.05 19.05 | | | |
| Abbeyside, Sexton Street, stop 216281 | 12.06 18.06 | 16.06 22.06 | 11.06 14.06 17.06 20.06 19.06 | | | |
| Lemybrien, Lemybrien, stop 216231 | 12.15 18.15 | 16.15 22.15 | 11.15 14.15 17.15 20.15 19.15 | | | |
| Kilmacthomas, Kilmacthomas, stop 216241 | 12.20 18.20 | | | | | |
| Kilmeaden Village Centre, Kilmeaden, stop 216251 (o/s) | 12.35 18.35 | 16.35 22.35 | 11.35 14.35 17.35 20.35 19.35 | | | |
| Holycross (Waterford), Whitfield Clinic, stop 353251 | 12.43 18.43 | 16.43 22.43 | 11.43 14.43 17.43 20.43 19.43 | | | |
| Waterford City, WIT, stop 352501 | 12.45 18.45 | 16.45 22.45 | 11.45 14.45 17.45 20.45 19.45 | | | |
| Waterford City, Parnell Street, stop 352541 | 12.50 18.50 | 16.50 22.50 | 11.50 14.50 17.50 20.50 19.50 | | | |
| Waterford City, Waterford Bus Stn, stop 355051 | 12.55 18.55 | 16.55 22.55 | 11.55 14.55 17.55 20.55 19.55 | | | |
| Ferrybank (The Grotto) | | | | | | 19.30 13.15 16.30 |
| New Ross, The Quay, stop 355471 | | | | | | 19.34 13.19 16.34 |
| Ballynabola, Ballinabola, stop 330881 | | | | | | 19.50 13.35 16.50 |
| Wexford, Wexford Hospital, stop 355571 | | | | | | 19.57 13.42 16.57 |
| Wexford, Wexford Station, stop 355511 | | | | | | 20.25 14.10 17.25 |
| Wexford, Trinity Street, stop 300401 | | | | | | 20.30 14.15 17.30 |
| County Wexford, Drinagh Garden Cen, stop 234641 | | | | | | 20.32 14.17 |
| Tagoat, St Mary's Church, stop 351271 (SE-bound) | | | | | | 20.37 14.25 |
| Kilrane, Kilrane, stop 140641 | | | | | | 20.43 14.33 |
| Rosslare Harbour, St Patrick's Church, stop 298901 | | | | | | 20.46 14.36 |
| Rosslare Harbour, Rosslare Europort, stop 355501 | | | | | | 20.48 14.38 |
| | | | | | | 20.50 14.40 |

af = only 4.8.18 to 6.8., 11.8., 12.8., 18.8., 19.8., 25.8., 26.8., 1.9., 2.9., 8.9., 9.9., 15.9., 16.9., 22.9., 23.9., 29.9., 30.9., 6.10., 7.10.
au = only 4.8.18 to 7.8., 11.8., 12.8., 14.8., 18.8., 19.8., 21.8., 25.8., 26.8., 28.8., 1.9., 2.9., 4.9., 8.9., 9.9., 11.9., 15.9., 16.9., 18.9., 22.9., 23.9., 25.9., 29.9., 30.9., 2.10., 6.10., 7.10.
av = only 3.8.18 to 6.8., 10.8. to 12.8., 17.8. to 19.8., 24.8. to 26.8., 31.8. to 2.9., 7.9. to 9.9., 14.9. to 16.9., 21.9. to 23.9., 28.9. to 30.9., 5.10. to 7.10.
bv8 = This bus does not operate on Christmas Eve nor New Year's E-ve.
 ↓ = sets down only
 ↑ = picks up only



operated by Bus Éireann

| | Mon | Mon, Tue, Wed, Thu | Fri | Wed, Thu, Fri | Mon, Wed, Thu, Fri | Mon, Tue, Wed, Thu, Fri | Sat | Tue, Sat | Mon, Tue, Sat |
|---|-----------|--------------------|-------------|---------------|-------------------------|-------------------------------|-------------------|-------------|---------------|
| Notes | ae | aw | | | ar | ar | ar | ar | ar |
| Rosslare Harbour, Rosslare Europort, stop 355501 | | 17.00 | 17.00 | | | | | | |
| Rosslare Harbour, St Patrick's Church, stop 553921 | | 17.02 | 17.02 | | | | | | |
| Kilrane, Kilrane, stop 331591 | | 17.04 | 17.04 | | | | | | |
| Tagoat, Tagoat, stop 331601 (NW-bound) | | 17.06 | 17.06 | | | | | | |
| County Wexford, Piercestown Cross, stop 331611 | | 17.11 | 17.11 | | | | | | |
| Wexford, Trinity Street, stop 331621 | | 17.18 | 17.18 | | | | | | |
| Wexford, Wexford Station, stop 355511 | | 17.20 | 17.20 | | | | 17.25 | | |
| Wexford, Bettyville RC, stop 298881 (nr) | | 17.25 | 17.25 | | | | 17.30 | | |
| Ballynabola, Ballinabola, stop 331631 | | 17.53 | 17.53 | | | | 17.58 | | |
| New Ross, The Quay, stop 355461 | | 18.00 | 18.00 | | | | 18.05 | | |
| Ferrybank Shopping Centre | | 18.16 | 18.16 | | | | 18.21 | | |
| Waterford City, Waterford Bus Stn, stop 355051 | | 18.20 | 18.20 | | 8.00 9.00 15.00 21.00 | 10.00 12.00 13.00 16.00 19.30 | 12.00 18.25 18.00 | 8.00 14.00 | |
| Waterford City, Waterford College, stop 352051 | | | | | 8.05 9.05 15.05 21.05 | 10.05 12.05 13.05 16.05 19.35 | 12.05 18.05 | 8.05 14.05 | |
| Waterford City, WIT, stop 352111 | | | | | 8.10 9.10 15.10 21.10 | 10.10 12.10 13.10 16.10 19.40 | 12.10 18.10 | 8.10 14.10 | |
| Holycross (Waterford), Whitfield Clinic, stop 353241 | | | | | 8.12 9.12 15.12 21.12 | 10.12 12.12 13.12 16.12 19.42 | 12.12 18.12 | 8.12 14.12 | |
| Kilmeaden Village Centre, Kilmeaden, stop 216291 (NW-bound) | | | | | 8.16 9.16 15.16 21.16 | 10.16 12.16 13.16 16.16 19.46 | 12.16 18.16 | 8.16 14.16 | |
| Kilmacthomas, Kilmacthomas, stop 216301 | | | | | 8.26 } } 21.26 } } | 13.26 } 19.56 } | | 8.26 } | |
| Lemybrien, Lemybrien, stop 216311 | | | | | 8.40 9.40 15.40 21.40 | 10.40 12.40 13.40 16.40 20.10 | 12.40 18.40 | 8.40 14.40 | |
| Abbeyside, Sexton Street, stop 216381 | | | | | 8.48 9.48 15.48 21.48 | 10.48 12.48 13.48 16.48 20.18 | 12.48 18.48 | 8.48 14.48 | |
| Dungarvan, Waterford City Cnl, stop 216321 | | | | | 8.50 9.50 15.50 21.50 | 10.50 12.50 13.50 16.50 20.20 | 12.50 18.50 | 8.50 14.50 | |
| Dungarvan, Spring, stop 216391 | | | | | 8.53 9.53 15.53 21.53 | 10.53 12.53 13.53 16.53 20.23 | 12.53 18.53 | 8.53 14.53 | |
| Grange, GRNGC | | | | | 9.10 10.10 16.10 22.10 | 11.10 13.10 14.10 17.10 20.40 | 13.10 19.10 | 9.10 15.10 | |
| Youghal, Youghal, stop 216341 (opp) | | | | | 9.25 10.25 16.25 22.25 | 11.25 13.25 14.25 17.25 20.55 | 13.25 19.25 | 9.25 15.25 | |
| Youghal, Youghal Church, stop 216401 | | | | | 9.27 10.27 16.27 22.27 | 11.27 13.27 14.27 17.27 20.57 | 13.27 19.27 | 9.27 15.27 | |
| Killeagh, Killeagh, stop 216351 (SW-bound) | | | | | 9.35 10.35 16.35 22.35 | 11.35 13.35 14.35 17.35 21.05 | 13.35 19.35 | 9.35 15.35 | |
| Castlemartyr, Castlemartyr, stop 216361 | | | | | 9.40 10.40 16.40 22.40 | 11.40 13.40 14.40 17.40 21.10 | 13.40 19.40 | 9.40 15.40 | |
| Midleton, Midleton Library, stop 216371 (SE-bound) | 17.30 | | 17.30 8.30 | | 9.50 10.50 16.50 22.50 | 11.50 13.50 14.50 17.50 21.20 | 13.50 19.50 | 9.50 15.50 | 8.30 14.30 |
| Cork Bus Station, Parnell Place, stop 255021 | 17.40 | | 17.40 8.40 | | 10.15 11.15 17.15 23.15 | 12.15 14.15 15.15 18.15 21.45 | 14.15 20.15 | 10.15 16.15 | 8.40 14.40 |
| Sundays Well, Castletown Apts, stop 240551 | 17.45 | | 17.45 8.45 | | | | | | 8.45 14.45 |
| Bishopstown, Wilton Centre CUH, stop 214551 | 18.15 | | 18.15 9.15 | | | | | | 9.15 15.15 |
| Macroom, Macroom, stop 356141 | 18.32 | | 18.32 9.32 | | | | | | 9.32 15.32 |
| Ballymakeera, Ballymakeera, stop 635111 | 18.35 | | 18.35 9.35 | | | | | | 9.35 15.35 |
| Ballyvourney, Ballyvourney, stop 635121 | 18.55 | | 18.55 9.55 | | | | | | 9.55 15.55 |
| Glenflesk, Glenflesk, stop 635161 | 19.05 | | 19.05 10.05 | | | | | | 10.05 16.05 |
| Killarney, Killarney Station, stop 635601 | 19.10 | | 19.10 10.10 | | | | | | 10.10 16.10 |
| Killarney, Rock Road, stop 335751 | 19.20 | | 19.20 10.20 | | | | | | 10.20 16.20 |
| Farranfore, Farranfore (N-bound) | | | | | | | | | 10.25 } |
| Farranfore, Kerry Airport, stop 350001 | | | | | | | | | 10.40 16.40 |
| Tralee, Kerry Hospital, stop 635071 | 19.40 | | 19.40 10.40 | | | | | | 10.45 16.45 |
| Tralee, Tralee Bus Station | 19.45 | | 19.45 10.45 | | | | | | |

E = from 3.8.18 to 5.10.18, not 4.8.18 to 6.8., 11.8., 12.8., 18.8., 19.8., 25.8., 26.8., 1.9., 2.9., 8.9., 9.9., 15.9., 16.9., 22.9., 23.9., 29.9., 30.9.
ae = only 13.8.18, 20.8., 27.8., 3.9., 10.9., 17.9., 24.9., 1.10.
ar = only 3.8.18, 8.8. to 10.8., 13.8., 15.8. to 17.8., 20.8., 22.8. to 24.8., 27.8., 29.8. to 31.8., 3.9., 5.9. to 7.9., 10.9., 12.9. to 14.9., 17.9., 19.9. to 21.9., 24.9., 26.9. to 28.9., 1.10., 3.10. to 5.10.
as = only 4.8.18, 7.8., 11.8., 13.8., 14.8., 18.8., 20.8., 21.8., 25.8., 27.8., 28.8., 1.9., 3.9., 4.9., 8.9., 10.9., 11.9., 15.9., 17.9., 18.9., 22.9., 24.9., 25.9., 29.9., 1.10., 2.10., 6.10.
aw = only 7.8.18 to 9.8., 13.8. to 16.8., 20.8. to 23.8., 27.8. to 30.8., 3.9. to 6.9., 10.9. to 13.9., 17.9. to 20.9., 24.9. to 27.9., 1.10. to 4.10.
bv8 = This bus does not operate on Christmas Eve nor New Year's E-ve.
 ↓ = sets down only
 ↑ = picks up only



operated by Bus Éireann

| Notes | Mon, Tue, Wed, Thu, Fri, Sat | | | | | | | | | | Mon, Sun | | | | | | | | | | | |
|---|------------------------------|-------|-------|-------|----|----|----|----|----|-------|----------|-------|-------|----|------|-------|-------|----|-------|-------|-------|-------|
| | ac | ac | ac | ac | ac | ac | ac | ac | ac | ac | ac | ac | ad | ad | ad | ad | ad | ad | ad | ad | | |
| Rosslare Harbour, Rosslare Europort, stop 355501 | 7.00 | 9.05 | | | | | | | | 13.00 | | | 19.00 | | 7.15 | | 13.00 | | 17.00 | 19.00 | | |
| Rosslare Harbour, St Patricks Church, stop 553921 | 7.02 | 9.07 | | | | | | | | 13.02 | | | 19.02 | | 7.17 | | 13.02 | | 17.02 | 19.02 | | |
| Kilrane, Kilrane, stop 331591 | 7.04 | 9.09 | | | | | | | | 13.04 | | | 19.04 | | 7.19 | | 13.04 | | 17.04 | 19.04 | | |
| Tagoat, Tagoat, stop 331601 (NW-bound) | 7.07 | 9.12 | | | | | | | | 13.07 | | | 19.07 | | 7.22 | | 13.07 | | 17.06 | 19.07 | | |
| County Wexford, Piercestown Cross, stop 331611 | 7.15 | 9.20 | | | | | | | | 13.15 | | | 19.15 | | 7.30 | | 13.15 | | 17.11 | 19.15 | | |
| Wexford, Trinity Street, stop 331621 | 7.23 | 9.28 | | | | | | | | 13.23 | | | 19.23 | | 7.38 | | 13.23 | | 17.18 | 19.23 | | |
| Wexford, Wexford Station, stop 355511 | 7.25 | 9.30 | | | | | | | | 13.25 | | | 19.25 | | 7.40 | | 13.25 | | 17.20 | 19.25 | | |
| Wexford, Bettyville RC, stop 298881 (nr) | 7.30 | 9.32 | | | | | | | | 13.30 | | | 19.30 | | 7.45 | | 13.30 | | 17.30 | 19.30 | | |
| Ballynabola, Ballinaboola, stop 331631 | 7.53 | 9.48 | | | | | | | | 13.58 | | | 19.53 | | 8.13 | | 13.58 | | 17.53 | 19.58 | | |
| New Ross, The Quay, stop 355461 | 8.00 | 10.00 | | | | | | | | 14.05 | | | 20.00 | | 8.20 | | 14.05 | | 18.00 | 20.05 | | |
| Ferrybank Shopping Centre | 8.25 | 10.16 | | | | | | | | 14.21 | | | 20.16 | | 8.36 | | 14.21 | | 18.16 | 20.21 | | |
| Waterford City, Waterford Bus Stn, stop 355051 | 8.30 | 10.20 | | 11.00 | | | | | | 14.25 | | 17.00 | 20.20 | | 8.40 | 11.00 | 14.25 | | 18.20 | 18.00 | 20.25 | 19.30 |
| Waterford City, Waterford College, stop 352051 | | | | 11.05 | | | | | | 14.25 | | 17.05 | 20.20 | | 8.40 | 11.05 | 14.25 | | 18.20 | 18.05 | 20.25 | 19.35 |
| Waterford City, WIT, stop 352111 | | | | 11.10 | | | | | | 14.25 | | 17.10 | 20.20 | | 8.40 | 11.10 | 14.25 | | 18.20 | 18.10 | 20.25 | 19.40 |
| Holycross (Waterford), Whitfield Clinic, stop 353241 | | | | 11.12 | | | | | | 14.25 | | 17.12 | 20.20 | | 8.40 | 11.12 | 14.25 | | 18.20 | 18.12 | 20.25 | 19.42 |
| Kilmeaden Village Centre, Kilmeaden, stop 216291 (NW-bound) | | | | 11.16 | | | | | | 14.25 | | 17.16 | 20.20 | | 8.40 | 11.16 | 14.25 | | 18.20 | 18.16 | 20.25 | 19.46 |
| Kilmacthomas, Kilmacthomas, stop 216301 | | | | 11.26 | | | | | | 14.25 | | 17.26 | 20.20 | | 8.40 | 11.26 | 14.25 | | 18.20 | 18.16 | 20.25 | 19.56 |
| Lemybrien, Leamybrien, stop 216311 | | | | 11.40 | | | | | | 14.25 | | 17.40 | 20.20 | | 8.40 | 11.40 | 14.25 | | 18.20 | 18.40 | 20.25 | 20.10 |
| Abbeyside, Sexton Street, stop 216381 | | | | 11.48 | | | | | | 14.25 | | 17.48 | 20.20 | | 8.40 | 11.48 | 14.25 | | 18.20 | 18.48 | 20.25 | 20.18 |
| Dungarvan, Waterford City Cnl, stop 216321 | | | | 11.50 | | | | | | 14.25 | | 17.50 | 20.20 | | 8.40 | 11.50 | 14.25 | | 18.20 | 18.50 | 20.25 | 20.20 |
| Dungarvan, Spring, stop 216391 | | | | 11.53 | | | | | | 14.25 | | 17.53 | 20.20 | | 8.40 | 11.53 | 14.25 | | 18.20 | 18.53 | 20.25 | 20.23 |
| Grange, GRNGC | | | | 12.10 | | | | | | 14.25 | | 18.10 | 20.20 | | 8.40 | 12.10 | 14.25 | | 18.20 | 19.10 | 20.25 | 20.40 |
| Youghal, Youghal, stop 216341 (opp) | | | | 12.25 | | | | | | 14.25 | | 18.25 | 20.20 | | 8.40 | 12.25 | 14.25 | | 18.20 | 19.25 | 20.25 | 20.55 |
| Youghal, Youghal Church, stop 216401 | | | | 12.27 | | | | | | 14.25 | | 18.27 | 20.20 | | 8.40 | 12.27 | 14.25 | | 18.20 | 19.27 | 20.25 | 20.57 |
| Killeagh, Killeagh, stop 216351 (SW-bound) | | | | 12.35 | | | | | | 14.25 | | 18.35 | 20.20 | | 8.40 | 12.35 | 14.25 | | 18.20 | 19.35 | 20.25 | 21.05 |
| Castlemartyr, Castlemartyr, stop 216361 | | | | 12.40 | | | | | | 14.25 | | 18.40 | 20.20 | | 8.40 | 12.40 | 14.25 | | 18.20 | 19.40 | 20.25 | 21.10 |
| Midleton, Midleton Library, stop 216371 (SE-bound) | | | | 12.50 | | | | | | 14.25 | | 18.50 | 20.20 | | 8.40 | 12.50 | 14.25 | | 18.20 | 19.50 | 20.25 | 21.20 |
| Cork Bus Station, Parnell Place, stop 255021 | | 10.00 | 13.15 | 11.30 | | | | | | 14.25 | | 19.15 | 20.20 | | 8.40 | 13.15 | 14.25 | | 18.20 | 20.15 | 20.25 | 21.45 |
| Sundays Well, Castlewhite Apts, stop 240551 | | 10.10 | 13.15 | 11.40 | | | | | | 14.25 | | 19.20 | 20.20 | | 8.40 | 13.20 | 14.25 | | 18.20 | 20.20 | 20.25 | 21.45 |
| Bishopstow, Wilton Centre CUH, stop 214551 | | 10.15 | 13.15 | 11.45 | | | | | | 14.25 | | 19.25 | 20.20 | | 8.40 | 13.25 | 14.25 | | 18.20 | 20.25 | 20.25 | 21.45 |
| Macroon, Macroon, stop 356141 | | 10.45 | 13.15 | 12.15 | | | | | | 14.25 | | 19.45 | 20.20 | | 8.40 | 13.45 | 14.25 | | 18.20 | 20.30 | 20.25 | 21.45 |
| Ballymakeera, Ballymakeera, stop 635111 | | 11.02 | 13.32 | 12.32 | | | | | | 14.25 | | 19.52 | 20.20 | | 8.40 | 13.52 | 14.25 | | 18.20 | 20.32 | 20.25 | 21.45 |
| Ballyvourney, Ballyvourney, stop 635121 | | 11.05 | 13.35 | 12.35 | | | | | | 14.25 | | 19.55 | 20.20 | | 8.40 | 13.55 | 14.25 | | 18.20 | 20.35 | 20.25 | 21.45 |
| Glenflesk, Glenflesk, stop 635161 | | 11.25 | 13.55 | 12.55 | | | | | | 14.25 | | 20.15 | 20.20 | | 8.40 | 14.15 | 14.25 | | 18.20 | 20.55 | 20.25 | 21.55 |
| Killarney, Killarney Station, stop 635601 | | 11.35 | 14.05 | 13.05 | | | | | | 14.25 | | 20.25 | 20.20 | | 8.40 | 14.25 | 14.25 | | 18.20 | 21.05 | 20.25 | 22.05 |
| Killarney, Rock Road, stop 335751 | | 11.40 | 14.10 | 13.10 | | | | | | 14.25 | | 20.30 | 20.20 | | 8.40 | 14.30 | 14.25 | | 18.20 | 21.10 | 20.25 | 22.10 |
| Farranfore, Farranfore (N-bound) | | 11.50 | 14.20 | 13.20 | | | | | | 14.25 | | 20.40 | 20.20 | | 8.40 | 14.40 | 14.25 | | 18.20 | 21.20 | 20.25 | 22.20 |
| Farranfore, Kerry Airport, stop 350001 | | 11.55 | 14.25 | 13.25 | | | | | | 14.25 | | 20.45 | 20.20 | | 8.40 | 14.45 | 14.25 | | 18.20 | 21.25 | 20.25 | 22.20 |
| Tralee, Kerry Hospital, stop 635071 | | 12.10 | 14.40 | 13.40 | | | | | | 14.25 | | 20.55 | 20.20 | | 8.40 | 14.55 | 14.25 | | 18.20 | 21.35 | 20.25 | 22.20 |
| Tralee, Tralee Bus Station | | 12.15 | 14.45 | 13.45 | | | | | | 14.25 | | 21.00 | 20.20 | | 8.40 | 15.00 | 14.25 | | 18.20 | 21.40 | 20.25 | 22.25 |

| Notes | Mon, Wed, Thu, Fri, Sun | | | Mon, Tue, Wed, Thu, Fri, Sun | | | Sat, Sun | | Mon, Sat, Sun | | | Mon, Tue, Sat, Sun | | | Mon, Tue, Wed, Thu, Fri, Sat, Sun | | |
|---|-------------------------|-------|----|------------------------------|----|----|----------|----|---------------|-------|-------|--------------------|-------|-------|-----------------------------------|---|-------|
| | ay | az | af | af | af | af | au | au | au | au | au | bx | bx | bx | K | K | K |
| Rosslare Harbour, Rosslare Europort, stop 355501 | | | | | | | | | | | | | | | | | 14.40 |
| Rosslare Harbour, St Patricks Church, stop 553921 | | | | | | | | | | | | | | | | | 14.42 |
| Kilrane, Kilrane, stop 331591 | | | | | | | | | | | | | | | | | 14.44 |
| Tagoat, Tagoat, stop 331601 (NW-bound) | | | | | | | | | | | | | | | | | 14.47 |
| County Wexford, Piercestown Cross, stop 331611 | | | | | | | | | | | | | | | | | 14.55 |
| Wexford, Trinity Street, stop 331621 | | | | | | | | | | | | | | | | | 15.03 |
| Wexford, Wexford Station, stop 355511 | | | | | | | | | | | | | | | | | 15.05 |
| Wexford, Bettyville RC, stop 298881 (nr) | | | | | | | | | | | | | | | | | 15.10 |
| Ballynabola, Ballinaboola, stop 331631 | | | | | | | | | | | | | | | | | 15.38 |
| New Ross, The Quay, stop 355461 | | | | | | | | | | | | | | | | | 15.45 |
| Ferrybank Shopping Centre | | | | | | | | | | | | | | | | | 16.01 |
| Waterford City, Waterford Bus Stn, stop 355051 | 14.00 | | | 18.00 | | | 16.00 | | 10.00 | 13.00 | 19.30 | | 9.00 | 15.00 | 21.00 | | 16.05 |
| Waterford City, Waterford College, stop 352051 | 14.05 | | | 18.05 | | | 16.05 | | 10.05 | 13.05 | 19.35 | | 9.05 | 15.05 | 21.05 | | 16.05 |
| Waterford City, WIT, stop 352111 | 14.10 | | | 18.10 | | | 16.10 | | 10.10 | 13.10 | 19.40 | | 9.10 | 15.10 | 21.10 | | 16.05 |
| Holycross (Waterford), Whitfield Clinic, stop 353241 | 14.12 | | | 18.12 | | | 16.12 | | 10.12 | 13.12 | 19.42 | | 9.12 | 15.12 | 21.12 | | 16.05 |
| Kilmeaden Village Centre, Kilmeaden, stop 216291 (NW-bound) | 14.16 | | | 18.16 | | | 16.16 | | 10.16 | 13.16 | 19.46 | | 9.16 | 15.16 | 21.16 | | 16.05 |
| Kilmacthomas, Kilmacthomas, stop 216301 | | | | | | | | | | | | | | | | | 16.05 |
| Lemybrien, Leamybrien, stop 216311 | 14.40 | | | 18.40 | | | 16.40 | | 10.40 | 13.40 | 20.10 | | 9.40 | 15.40 | 21.40 | | 16.05 |
| Abbeyside, Sexton Street, stop 216381 | 14.48 | | | 18.48 | | | 16.48 | | 10.48 | 13.48 | 20.18 | | 9.48 | 15.48 | 21.48 | | 16.05 |
| Dungarvan, Waterford City Cnl, stop 216321 | 14.50 | | | 18.50 | | | 16.50 | | 10.50 | 13.50 | 20.20 | | 9.50 | 15.50 | 21.50 | | 16.05 |
| Dungarvan, Spring, stop 216391 | 14.53 | | | 18.53 | | | 16.53 | | 10.53 | 13.53 | 20.23 | | 9.53 | 15.53 | 21.53 | | 16.05 |
| Grange, GRNGC | 15.10 | | | 19.10 | | | 17.10 | | 11.10 | 14.10 | 20.40 | | 10.10 | 16.10 | 22.10 | | 16.05 |
| Youghal, Youghal, stop 216341 (opp) | 15.25 | | | 19.25 | | | 17.25 | | 11.25 | 14.25 | 20.55 | | 10.25 | 16.25 | 22.25 | | 16.05 |
| Youghal, Youghal Church, stop 216401 | 15.27 | | | 19.27 | | | 17.27 | | 11.27 | 14.27 | 20.57 | | 10.27 | 16.27 | 22.27 | | 16.05 |
| Killeagh, Killeagh, stop 216351 (SW-bound) | 15.35 | | | 19.35 | | | 17.35 | | 11.35 | 14.35 | 21.05 | | 10.35 | 16.35 | 22.35 | | 16.05 |
| Castlemartyr, Castlemartyr, stop 216361 | 15.40 | | | 19.40 | | | 17.40 | | 11.40 | 14.40 | 21.10 | | 10.40 | 16.40 | 22.40 | | 16.05 |
| Midleton, Midleton Library, stop 216371 (SE-bound) | 15.50 | | | 19.50 | | | 17.50 | | 11.50 | 14.50 | 21.20 | | 10.50 | 16.50 | 22.50 | | 16.05 |
| Cork Bus Station, Parnell Place, stop 255021 | 16.15 | 14.30 | | 20.15 | | | 18.15 | | 12.15 | 15.15 | 21.45 | | 11.15 | 17.15 | 23.15 | | 16.05 |
| Sundays Well, Castlewhite Apts, stop 240551 | | 14.40 | | | | | | | | | | | | | | | 16.05 |
| Bishopstow, Wilton Centre CUH, stop 214551 | | 14.45 | | | | | | | | | | | | | | | 16.05 |
| Macroon, Macroon, stop 356141 | | 15.15 | | | | | | | | | | | | | | | 16.05 |
| Ballymakeera, Ballymakeera, stop 635111 | | 15.32 | | | | | | | | | | | | | | | 16.05 |
| Ballyvourney, Ballyvourney, stop 635121 | | 15.35 | | | | | | | | | | | | | | | 16.05 |
| Glenflesk, Glenflesk, stop 635161 | | 15.55 | | | | | | | | | | | | | | | 16.05 |
| Killarney, Killarney Station, stop 635601 | | 16.0 | | | | | | | | | | | | | | | |

132

Busáras - Rosslare Harbour



operated by Bus Éireann

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

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

132

Rosslare Harbour - Outside Connolly Station



operated by Bus Éireann

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

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

370

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



operated by Bus Éireann

| | Mon, Tue, Wed, Thu, Fri, Sat | Mon, Tue, Wed, Thu, Fri, Sat |
|--|-------------------------------|------------------------------|
| Waterford City, Outer Ring Rd, stop 352741 | A A A A A A | A A A A A A |
| B Ballinakill, Waterford Hospital, stop 352731 | 11.00 15.00 | 13.45 |
| W Waterford City, WIT, stop 352501 | 11.10 15.10 17.20 | 13.47 |
| W Waterford City, Waterford Bus Stn, stop 355051 | 10.00 11.20 15.20 17.30 18.00 | 13.49 |
| G Glenmore, Glenmore, stop 351261 (SW-bound) | 10.10 11.30 15.30 17.40 18.10 | 13.51 |
| N New Ross, The Quay, stop 355471 | 10.20 11.40 15.40 17.50 18.20 | 13.55 |
| B Ballynabola, Ballinaboola, stop 330881 | 17.57 | 14.10 |
| C Campile, Campile, stop 330911 | 10.40 12.00 16.00 | 14.15 |
| R Ramsgrange, Ramsgrange, stop 330861 | 10.50 12.10 16.10 | 14.20 |
| D Duncannon, Duncannon, stop 330691 | 12.15 16.15 | 18.55 19.05 |
| F Fethard, Fethard-on-Sea, stop 330371 | | |
| W Wellingtonbridge, Wellington Bridge, stop 339541 | 11.10 12.30 16.30 18.20 | 7.10 |
| B Bridgetown, Bridgetown, stop 331191 | | 7.30 |
| W Wexford, Wexford Hospital, stop 355571 | | 7.15 |
| W Wexford, Wexford Station, stop 355511 | | 7.25 7.25 12.55 |
| R Rosslare, Claremorris, stop 355261 | | 7.30 13.00 15.10 17.00 |
| T Tagoat, St Mary's Church, stop 331641 | | 7.40 13.10 15.15 17.10 |
| K Kilrane, Kilrane, stop 140641 | | 7.45 |
| R Rosslare Harbour, St Partick's Church, stop 298901 | | 8.00 8.00 13.30 15.35 17.30 |
| R Rosslare Harbour, Rosslare Europort, stop 355501 | 12.15 | 8.10 8.10 13.40 15.45 17.40 |
| | | 8.30 8.30 13.55 16.05 17.55 |
| | | 8.38 8.38 |
| | | 8.45 8.45 |
| | | 8.55 8.55 |

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

378

Wexford Station - Churchtown (Wexford)
und zurück

operated by Bus Éireann

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

379

Rosslare Harbour - Ballycanew
und zurück

operated by Bus Éireann

| | Mon | | Sat | | Mon | | Sat | |
|---|-----|-------|-------|---|---------------------------------------|-------|-------|-------------|
| | aa | aa | | aa | aa | | | |
| Rosslare Harbour, Rosslare Europort, stop 355501 | | | 7.45 | Ballycanew, Ballycanew, stop 351151 | 12.00 | 15.10 | | |
| Rosslare Harbour, St Patricks Church, stop 553921 | | | 7.47 | Gorey (Rail Station) | 12.15 | 15.30 | | |
| Kilrane, Kilrane, stop 331591 | | | 7.49 | Gorey, Gorey, stop 355121 | 12.15 | 15.32 | 12.05 | |
| Tagoat, Tagoat, stop 331601 (NW-bound) | | | 7.52 | Gorey, MNTFL | | 15.36 | 12.11 | |
| County Wexford, Piercestown Cross, stop 331611 | | | 8.00 | Courtown, Courtown, stop 330641 | | 15.45 | 12.20 | |
| Wexford, Trinity Street, stop 331621 | | | 8.08 | Ardamaine (Opp Parklands) | | 15.52 | 12.27 | |
| Wexford, Wexford Station, stop 355511 | | | 8.13 | Ballygarrett, Ballygarrett, stop 330801 | | 15.59 | 12.34 | |
| Wexford, Wexford Station, stop 355511 | arr | 10.15 | 8.15 | 16.00 | County Wexford, Clonevin, stop 339492 | | 16.02 | 12.37 |
| Castlebridge, Castlebridge, stop 339341 | dep | 10.24 | 8.24 | 16.12 | Kilmuckridge (Opposite KMH) | | 16.11 | 12.46 16.52 |
| Curracloe, Curracloe, stop 339181 | | 10.34 | 8.34 | 16.24 | Blackwater, Blackwater, stop 338821 | | 16.25 | 13.00 17.02 |
| Curracloe, Kilacoe, stop 339061 | | 10.40 | 8.40 | 16.30 | Kilacoe (Southbound) | | 16.30 | 13.05 17.07 |
| Blackwater, Blackwater, stop 338891 | | 10.45 | 8.45 | 16.35 | Curracloe (National School) | | 16.36 | 13.11 17.13 |
| Kilmuckridge, Kilmuckridge, stop 331291 | | 10.59 | 8.59 | 16.50 | Castlebridge, CSBRD | | 16.46 | 13.21 |
| County Wexford, Clonevin, stop 339491 | | 11.08 | 9.08 | | Wexford, Wexford Station, stop 355511 | | 16.55 | 13.30 17.25 |
| Ballygarrett, Ballygarrett, stop 330891 | | 11.11 | 9.11 | | | | | |
| Courtown, Ardamaine, stop 330771 | | 11.18 | 9.18 | | | | | |
| Courtown, Courtown, stop 330671 | | 11.25 | 9.25 | | | | | |
| Gorey, Montfield, stop 330601 | | 11.34 | 9.34 | | | | | |
| Gorey, Gorey, stop 355531 | | 11.40 | 11.45 | 14.55 | | | | |
| Ballycanew, Ballycanew, stop 351151 | | 11.55 | 15.05 | | | | | |

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

380

Wexford Station - Crossabeg
und zurück

operated by Bus Éireann

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

381

Wexford Station - Blackhall
und zurück

operated by Bus Éireann

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

382

Adamstown (Supermarket) - Adamstown (Supermarket)
und zurück

operated by Bus Éireann

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

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Wexford Station - Kilmore Quay und zurück



operated by Bus Éireann

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

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Wexford Station - Rosslare Harbour



operated by Bus Éireann

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

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

390

Redmond Square - Kilmore Quay



operated by Wexford Bus

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

WedX = Excluding Wednesday

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Kilmore Quay - Redmond Square



operated by Wexford Bus

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

WedX = Excluding Wednesday

&PHols

340 to Waterford

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

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

M-Su Service operates Monday to Sunday.

PUO Pick up only

SDO

Set down only

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

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

±

Requires Transfer to Route 740

&PHols

340 to Wexford

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

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

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

www.wexfordbus.com 053 9142742

740 Northbound Mondays - Fridays

| | M-F | M-F | M-F | M-F | M-F | M-F | M-F | M-F | M-F | M-F | M-F | M-F | M-F | M-F | M-F | M-F | M-F | M-F |
|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Wexford (Redmond Sq) | 01.30 | 05.00 | 05.30 | 06.00 | - | 06.30 | 07.20 | 08.30 | 09.30 | 10.30 | 11.30 | 12.30 | 13.30 | 14.30 | 15.30 | 16.30 | 17.30 | 19.30 |
| Oylgate | 01.40 | 05.10 | 05.40 | 06.15 | - | 06.45 | 07.35 | 08.45 | 09.45 | 10.45 | 11.45 | 12.45 | 13.45 | 14.45 | 15.45 | 16.45 | 17.45 | 19.45 |
| Enniscorthy | 01.55 | 05.20 | 05.50 | 06.25 | - | 06.55 | 07.45 | 08.55 | 09.55 | 10.55 | 11.55 | 12.55 | 13.55 | 14.55 | 15.55 | 16.55 | 17.55 | 19.55 |
| Ferns | 02.05 | 05.30 | 06.00 | 06.35 | - | 07.05 | 07.55 | 09.05 | 10.05 | 11.05 | 12.05 | 13.05 | 14.05 | 15.05 | 16.05 | 17.05 | 18.05 | 20.05 |
| Camolin | 02.10 | 05.35 | 06.05 | 06.40 | - | 07.10 | 08.00 | 09.10 | 10.10 | 11.10 | 12.10 | 13.10 | 14.10 | 15.10 | 16.10 | 17.10 | 18.10 | 20.10 |
| Gorey | 02.25 | 05.50 | 06.20 | - | 06.55 | 07.30 | 08.15 | 09.30 | 10.30 | 11.30 | 12.30 | 13.30 | 14.30 | 15.30 | 16.30 | 17.30 | 18.25 | 20.20 |
| Arklow (Old Dublin Rd) | 02.40 | 06.05 | 06.35 | - | 07.10 | 07.45 | 08.30 | 09.45 | 10.45 | 11.45 | 12.45 | 13.45 | 14.45 | 15.45 | 16.45 | 17.45 | 18.40 | 20.35 |
| SDO Kilmacanogue | - | 06.35 | 07.05 | 07.50 | 07.50 | 08.15 | 09.10 | 10.15 | 11.15 | 12.15 | 13.15 | 14.15 | 15.15 | 16.15 | 17.15 | 18.15 | 19.10 | 21.10 |
| SDO Cherrywood (Loughlinstown Flyover) | - | 06.40 | 07.10 | 07.55 | 07.55 | 08.30 | 09.15 | 10.20 | 11.20 | 12.20 | 13.20 | 14.20 | 15.20 | 16.20 | 17.20 | 18.20 | 19.15 | 21.15 |
| SDO UCD (Belfield) | - | 06.55 | 07.25 | 08.20 | 08.20 | 08.55 | 09.35 | 10.40 | 11.40 | 12.40 | 13.40 | 14.40 | 15.40 | 16.40 | 17.40 | 18.40 | 19.30 | 21.30 |
| SDO Leeson Street Upper | - | 07.05 | 07.35 | 08.33 | 08.33 | 09.08 | 09.48 | 10.48 | 11.48 | 12.48 | 13.48 | 14.48 | 15.48 | 16.48 | 17.48 | 18.48 | 19.43 | 21.38 |
| SDO Clare St (National Gallery) | - | 07.07 | 07.37 | 08.35 | 08.35 | 09.15 | 09.50 | 10.50 | 11.50 | 12.50 | 13.50 | 14.50 | 15.50 | 16.50 | 17.50 | 18.50 | 19.45 | 21.40 |
| SDO Customs House Quay | - | 07.12 | 07.42 | 08.40 | 08.40 | 09.20 | 09.55 | 10.55 | 11.55 | 12.55 | 13.55 | 14.55 | 15.55 | 16.55 | 17.55 | 18.55 | 19.50 | 21.45 |
| SDO North Wall Quay (Spencer Hotel) | - | 07.17 | 07.47 | 08.45 | 08.45 | 09.25 | 10.00 | 11.00 | 12.00 | 13.00 | 14.00 | 15.00 | 16.00 | 17.00 | 18.00 | 19.00 | 19.55 | - |
| SDO Swords Road (Jct Collins Av) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 22.07 |
| SDO Dublin Airport (Coach Park) | 04.00 | 07.30 | 08.15 | 09.15 | 09.15 | 09.45 | 10.15 | 11.15 | 12.15 | 13.15 | 14.15 | 15.15 | 16.15 | 17.15 | 18.20 | 19.20 | 20.15 | 22.10 |

Note: The Sunday timetable is in operation on public holidays.

740 Northbound Weekends

| | Sa&Su | Sao | Sao | Sa&Su | Sa&Su | Sa&Su | Sa&Su | Sa&Su | Sa&Su | Sa&Su | Sa&Su | Sa&Su | Sa&Su | Sa&Su | Sa&Su | SUO | Sa&Su |
|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------|
| Wexford (Redmond Sq) | 01.30 | 05.00 | 06.15 | 07.30 | 08.30 | 09.30 | 10.30 | 11.30 | 12.30 | 13.30 | 14.30 | 15.30 | 16.30 | 17.30 | 18:30 | 19.30 | |
| Oylgate | 01.40 | 05.10 | 06.30 | 07.45 | 08.45 | 09.45 | 10.45 | 11.45 | 12.45 | 13.45 | 14.45 | 15.45 | 16.45 | 17.45 | --- | 19.45 | |
| Enniscorthy | 01.55 | 05.20 | 06.40 | 07.55 | 08.55 | 09.55 | 10.55 | 11.55 | 12.55 | 13.55 | 14.55 | 15.55 | 16.55 | 17.55 | --- | 19.55 | |
| Ferns | 02.05 | 05.30 | 06.50 | 08.05 | 09.05 | 10.05 | 11.05 | 12.05 | 13.05 | 14.05 | 15.05 | 16.05 | 17.05 | 18.05 | --- | 20.05 | |
| Camolin | 02.10 | 05.35 | 06.55 | 08.10 | 09.10 | 10.10 | 11.10 | 12.10 | 13.10 | 14.10 | 15.10 | 16.10 | 17.10 | 18.10 | --- | 20.10 | |
| Gorey | 02.25 | 05.50 | 07.05 | 08.25 | 09.30 | 10.30 | 11.30 | 12.30 | 13.30 | 14.30 | 15.30 | 16.30 | 17.30 | 18.25 | --- | 20.20 | |
| Arklow (Old Dublin Rd) | 02.40 | 06.05 | 07.20 | 08.40 | 09.45 | 10.45 | 11.45 | 12.45 | 13.45 | 14.45 | 15.45 | 16.45 | 17.45 | 18.40 | --- | 20.35 | |
| SDO Kilmacanogue | - | 06.35 | 07.50 | 09.00 | 10.15 | 11.15 | 12.15 | 13.15 | 14.15 | 15.15 | 16.15 | 17.15 | 18.15 | 19.10 | 19:55 | 21.10 | |
| SDO Cherrywood (Loughlinstown Flyover) | - | 06.40 | 07.55 | 09.05 | 10.20 | 11.20 | 12.20 | 13.20 | 14.20 | 15.20 | 16.20 | 17.20 | 18.20 | 19.15 | 20:00 | 21.15 | |
| SDO UCD (Belfield) | - | 06.55 | 08.10 | 09.25 | 10.40 | 11.40 | 12.40 | 13.40 | 14.40 | 15.40 | 16.40 | 17.40 | 18.40 | 19.30 | 20:15 | 21.30 | |
| SDO Leeson Street Upper | - | 07.05 | 08.18 | 09.38 | 10.48 | 11.48 | 12.48 | 13.48 | 14.48 | 15.48 | 16.48 | 17.48 | 18.48 | 19.43 | 20:23 | 21.38 | |
| SDO Clare St (National Gallery) | - | 07.07 | 08.20 | 09.40 | 10.50 | 11.50 | 12.50 | 13.50 | 14.50 | 15.50 | 16.50 | 17.50 | 18.50 | 19.45 | 20:25 | 21.40 | |
| SDO Customs House Quay | - | 07.12 | 08.25 | 09.45 | 10.55 | 11.55 | 12.55 | 13.55 | 14.55 | 15.55 | 16.55 | 17.55 | 18.55 | 19.50 | 20:30 | 21.45 | |
| SDO North Wall Quay (Spencer Hotel) | - | 07.17 | 08.30 | 09.50 | 11.00 | 12.00 | 13.00 | 14.00 | 15.00 | 16.00 | 17.00 | 18.00 | 19.00 | 19.55 | --- | - | |
| SDO Swords Road (Jct Collins Av) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 20:52 | 22.07 | |
| SDO Dublin Airport (Coach Park) | 04.00 | 07.30 | 08.45 | 10.05 | 11.15 | 12.15 | 13.15 | 14.15 | 15.15 | 16.15 | 17.15 | 18.20 | 19.20 | 20.15 | --- | 22.10 | |

M-F Service operates Mondays to Fridays only excluding public holidays
Sa & Su Service operates on Saturdays and Sundays.
M-Sa Service operates Mondays to Saturdays only excluding public holidays
Sao Service operate on Saturdays only
M-Su Service operates Monday to Sunday
SUO: Operates on Sundays only and on Mondays instead of Sundays on long weekends.

PUO Pick up only
SUO Set down only
****** Arklow Southbound is a request Stop only. Phone in advance to arrange pick up.
SET D Set Down only from Arklow Southbound

Timetables are valid from October 1st 2018

740 Southbound

| | M-Sa | M-Su | M-F | M-Su | M-Sa | M-Su | M-Su | M-Su | M-Su | M-F | M-Su | M-F | M-Su | M-Su | M-Su | M-Su | M-Su | M-Su |
|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Dublin Airport (Coach Pk - Zone 16) | 06.15 | 08.30 | 09.30 | 10.30 | 11.30 | 12.30 | 13.30 | 14.30 | 15.30 | - | 16.30 | 16.45 | 17.20 | 18.30 | 19.30 | 20.30 | 21.30 | 23.00 |
| PUO Swords Road (Jct Collins Avenue) | - | - | - | - | - | - | 13.35 | - | - | - | - | 16.55 | - | - | - | - | - | - |
| PUO North Wall Quay (Opp.Spencer Hotel) | - | - | 09.45 | 10.45 | 11.45 | 12.45 | - | 14.45 | 15.45 | - | 16.45 | - | 17.35 | 18.40 | 19.40 | 20.40 | 21.40 | 23.20 |
| PUO Georges Quay | 06.30 | 08.50 | 09.50 | 10.50 | 11.50 | 12.50 | 14.00 | 14.50 | 16.00 | 16.15 | 16.50 | 17.20 | 17.50 | 18.50 | 19.50 | 20.50 | 21.50 | 23.25 |
| PUO Lr Merrion St (Davenport) | 06.35 | 09.00 | 10.00 | 11.00 | 11.55 | 12.55 | 14.05 | 14.55 | 16.05 | 16.20 | 16.55 | 17.25 | 18.00 | 18.55 | 19.55 | 20.55 | 21.55 | 23.30 |
| PUO Leeson Street Upper | 06.37 | 09.02 | 10.02 | 11.02 | 11.57 | 12.57 | 14.07 | 14.57 | 16.07 | 16.22 | 16.58 | 17.27 | 18.03 | 18.57 | 19.57 | 20.57 | 21.57 | 23.32 |
| PUO Montrose Hotel (UCD) | 06.45 | 09.10 | 10.10 | 11.10 | 12.10 | 13.10 | 14.15 | 15.10 | 16.20 | 16.35 | 17.10 | 17.40 | 18.15 | 19.05 | 20.05 | 21.05 | 22.05 | 23.40 |
| PUO Cherrywood (Loughlinstown Flyover) | 06.55 | 09.25 | 10.25 | 11.25 | 12.20 | 13.20 | 14.25 | 15.20 | 16.35 | 16.50 | 17.25 | 17.55 | 18.30 | 19.15 | 20.15 | 21.15 | 22.15 | - |
| PUO Kilmacanogue | 07.00 | 09.30 | 10.30 | 11.30 | 12.30 | 13.30 | 14.30 | 15.25 | 16.40 | 16.55 | 17.30 | 18.00 | 18.35 | 19.20 | 20.20 | 21.20 | 22.20 | - |
| Arklow (Old Dublin Rd) ** | 07.30 | 10.05 | 11.05 | 12.05 | 13.05 | 14.05 | 15.05 | 16.05 | 17.10 | 17.30 | 18.05 | 18.30 | 19.00 | 19.50 | 20.50 | 21.50 | 22.50 | 00.20 |
| Gorey | 07.45 | 10.20 | 11.20 | 12.20 | 13.20 | 14.20 | 15.20 | 16.20 | 17.25 | 17.45 | 18.20 | 18.45 | 19.15 | 20.05 | 21.05 | 22.05 | 23.05 | 00.35 |
| Camolin | 07.55 | 10.30 | 11.30 | 12.30 | 13.30 | 14.30 | 15.30 | 16.30 | 17.35 | 17.55 | 18.30 | 18.55 | 19.25 | 20.20 | 21.20 | 22.20 | 23.15 | 00.45 |
| Ferns | 08.00 | 10.35 | 11.35 | 12.35 | 13.35 | 14.35 | 15.35 | 16.35 | 17.40 | 18.00 | 18.35 | 19.00 | 19.30 | 20.25 | 21.25 | 22.25 | 23.20 | 00.50 |
| Enniscorthy | 08.15 | 10.45 | 11.45 | 12.45 | 13.45 | 14.45 | 15.45 | 16.45 | 17.50 | 18.15 | 18.45 | 19.10 | 19.40 | 20.35 | 21.35 | 22.35 | 23.30 | 01.00 |
| Oylgate | 08.20 | 10.50 | 11.50 | 12.50 | 13.50 | 14.50 | 15.50 | 16.50 | 17.55 | 18.20 | 18.50 | 19.15 | 19.45 | 20.40 | 21.40 | 22.40 | 23.35 | 01.05 |
| SDO Wexford (Redmond Sq) | 08.40 | 11.15 | 12.15 | 13.15 | 14.20 | 15.20 | 16.20 | 17.20 | 18.20 | 18.40 | 19.15 | 19.40 | 20.15 | 20.55 | 21.55 | 22.55 | 23.55 | 01.25 |

NB: FOR ONWARD TRAVEL TO/FROM NEW ROSS & WATERFORD PLEASE CHANGE IN WEXFORD. SEE ROUTE 340 BELOW

WX1

Clonard Village Wexford - Drinagh Business Park



operated by Wexford Bus

Table with columns for route names and time slots for Monday to Friday (excluding Bank Holidays) and Saturday. Includes routes like Wexford, Clonard Village, Clonard Cross, and Drinagh Business Park.

WX2

Drinagh Business Park - Clonard Village Wexford



operated by Wexford Bus

Table with columns for route names and time slots for Monday to Friday (excluding Bank Holidays) and Saturday. Includes routes like Drinagh Business Park, Starvehall, Jct Coolbarrow Rd, and Wexford, Clonard Village.

Appendix 5.2 Traffic Survey Reports

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

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

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Virtual Day (Partial days = 7.71)

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



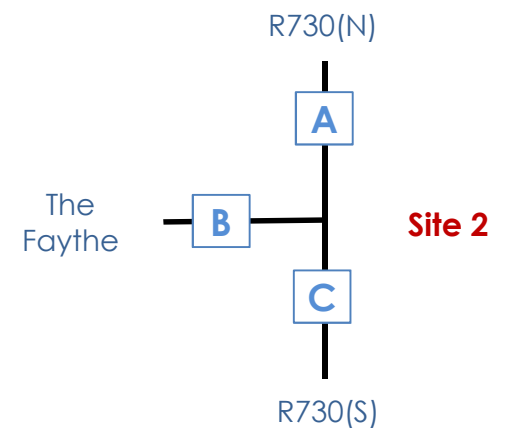
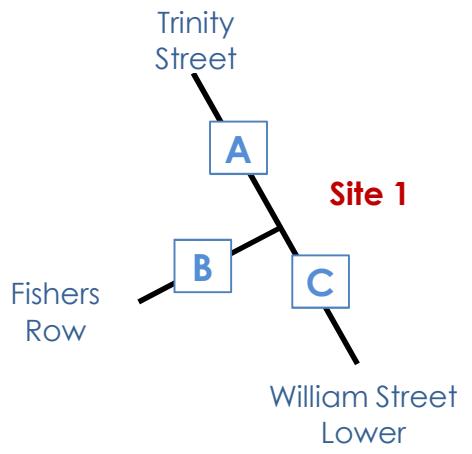
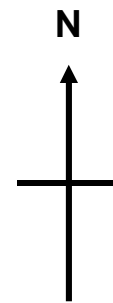
Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Southbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Virtual Day (Partial days = 7.71)

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





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



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

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



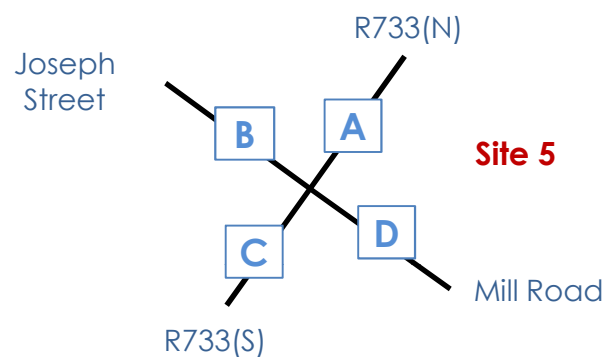
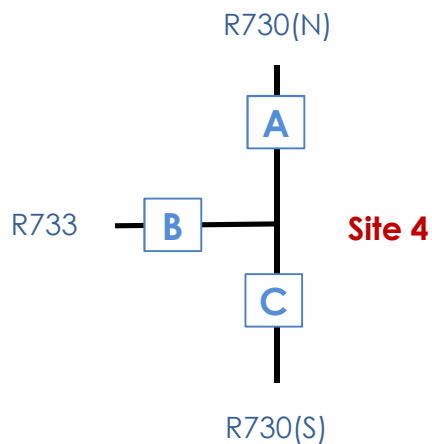
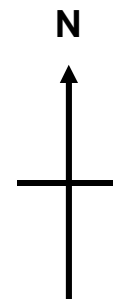
Site No. 1
Location Trinity Street / Fishers Row / William Street Lower
Date 02 August 2018

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



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

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



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

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

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

Date 01 December 2016

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

Date 01 December 2016

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

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

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

Date 01 December 2016

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

Date 01 December 2016

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

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

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

Date 01 December 2016

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

Date 01 December 2016

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

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

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

Date 01 December 2016

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

Date 01 December 2016

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

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

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

Date 01 December 2016

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

Date 01 December 2016

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

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

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

Date 01 December 2016

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

Date 01 December 2016

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

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

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

Date 01 December 2016

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

Date 01 December 2016

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

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

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

Date 01 December 2016

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

Date 01 December 2016

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

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

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

Date 01 December 2016

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

Date 01 December 2016

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

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

Site 19
 Location Parnell Street
 Direction Eastbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Virtual Day (4)

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





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

Site 25
 Location William Street Lower
 Direction Northbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Virtual Day (4)

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



Site 25
 Location William Street Lower
 Direction Southbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Virtual Day (4)

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



Appendix 5.3 CSO SAPS Data

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

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

Appendix 5.4 TRICS Analysis

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

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 60 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

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

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

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

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

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 60 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

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

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

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

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

Calculation factor: 100 sqm

Estimated TRIP rate value per 2568 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

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

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

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

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

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 120 BEDRMS shown in shaded columns

BOLD print indicates peak (busiest) period

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

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

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

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

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 120 BEDRMS shown in shaded columns

BOLD print indicates peak (busiest) period

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

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

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

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

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|---------------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 | | | | | | | | | |
| 00:30 - 01:00 | | | | | | | | | |
| 01:00 - 01:30 | | | | | | | | | |
| 01:30 - 02:00 | | | | | | | | | |
| 02:00 - 02:30 | | | | | | | | | |
| 02:30 - 03:00 | | | | | | | | | |
| 03:00 - 03:30 | | | | | | | | | |
| 03:30 - 04:00 | | | | | | | | | |
| 04:00 - 04:30 | | | | | | | | | |
| 04:30 - 05:00 | | | | | | | | | |
| 05:00 - 05:30 | | | | | | | | | |
| 05:30 - 06:00 | | | | | | | | | |
| 06:00 - 06:30 | | | | | | | | | |
| 06:30 - 07:00 | | | | | | | | | |
| 07:00 - 07:30 | 11 | 4331 | 0.145 | 11 | 4331 | 0.008 | 11 | 4331 | 0.153 |
| 07:30 - 08:00 | 11 | 4331 | 0.378 | 11 | 4331 | 0.048 | 11 | 4331 | 0.426 |
| 08:00 - 08:30 | 11 | 4331 | 0.804 | 11 | 4331 | 0.097 | 11 | 4331 | 0.901 |
| 08:30 - 09:00 | 11 | 4331 | 0.907 | 11 | 4331 | 0.185 | 11 | 4331 | 1.092 |
| 09:00 - 09:30 | 11 | 4331 | 0.764 | 11 | 4331 | 0.239 | 11 | 4331 | 1.003 |
| 09:30 - 10:00 | 11 | 4331 | 0.546 | 11 | 4331 | 0.246 | 11 | 4331 | 0.792 |
| 10:00 - 10:30 | 11 | 4331 | 0.422 | 11 | 4331 | 0.292 | 11 | 4331 | 0.714 |
| 10:30 - 11:00 | 11 | 4331 | 0.363 | 11 | 4331 | 0.233 | 11 | 4331 | 0.596 |
| 11:00 - 11:30 | 11 | 4331 | 0.346 | 11 | 4331 | 0.346 | 11 | 4331 | 0.692 |
| 11:30 - 12:00 | 11 | 4331 | 0.260 | 11 | 4331 | 0.267 | 11 | 4331 | 0.527 |
| 12:00 - 12:30 | 11 | 4331 | 0.241 | 11 | 4331 | 0.273 | 11 | 4331 | 0.514 |
| 12:30 - 13:00 | 11 | 4331 | 0.281 | 11 | 4331 | 0.346 | 11 | 4331 | 0.627 |
| 13:00 - 13:30 | 11 | 4331 | 0.323 | 11 | 4331 | 0.306 | 11 | 4331 | 0.629 |
| 13:30 - 14:00 | 11 | 4331 | 0.363 | 11 | 4331 | 0.285 | 11 | 4331 | 0.648 |
| 14:00 - 14:30 | 11 | 4331 | 0.302 | 11 | 4331 | 0.206 | 11 | 4331 | 0.508 |
| 14:30 - 15:00 | 11 | 4331 | 0.248 | 11 | 4331 | 0.296 | 11 | 4331 | 0.544 |
| 15:00 - 15:30 | 11 | 4331 | 0.191 | 11 | 4331 | 0.281 | 11 | 4331 | 0.472 |
| 15:30 - 16:00 | 11 | 4331 | 0.212 | 11 | 4331 | 0.359 | 11 | 4331 | 0.571 |
| 16:00 - 16:30 | 11 | 4331 | 0.191 | 11 | 4331 | 0.592 | 11 | 4331 | 0.783 |
| 16:30 - 17:00 | 11 | 4331 | 0.139 | 11 | 4331 | 0.569 | 11 | 4331 | 0.708 |
| 17:00 - 17:30 | 11 | 4331 | 0.143 | 11 | 4331 | 0.905 | 11 | 4331 | 1.048 |
| 17:30 - 18:00 | 11 | 4331 | 0.094 | 11 | 4331 | 0.567 | 11 | 4331 | 0.661 |
| 18:00 - 18:30 | 11 | 4331 | 0.042 | 11 | 4331 | 0.426 | 11 | 4331 | 0.468 |
| 18:30 - 19:00 | 11 | 4331 | 0.004 | 11 | 4331 | 0.174 | 11 | 4331 | 0.178 |
| 19:00 - 19:30 | | | | | | | | | |
| 19:30 - 20:00 | | | | | | | | | |
| 20:00 - 20:30 | | | | | | | | | |
| 20:30 - 21:00 | | | | | | | | | |
| 21:00 - 21:30 | | | | | | | | | |
| 21:30 - 22:00 | | | | | | | | | |
| 22:00 - 22:30 | | | | | | | | | |
| 22:30 - 23:00 | | | | | | | | | |
| 23:00 - 23:30 | | | | | | | | | |
| 23:30 - 24:00 | | | | | | | | | |
| Total Rates: | | | 7.709 | | | 7.546 | | | 15.255 |

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

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

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

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

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

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

Appendix 5.5 Traffic Calculations

TRAFFIC PREDICTION CALCULATIONS BASED ON TRICS ANALYSIS AND CSO SAPS DATA

| Time Range | Arrivals | | | | | | | Departures | | | | | | | 2-WAY | | | | | | | |
|-------------------|----------|---------|------------------|------------|---------------|-------|----------------|------------|---------|------------------|------------|---------------|-------|------------------|---------|---------|------------------|------------|---------------|-------|-------------|-----|
| | On Foot | Bicycle | Public Transport | Veh Driver | Veh Passenger | Other | Total Arrivals | On Foot | Bicycle | Public Transport | Veh Driver | Veh Passenger | Other | Total Departures | On Foot | Bicycle | Public Transport | Veh Driver | Veh Passenger | Other | Total 2 way | |
| 00:00-01:00 | | | | | | | | | | | | | | | | | | | | | | |
| 01:00-02:00 | | | | | | | | | | | | | | | | | | | | | | |
| 02:00-03:00 | | | | | | | | | | | | | | | | | | | | | | |
| 03:00-04:00 | | | | | | | | | | | | | | | | | | | | | | |
| 04:00-05:00 | | | | | | | | | | | | | | | | | | | | | | |
| 05:00-06:00 | | | | | | | | | | | | | | | | | | | | | | |
| 06:00-07:00 | | | | | | | | | | | | | | | | | | | | | | |
| 07:00-08:00 | | 26 | 3 | 3 | 94 | 12 | 12 | 151 | 6 | 1 | 1 | 21 | 3 | 3 | 33 | 32 | 4 | 4 | 115 | 15 | 15 | 184 |
| 08:00-09:00 | | 89 | 10 | 11 | 321 | 42 | 42 | 516 | 15 | 2 | 2 | 55 | 7 | 7 | 88 | 105 | 12 | 13 | 377 | 50 | 49 | 606 |
| 09:00-10:00 | | 67 | 8 | 8 | 244 | 32 | 32 | 391 | 28 | 3 | 3 | 100 | 13 | 13 | 161 | 95 | 11 | 12 | 344 | 45 | 45 | 553 |
| 10:00-11:00 | | | | | 149 | | | 301 | | | | 108 | | | 249 | | | | 257 | | | 550 |
| 11:00-12:00 | | | | | 118 | | | 260 | | | | 124 | | | 267 | | | | 242 | | | 527 |
| 12:00-13:00 | | | | | 108 | | | 336 | | | | 122 | | | 382 | | | | 230 | | | 718 |
| 13:00-14:00 | | | | | 128 | | | 425 | | | | 126 | | | 401 | | | | 254 | | | 825 |
| 14:00-15:00 | | | | | 127 | | | 312 | | | | 118 | | | 290 | | | | 245 | | | 601 |
| 15:00-16:00 | | | | | 89 | | | 180 | | | | 127 | | | 298 | | | | 216 | | | 479 |
| 16:00-17:00 | | 32 | 4 | 4 | 115 | 15 | 15 | 185 | 68 | 8 | 9 | 246 | 32 | 32 | 395 | 100 | 11 | 13 | 361 | 48 | 47 | 580 |
| 17:00-18:00 | | 22 | 2 | 3 | 78 | 10 | 10 | 125 | 82 | 9 | 10 | 297 | 39 | 39 | 476 | 104 | 12 | 13 | 374 | 49 | 49 | 600 |
| 18:00-19:00 | | 9 | 1 | 1 | 32 | 4 | 4 | 51 | 28 | 3 | 4 | 102 | 13 | 13 | 164 | 37 | 4 | 5 | 135 | 18 | 18 | 217 |
| 19:00-20:00 | | 3 | 0 | 0 | 12 | 2 | 2 | 20 | 3 | 0 | 0 | 11 | 1 | 1 | 18 | 7 | 1 | 1 | 24 | 3 | 3 | 38 |
| 20:00-21:00 | | 4 | 0 | 0 | 13 | 2 | 2 | 21 | 3 | 0 | 0 | 11 | 1 | 1 | 18 | 7 | 1 | 1 | 24 | 3 | 3 | 39 |
| 21:00-22:00 | | 2 | 0 | 0 | 6 | 1 | 1 | 10 | 4 | 0 | 0 | 13 | 2 | 2 | 21 | 5 | 1 | 1 | 19 | 3 | 3 | 31 |
| 22:00-23:00 | | | | | | | | | | | | | | | | | | | | | | |
| 23:00-24:00 | | | | | | | | | | | | | | | | | | | | | | |
| Daily Trip Rates: | | | | 1635 | | | 4828 | | | | 1580 | | 4797 | | | | 3217 | | | | 9625 | |

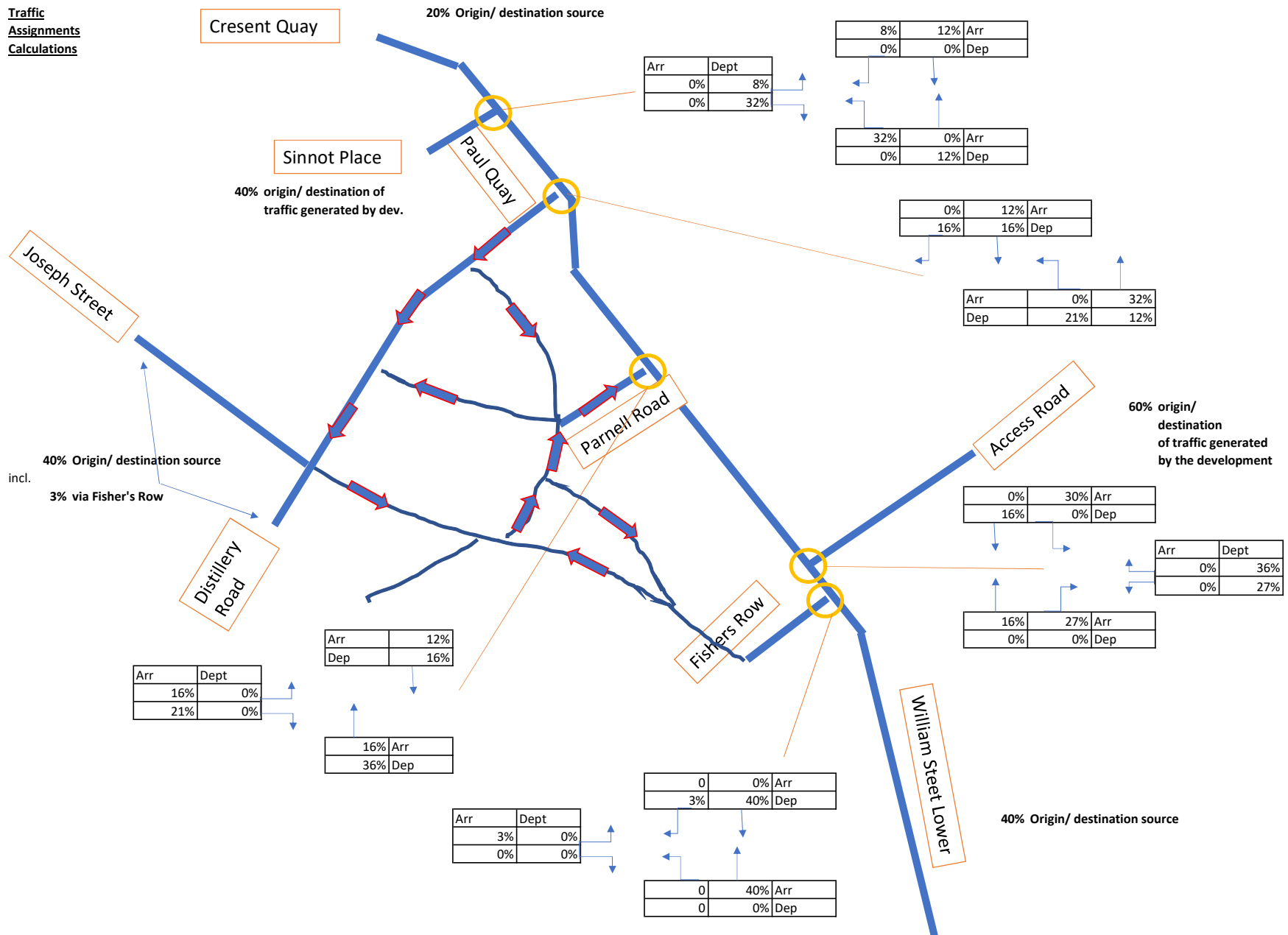
SAPS data from 2016 CSO Census

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

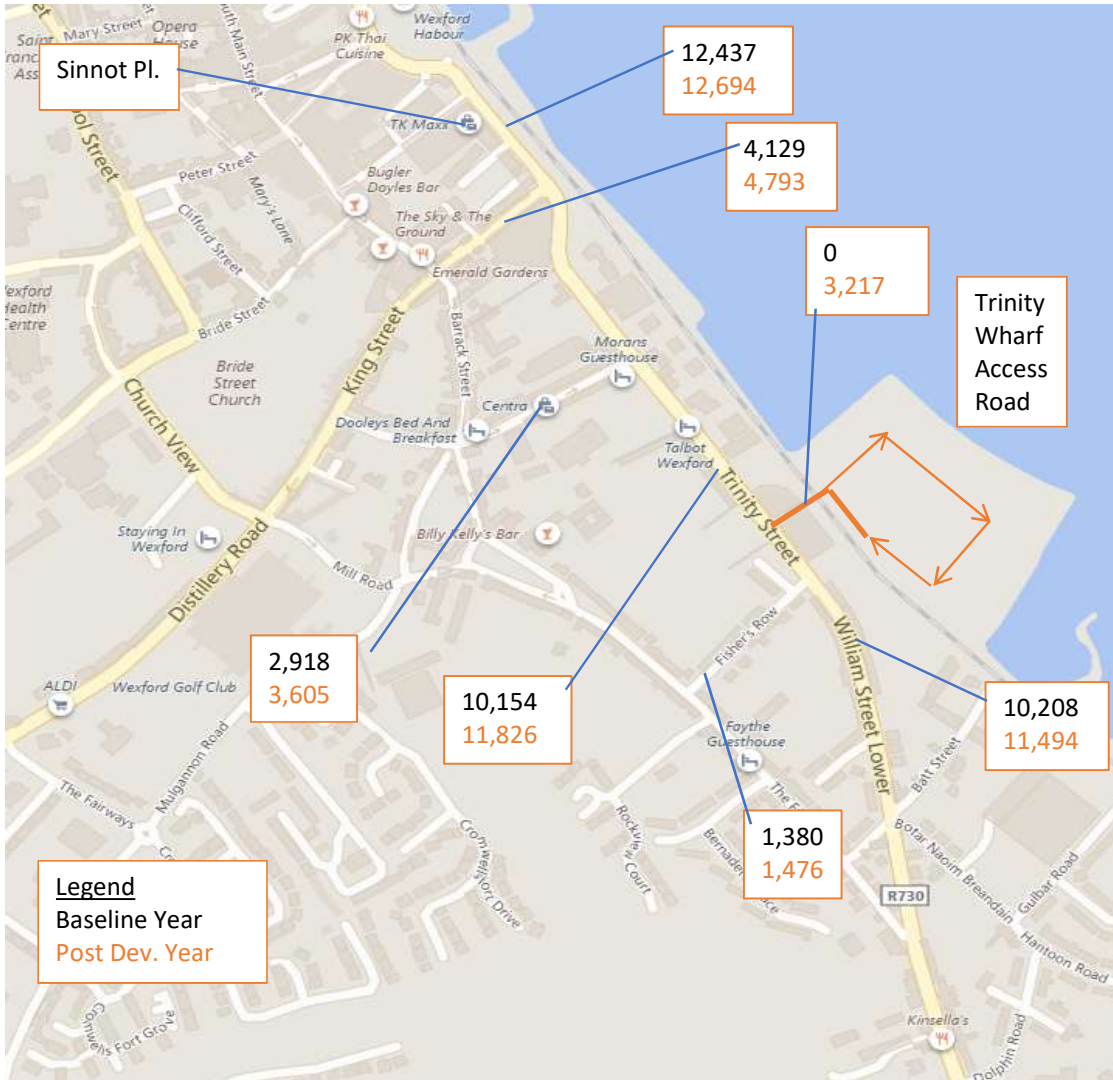
TRICS Vehicular Data

| | Time | Arrivals | | | | | Departure | | | | | Two Way | | | | |
|-------------|-------|----------|---------|-------|----------|-------|-----------|---------|-------|----------|-------|---------|---------|-------|----------|-------|
| | | Aprts | Offices | Hotel | Cultural | Total | Aprts | Offices | Hotel | Cultural | Total | Aprts | Offices | Hotel | Cultural | Total |
| On foot | 10:00 | 3 | 130 | 10 | 6 | 149 | 5 | 87 | 13 | 3 | 108 | 8 | 216 | 23 | 9 | 257 |
| Bicycle | 11:00 | 4 | 100 | 8 | 6 | 118 | 5 | 101 | 11 | 6 | 124 | 10 | 201 | 19 | 12 | 242 |
| Bus, minibi | 12:00 | 6 | 86 | 11 | 5 | 108 | 4 | 102 | 11 | 5 | 122 | 10 | 188 | 22 | 9 | 230 |
| Train, DAR | 13:00 | 4 | 107 | 12 | 5 | 128 | 6 | 101 | 13 | 6 | 126 | 10 | 208 | 25 | 11 | 254 |
| Motorcycle | 14:00 | 5 | 101 | 14 | 6 | 127 | 5 | 96 | 10 | 6 | 118 | 10 | 197 | 25 | 13 | 245 |
| Car driver | 15:00 | 5 | 66 | 13 | 5 | 89 | 3 | 106 | 11 | 7 | 127 | 8 | 172 | 24 | 12 | 216 |

**Traffic
Assignments
Calculations**



AADT; Network Existing and Predicted

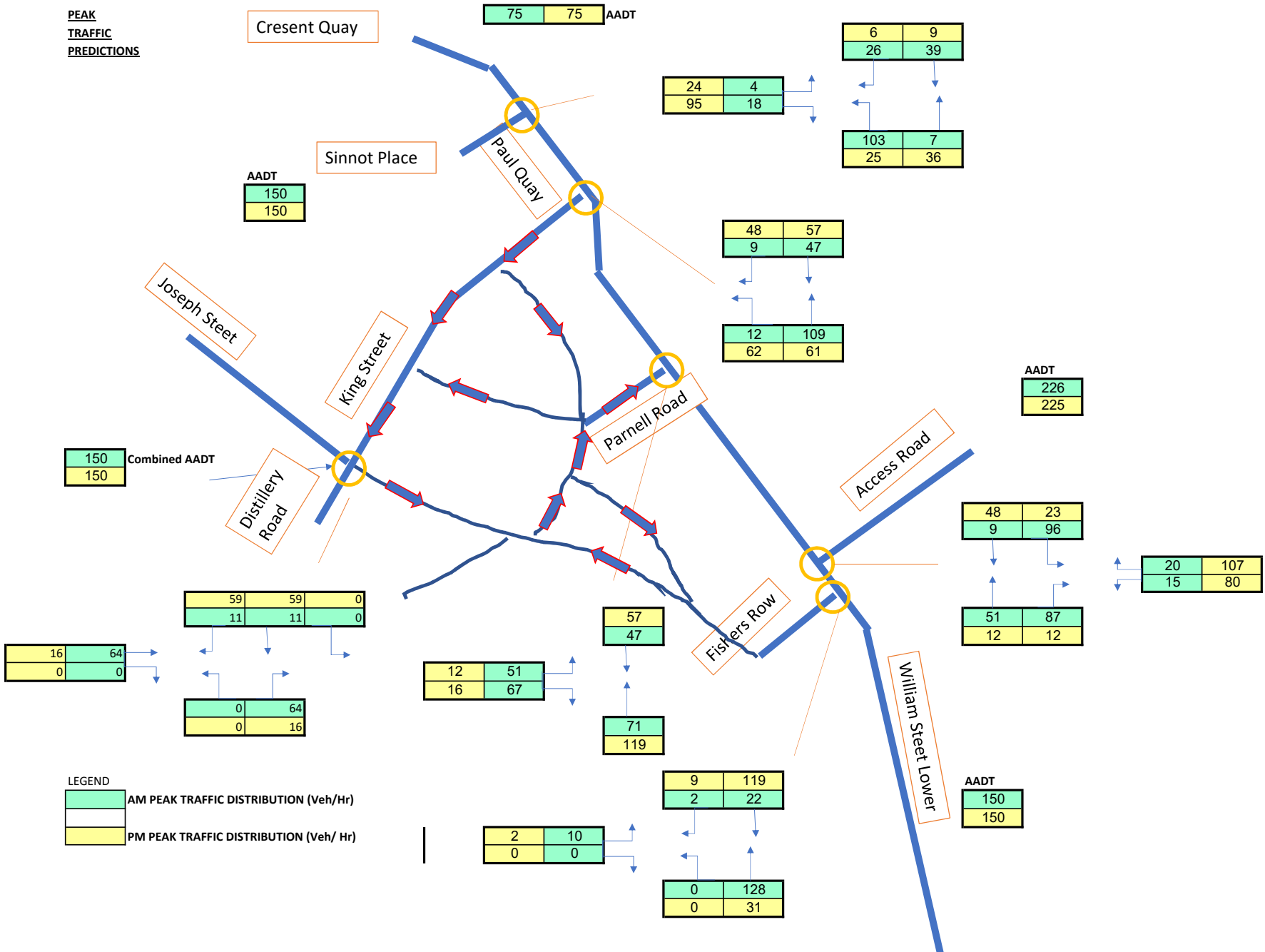


Note: The Trinity Wharf Development is proposed to have approximately 600 car parking spaces of which only cater for 60% of the parking demand for the site based on TRICS accumulation calculations. The remaining 40% is proposed to be accommodated with the under-occupied public all day car parks including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

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

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

**PEAK
TRAFFIC
PREDICTIONS**



Post Development Junction Turning Movement Calculations based on Traffic Assignments

Access Junction with Trinity Street

A - Trinity Street North

B - Access Road

C - Trinity Street South

August 2018 ATC Survey

AM - 0800 to 0900

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

PM - 1700 to 1800

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

Traffic Generated by Trinity Wharf

AM

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

PM

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

Opening Year

AM

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

PM

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

Post Development Junction Turning Movement Calculations based on Traffic Assignments

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

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

Aug 2018 JTC

AM - 0800 to 0900

| O\D | A | B | C | Total |
|-------|-----|----|-----|-------|
| A | - | 10 | 306 | 316 |
| B | 14 | - | 8 | 22 |
| C | 405 | 6 | - | 411 |
| Total | 419 | 16 | 314 | 749 |

PM - 1700 to 1800

| O\D | A | B | C | Total |
|-------|-----|-----|-----|-------|
| A | - | 63 | 501 | 564 |
| B | 14 | - | 5 | 19 |
| C | 299 | 55 | - | 354 |
| Total | 313 | 118 | 506 | 937 |

Traffic Generated by Trinity Wharf

AM

| O\D | A | B | C | Total |
|-------|-----|---|----|-------|
| A | - | 2 | 22 | 24 |
| B | 10 | - | | 10 |
| C | 128 | - | - | 128 |
| Total | 138 | 2 | 22 | 162 |

PM

| O\D | A | B | C | Total |
|-------|----|---|-----|-------|
| A | - | 9 | 119 | 128 |
| B | 2 | - | | 2 |
| C | 31 | - | - | 31 |
| Total | 34 | 9 | 119 | 161 |

Opening Year

AM

| O\D | A | B | C | Total |
|-------|-----|----|-----|-------|
| A | - | 12 | 328 | 340 |
| B | 24 | - | 8 | 32 |
| C | 533 | 6 | - | 539 |
| Total | 557 | 0 | 336 | 911 |

PM

| O\D | A | B | C | Total |
|-------|-----|----|-----|-------|
| A | - | 72 | 620 | 692 |
| B | 16 | - | 5 | 21 |
| C | 330 | 55 | - | 385 |
| Total | 347 | 0 | 625 | 1098 |

Post Development Junction Turning Movement Calculations based on Traffic Assignments

Trinity Street / Parnell Row - JTC Dec 2016

A - Trinity Street North

B - Parnell Row

C - Trinity Street South

2016 Estimated JTC

AM

| O\D | A | B | C | Total |
|-------|-----|---|-----|-------|
| A | - | - | 171 | 171 |
| B | 77 | - | 34 | 111 |
| C | 307 | - | - | 307 |
| Total | 384 | 0 | 205 | 589 |

PM

| O\D | A | B | C | Total |
|-------|-----|---|-----|-------|
| A | - | - | 338 | 338 |
| B | 110 | - | 75 | 185 |
| C | 228 | - | - | 228 |
| Total | 338 | 0 | 413 | 751 |

Traffic Generated by Trinity Wharf

AM

| O\D | A | B | C | Total |
|-------|-----|---|-----|-------|
| A | - | - | 47 | 47 |
| B | 51 | - | 67 | 119 |
| C | 71 | - | - | 71 |
| Total | 123 | 0 | 115 | 237 |

PM

| O\D | A | B | C | Total |
|-------|-----|---|----|-------|
| A | - | - | 57 | 57 |
| B | 12 | - | 16 | 29 |
| C | 119 | - | - | 119 |
| Total | 132 | 0 | 73 | 205 |

Opening Year

AM

| O\D | A | B | C | Total |
|-------|-----|---|-----|-------|
| A | - | - | 218 | 218 |
| B | 128 | - | 101 | 230 |
| C | 378 | - | - | 378 |
| Total | 507 | 0 | 320 | 826 |

PM

| O\D | A | B | C | Total |
|-------|-----|---|-----|-------|
| A | - | - | 395 | 395 |
| B | 122 | - | 91 | 214 |
| C | 347 | - | - | 347 |
| Total | 470 | 0 | 486 | 956 |

Post Development Junction Turning Movement Calculations based on Traffic Assignments

Trinity Street/ Pual Quay/ King Street Junction

A - Paul Quay Junction

B - King Street

C - Trinity Street

Dec 2016 JTC Survey

AM - 0800 to 0900

| O\D | A | B | C | Total |
|-------|-----|-----|-----|-------|
| A | - | 121 | 283 | 404 |
| B | 0 | - | 0 | 0 |
| C | 469 | 92 | - | 561 |
| Total | 469 | 213 | 283 | 965 |

PM - 1700 to 1800

| O\D | A | B | C | Total |
|-------|-----|-----|-----|-------|
| A | - | 266 | 405 | 671 |
| B | 0 | - | 0 | 0 |
| C | 337 | 144 | - | 481 |
| Total | 337 | 410 | 405 | 1152 |

Traffic Generated by Trinity Wharf

AM

| O\D | A | B | C | Total |
|-------|-----|----|----|-------|
| A | - | 9 | 47 | 56 |
| B | 0 | - | 0 | 0 |
| C | 109 | 12 | - | 121 |
| Total | 109 | 20 | 47 | 177 |

PM

| O\D | A | B | C | Total |
|-------|----|-----|----|-------|
| A | - | 48 | 57 | 104 |
| B | 0 | - | 0 | 0 |
| C | 61 | 62 | - | 123 |
| Total | 61 | 110 | 57 | 227 |

Opening Year

AM

| O\D | A | B | C | Total |
|-------|-----|-----|-----|-------|
| A | - | 130 | 330 | 460 |
| B | 0 | - | 0 | 0 |
| C | 578 | 104 | - | 682 |
| Total | 578 | 233 | 330 | 1142 |

PM

| O\D | A | B | C | Total |
|-------|-----|-----|-----|-------|
| A | - | 314 | 462 | 775 |
| B | 0 | - | 0 | 0 |
| C | 398 | 206 | - | 604 |
| Total | 398 | 520 | 462 | 1379 |

Post Development Junction Turning Movement Calculations based on Traffic Assignments

Access Junction with Trinity Street

A - Joseph Street

B - King Street

C - Mill Road

D- Distillery Road

August 2016 JTC Survey

AM - 0800 to 0900

| O\D | A | B | C | D | Total |
|-------|-----|---|-----|-----|-------|
| A | 0 | 0 | 140 | 46 | 186 |
| B | 183 | 0 | 93 | 198 | 474 |
| C | 0 | 0 | 0 | 0 | 0 |
| D | 127 | 0 | 96 | 0 | 223 |
| Total | 310 | 0 | 329 | 244 | 883 |

PM - 1700 to 1800

| O\D | A | B | C | D | Total |
|-------|-----|---|-----|-----|-------|
| A | 0 | 0 | 173 | 97 | 270 |
| B | 280 | 0 | 136 | 338 | 754 |
| C | 0 | 0 | 0 | 0 | 0 |
| D | 158 | 0 | 60 | 0 | 218 |
| Total | 438 | 0 | 369 | 435 | 1242 |

Traffic Generated by Trinity Wharf

AM

| O\D | A | B | C | D | Total |
|-------|----|---|----|----|-------|
| A | 0 | 0 | 64 | 0 | 64 |
| B | 11 | 0 | 0 | 11 | 11 |
| C | 0 | 0 | 0 | 0 | 0 |
| D | 0 | 0 | 64 | 0 | 64 |
| Total | 11 | 0 | 64 | 11 | 75 |

PM

| O\D | A | B | C | D | Total |
|-------|----|---|----|----|-------|
| A | 0 | 0 | 16 | 0 | 16 |
| B | 59 | 0 | 0 | 59 | 118 |
| C | 0 | 0 | 0 | 0 | 0 |
| D | 0 | 0 | 16 | 0 | 16 |
| Total | 59 | 0 | 32 | 59 | 150 |

Opening Year

AM

| O\D | A | B | C | D | Total |
|-------|-----|---|-----|-----|-------|
| A | - | 0 | 204 | 46 | 250 |
| B | 194 | 0 | 93 | 209 | 485 |
| C | 0 | 0 | 0 | 0 | 0 |
| D | 127 | 0 | 160 | 0 | 287 |
| Total | 321 | 0 | 393 | 255 | 958 |

PM

| O\D | A | B | C | D | Total |
|-------|-----|---|-----|-----|-------|
| A | 0 | 0 | 189 | 97 | 286 |
| B | 339 | 0 | 136 | 397 | 872 |
| C | 0 | 0 | 0 | 0 | 0 |
| D | 158 | 0 | 76 | 0 | 234 |
| Total | 339 | 0 | 325 | 494 | 1158 |

Office Parking Demand

| <u>Land Use</u> | <u>Scale (sq.m.)</u> |
|-------------------|----------------------|
| Office Building A | 5452 |
| Office Building B | 6105 |
| Office Building C | 4990 |
| | <hr/> 16547 |

Estimated office occupancy of 1 person / 20sqm = 827 employees

x 63% commuting in single occupancy vehicle=

521 spaces

| Total Demand | Spaces |
|-----------------------------------|---------------|
| 16547 sqm. GFA Offices | 521 |
| 120 bedrooms at 33% day occupancy | 40 |
| 58 apartments | 58 |
| | <hr/> 619 |

| | | |
|-----------------------|-----------|-----|
| Estimated Core Demand | 619 | |
| Provision | <hr/> 509 | |
| Deficit | <hr/> 110 | 18% |

Hotel Parking Demand Monday to Friday based on Car Parking Survey and Accumulation of TRICS**ARR. & Dep.**

| | Arr. | Dep. | Diff. | Acc. |
|---------------------------------------|------|------|-------|---------------------|
| <u>Assumed Occupancy before 07:00</u> | | | | |
| 07:00-08:00 | 9 | 9 | 0 | 73 |
| 08:00-09:00 | 11 | 24 | -13 | 60 |
| 09:00-10:00 | 12 | 19 | -7 | 53 |
| 10:00-11:00 | 10 | 13 | -3 | 49 |
| 11:00-12:00 | 8 | 11 | -4 | 46 |
| 12:00-13:00 | 11 | 11 | 0 | 45 |
| 13:00-14:00 | 12 | 13 | -1 | 45 |
| 14:00-15:00 | 14 | 10 | 4 | 49 |
| 15:00-16:00 | 13 | 11 | 2 | 50 |
| 16:00-17:00 | 15 | 12 | 3 | 53 |
| 17:00-18:00 | 19 | 12 | 7 | 60 * see note below |
| 18:00-19:00 | 17 | 11 | 6 | 66 |
| 19:00-20:00 | 16 | 15 | 1 | 67 |
| 20:00-21:00 | 11 | 8 | 3 | 70 |
| 21:00-22:00 | 8 | 9 | -1 | 69 |

* 50% occupancy - Typical rate based on average occupancy of other hotels located in Wexford Town captured in car parking survey in November 2016 at 5pm.

Appendix 5.6 Junction Analysis Reports

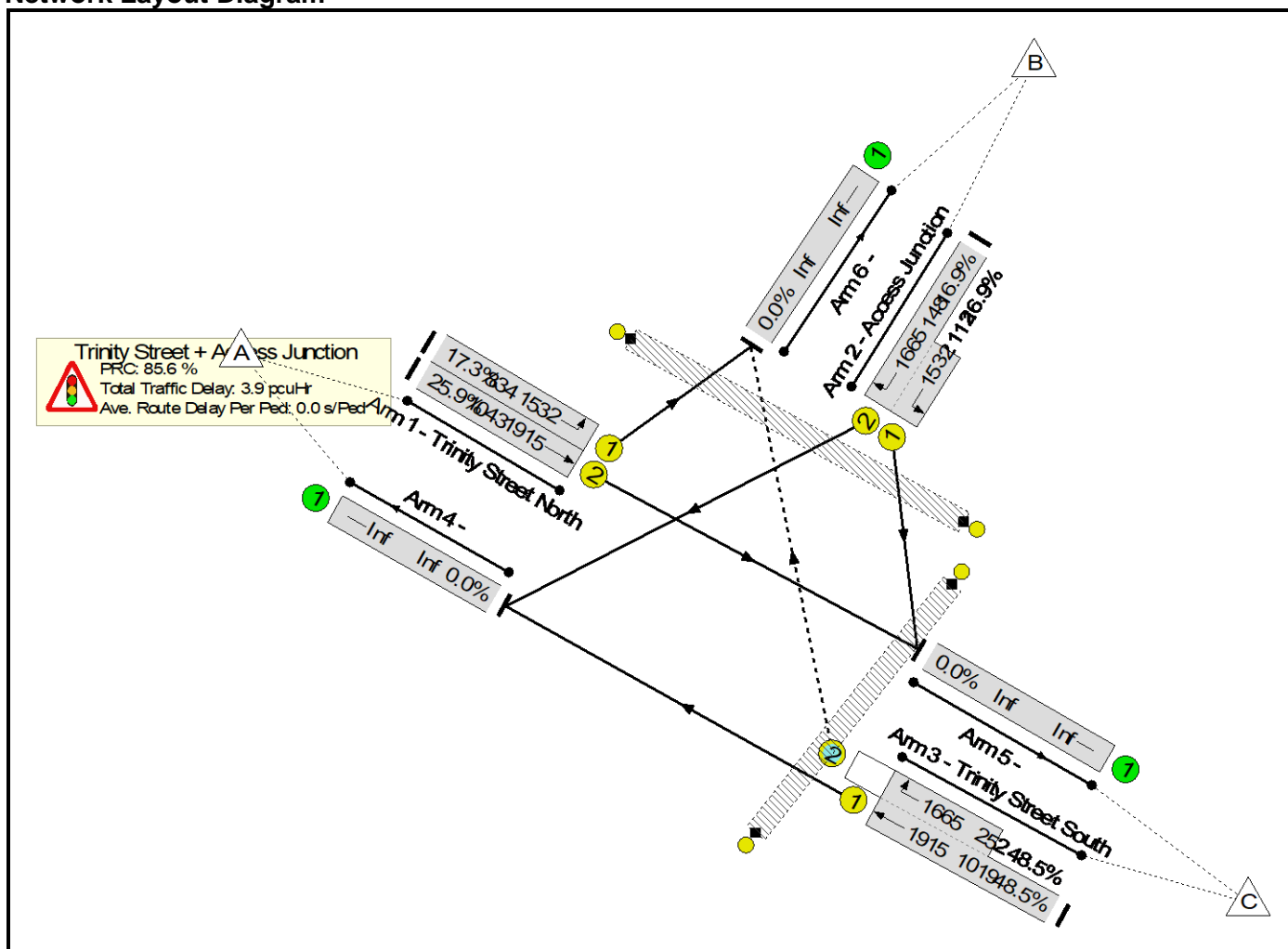
Basic Results Summary
Basic Results Summary

User and Project Details

| | |
|------------|---|
| Project: | 18133 Trinity Wharf Masterplan |
| Title: | Trinity Street Access Junction |
| Location: | Wexford |
| File name: | 18133 - Access Junction Trinity Street Opening Year.Isg3x |
| Author: | JA |
| Company: | ROD |
| Address: | Dublin 18 |
| Notes: | |

Scenario 1: 'AM Peak' (FG1: 'AM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) | |
|--|----------------------------------|-----------|------------|-------------|------------------------------|-----------------|-----------------|--|-------------------|----------------|--------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|--|
| Network: Trinity Street Access Junction | - | - | - | | - | - | - | - | - | - | 48.5% | 110 | 9 | 3 | 3.9 | - | - | |
| Trinity Street + Access Junction | - | - | - | | - | - | - | - | - | - | 48.5% | 110 | 9 | 3 | 3.9 | - | - | |
| 1/1 | Trinity Street North Left | U | A | | 1 | 48 | - | 144 | 1532 | 834 | 17.3% | - | - | - | 0.5 | 12.9 | 1.9 | |
| 1/2 | Trinity Street North Ahead | U | A | | 1 | 48 | - | 270 | 1915 | 1043 | 25.9% | - | - | - | 1.0 | 13.2 | 3.7 | |
| 2/2+2/1 | Access Junction Right Left | U | D | E | 1 | 7:16 | 9 | 44 | 1665:1532 | 148+112 | 16.9 : 16.9% | - | - | - | 0.5 | 42.9 | 0.7 | |
| 3/1+3/2 | Trinity Street South Ahead Right | U+O | B | C | 1 | 57 | 4 | 616 | 1915:1665 | 1019+252 | 48.5 : 48.5% | 110 | 9 | 3 | 1.8 | 10.8 | 6.4 | |
| Ped Link: P1 | Acce Junction Crossing | - | F | | 1 | 6 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - | |
| Ped Link: P2 | Trinity Street Crossing | - | G | | 1 | 6 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - | |
| C1 | | | | | PRC for Signalled Lanes (%): | | 85.6 | Total Delay for Signalled Lanes (pcuHr): | | | | 3.87 | Cycle Time (s): | | 90 | | | |
| | | | | | PRC Over All Lanes (%): | | 85.6 | Total Delay Over All Lanes(pcuHr): | | | | 3.87 | | | | | | |

Basic Results Summary

Scenario 2: 'PM Peak' (FG2: 'PM Peak', Plan 1: 'Network Control Plan 1')

Basic Results Summary

Network Results

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) | |
|--|----------------------------------|-----------|------------|-------------|-----------------------------------|-----------------|-----------------|---|-------------------|----------------|--------------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|--|
| Network: Trinity Street Access Junction | - | - | - | | - | - | - | - | - | - | 53.5% | 24 | 2 | 1 | 7.2 | - | - | |
| Trinity Street + Access Junction | - | - | - | | - | - | - | - | - | - | 53.5% | 24 | 2 | 1 | 7.2 | - | - | |
| 1/1 | Trinity Street North Left | U | A | | 1 | 38 | - | 35 | 1532 | 664 | 5.3% | - | - | - | 0.2 | 17.7 | 0.5 | |
| 1/2 | Trinity Street North Ahead | U | A | | 1 | 38 | - | 444 | 1915 | 830 | 53.5% | - | - | - | 2.9 | 23.5 | 8.7 | |
| 2/2+2/1 | Access Junction Right Left | U | D | E | 1 | 17:26 | 9 | 238 | 1665:1532 | 250+194 | 53.5 : 53.5% | - | - | - | 2.4 | 36.7 | 3.5 | |
| 3/1+3/2 | Trinity Street South Ahead Right | U+O | B | C | 1 | 47 | 4 | 391 | 1915:1665 | 965+72 | 37.7 : 37.7% | 24 | 2 | 1 | 1.7 | 15.4 | 5.5 | |
| Ped Link: P1 | Acce Junction Crossing | - | F | | 1 | 6 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - | |
| Ped Link: P2 | Trinity Street Crossing | - | G | | 1 | 6 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - | |
| C1 | | | | | PRC for Signalled Lanes (%): 68.1 | | | Total Delay for Signalled Lanes (pcuHr): 7.16 | | | Cycle Time (s): 90 | | | | | | | |
| | | | | | PRC Over All Lanes (%): 68.1 | | | Total Delay Over All Lanes(pcuHr): 7.16 | | | | | | | | | | |

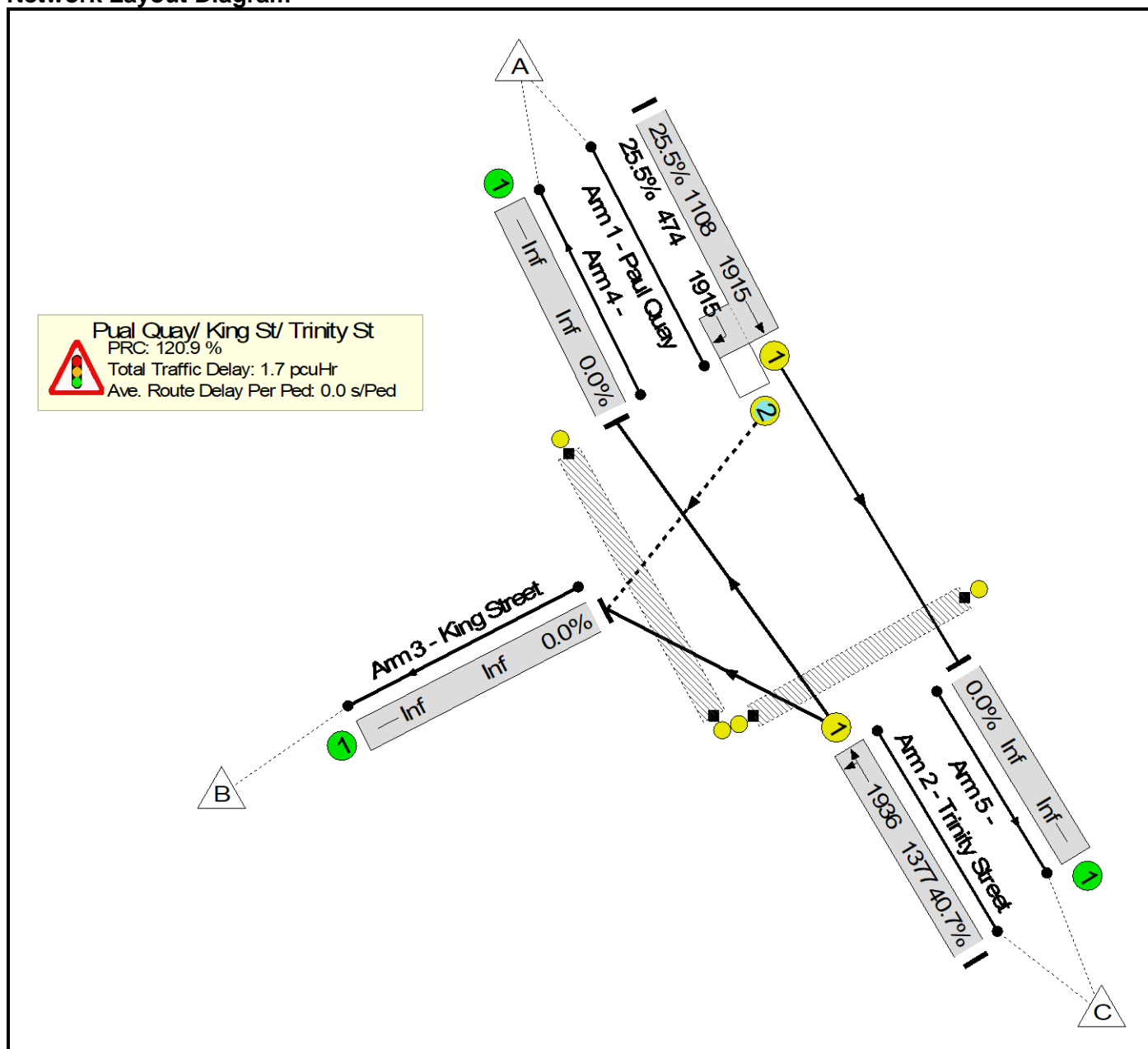
Basic Results Summary
Basic Results Summary

User and Project Details

| | |
|------------|--|
| Project: | 18133 Trinity Wharf Masterplan |
| Title: | Trinity St/ King St, Pual Quay BASELINE |
| Location: | Wexford |
| File name: | Paul Quay King St Trinity St Junction BASELINE.lsg3x |
| Author: | JA |
| Company: | ROD |
| Address: | Dublin 18 |
| Notes: | |

Scenario 1: 'AM' (FG1: 'Am Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) | | | |
|---|---------------------------|-----------|------------------------------|-------------|------------|-----------------|-------------------------|-------------------|-------------------|----------------|--|-----------------------|------------------------------|-----------------------------|------------------------------------|---------------------------|----------------------|--|--------------------|--|
| Network: Trinity St/ King St, Pual Quay BASELINE | - | - | - | | - | - | - | - | - | - | 40.7% | 109 | 9 | 3 | 1.7 | - | - | | | |
| Pual Quay/ King St/ Trinity St | - | - | - | | - | - | - | - | - | - | 40.7% | 109 | 9 | 3 | 1.7 | - | - | | | |
| 1/1+1/2 | Paul Quay Right Ahead | U+O | A | B | 1 | 72 | 4 | 404 | 1915:1915 | 1108+474 | 25.5 : 25.5% | 109 | 9 | 3 | 0.5 | 4.4 | 1.7 | | | |
| 2/1 | Trinity Street Left Ahead | U | C | | 1 | 63 | - | 561 | 1936 | 1377 | 40.7% | - | - | - | 1.2 | 7.5 | 6.0 | | | |
| Ped Link: P1 | Trinity St Corssing | - | E | | 1 | 6 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - | | | |
| Ped Link: P2 | King St Crossing | - | D | | 1 | 6 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - | | | |
| | | C1 | PRC for Signalled Lanes (%): | | 120.9 | | PRC Over All Lanes (%): | | 120.9 | | Total Delay for Signalled Lanes (pcuHr): | | 1.66 | | Total Delay Over All Lanes(pcuHr): | | 1.66 | | Cycle Time (s): 90 | |

Basic Results Summary

Scenario 2: 'PM' (FG2: 'PM Peak', Plan 1: 'Network Control Plan 1')

Basic Results Summary

Network Results

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|---|---------------------------|------------------------------|------------|-------------|------------|--|-----------------|-------------------|-------------------|-----------------|--------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|
| Network: Trinity St/ King St, Pual Quay BASELINE | - | - | - | | - | - | - | - | - | - | 42.1% | 239 | 21 | 6 | 1.9 | - | - |
| Pual Quay/ King St/ Trinity St | - | - | - | | - | - | - | - | - | - | 42.1% | 239 | 21 | 6 | 1.9 | - | - |
| 1/1+1/2 | Paul Quay Right Ahead | U+O | A | B | 1 | 72 | 4 | 671 | 1915:1915 | 962+632 | 42.1 : 42.1% | 239 | 21 | 6 | 1.0 | 5.3 | 3.2 |
| 2/1 | Trinity Street Left Ahead | U | C | | 1 | 63 | - | 481 | 1875 | 1333 | 36.1% | - | - | - | 1.0 | 7.2 | 4.8 |
| Ped Link: P1 | Trinity St Corssing | - | E | | 1 | 6 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - |
| Ped Link: P2 | King St Crossing | - | D | | 1 | 6 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - |
| C1 | | PRC for Signalled Lanes (%): | | 113.9 | | Total Delay for Signalled Lanes (pcuHr): | | 1.94 | | Cycle Time (s): | | 90 | | | | | |
| | | PRC Over All Lanes (%): | | 113.9 | | Total Delay Over All Lanes(pcuHr): | | 1.94 | | | | | | | | | |

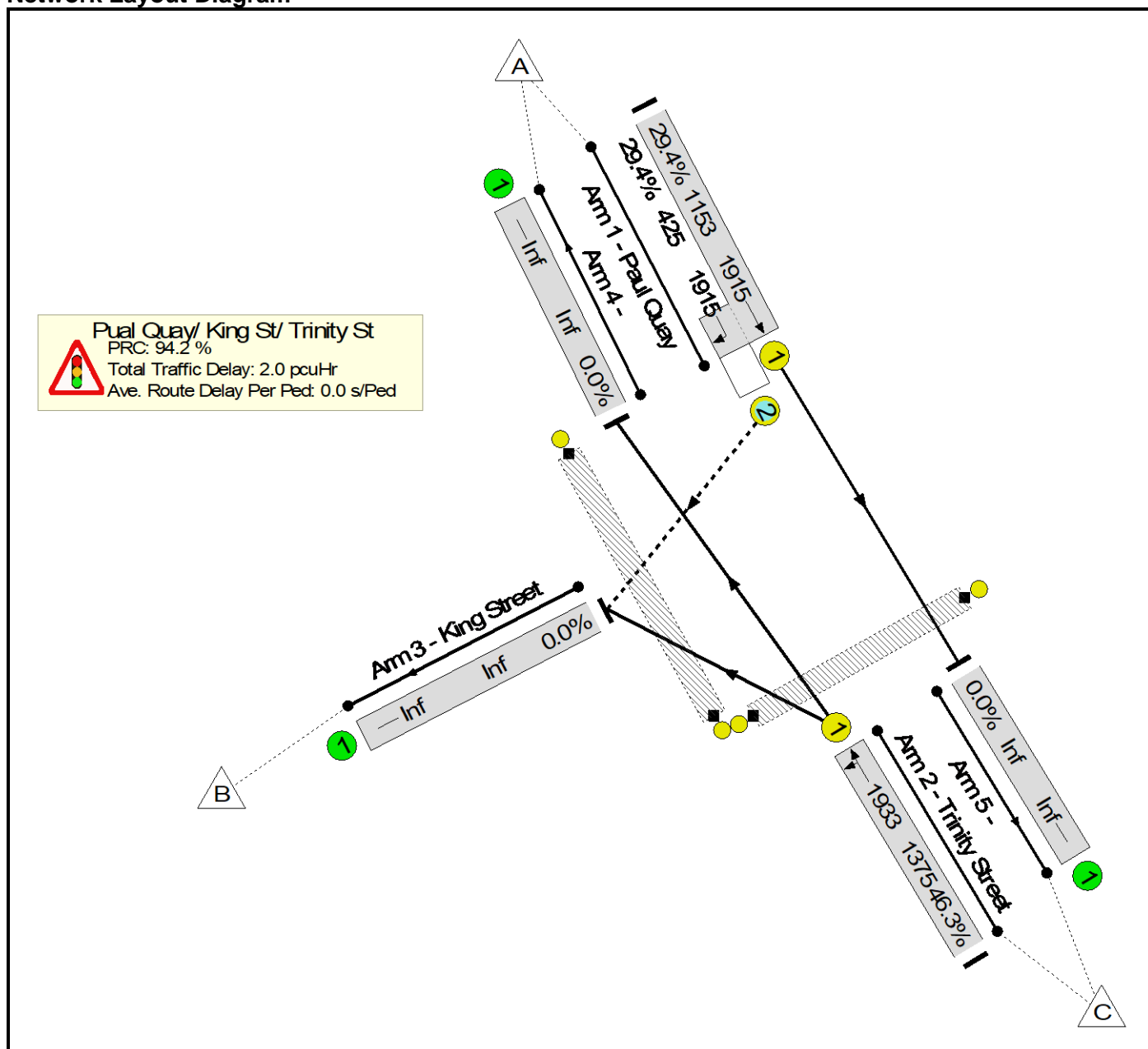
Basic Results Summary
Basic Results Summary

User and Project Details

| | |
|------------|--|
| Project: | 18133 Trinity Wharf Masterplan |
| Title: | Trinity St/ King St, Pual Quay |
| Location: | Wexford |
| File name: | Paul Quay King St Trinity St Junction Opening Year.lsg3x |
| Author: | JA |
| Company: | ROD |
| Address: | Dublin 18 |
| Notes: | |

Scenario 1: 'AM' (FG1: 'Am Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|--|---------------------------|-----------|------------|------------------------------|------------|-----------------|-----------------|--|-------------------|----------------|--------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|
| Network: Trinity St/ King St, Pual Quay | - | - | - | | - | - | - | - | - | - | 46.3% | 112 | 10 | 3 | 2.0 | - | - |
| Pual Quay/ King St/ Trinity St | - | - | - | | - | - | - | - | - | - | 46.3% | 112 | 10 | 3 | 2.0 | - | - |
| 1/1+1/2 | Paul Quay Right Ahead | U+O | A | B | 1 | 72 | 4 | 464 | 1915:1915 | 1153+425 | 29.4 : 29.4% | 112 | 10 | 3 | 0.6 | 4.7 | 2.1 |
| 2/1 | Trinity Street Left Ahead | U | C | | 1 | 63 | - | 637 | 1933 | 1375 | 46.3% | - | - | - | 1.4 | 8.0 | 7.2 |
| Ped Link: P1 | Trinity St Corssing | - | E | | 1 | 6 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - |
| Ped Link: P2 | King St Crossing | - | D | | 1 | 6 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - |
| | | C1 | | PRC for Signalled Lanes (%): | | 94.2 | | Total Delay for Signalled Lanes (pcuHr): | | 2.02 | | Cycle Time (s): | | 90 | | | |
| | | | | PRC Over All Lanes (%): | | 94.2 | | Total Delay Over All Lanes(pcuHr): | | 2.02 | | | | | | | |

Basic Results Summary

Scenario 2: 'PM' (FG2: 'PM Peak', Plan 1: 'Network Control Plan 1')

Basic Results Summary

Network Results

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|---|---------------------------|-----------|------------|-------------|------------------------------|-----------------|-----------------|-------------------|-------------------|--|--------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|
| Network: Trinity St/ King St, Pual Quay | - | - | - | | - | - | - | - | - | - | 48.4% | 261 | 23 | 6 | 2.9 | - | - |
| Pual Quay/ King St/ Trinity St | - | - | - | | - | - | - | - | - | - | 48.4% | 261 | 23 | 6 | 2.9 | - | - |
| 1/1+1/2 | Paul Quay Right Ahead | U+O | A | B | 1 | 72 | 4 | 731 | 1915:1915 | 911+599 | 48.4 : 48.4% | 261 | 23 | 6 | 1.4 | 7.0 | 3.8 |
| 2/1 | Trinity Street Left Ahead | U | C | | 1 | 63 | - | 627 | 1846 | 1313 | 47.8% | - | - | - | 1.4 | 8.3 | 7.2 |
| Ped Link: P1 | Trinity St Corssing | - | E | | 1 | 6 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - |
| Ped Link: P2 | King St Crossing | - | D | | 1 | 6 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - |
| | | C1 | | | PRC for Signalled Lanes (%): | | 85.9 | | | Total Delay for Signalled Lanes (pcuHr): | | 2.86 | | | Cycle Time (s): | | 90 |
| | | | | | PRC Over All Lanes (%): | | 85.9 | | | Total Delay Over All Lanes(pcuHr): | | 2.86 | | | | | |

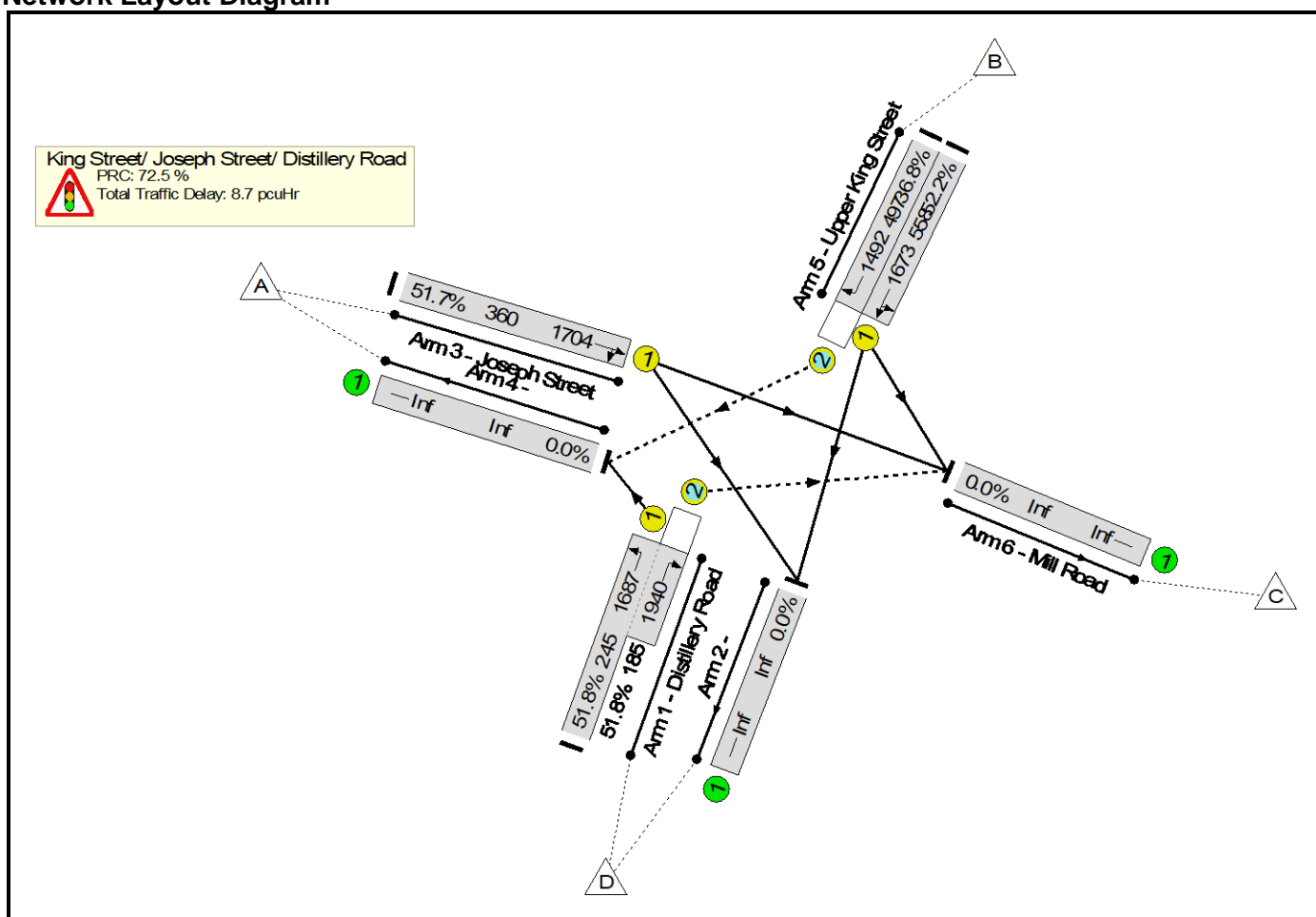
Basic Results Summary
Basic Results Summary

User and Project Details

| | |
|------------|--|
| Project: | Trinity Wharf |
| Title: | BASELINE - Distillery Rd, King St, Mill Rd, Joseph St Junction |
| Location: | |
| File name: | Distillery Rd_ King St_ Joseph St_ Mill Rd Opt2 baseline.lsg3x |
| Author: | JA |
| Company: | ROD |
| Address: | |
| Notes: | |

Scenario 1: 'AM Peak' (FG1: 'AM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|--|------------------------------------|-----------|------------|-------------|---|-----------------|-----------------|-------------------|-------------------|--|-----------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|
| Network: BASELINE - Distillery Rd, King St, Mill Rd, Joseph St Junction | - | - | - | | - | - | - | - | - | - | 52.2% | 0 | 273 | 6 | 8.7 | - | - |
| King Street/ Joseph Street/ Distillery Road | - | - | - | | - | - | - | - | - | - | 52.2% | 0 | 273 | 6 | 8.7 | - | - |
| 1/1+1/2 | Distillery Road Left Right | U+O | C | | 1 | 14 | - | 223 | 1687:1940 | 245+185 | 51.8 : 51.8% | 0 | 94 | 2 | 2.6 | 42.0 | 3.4 |
| 3/1 | Joseph Street Right Ahead | U | A | | 1 | 18 | - | 186 | 1704 | 360 | 51.7% | - | - | - | 2.2 | 41.7 | 4.6 |
| 5/1 | Upper King Street Ahead Left | U | B | | 1 | 29 | - | 291 | 1673 | 558 | 52.2% | - | - | - | 2.5 | 30.9 | 6.4 |
| 5/2 | Upper King Street Right | O | B | | 1 | 29 | - | 183 | 1492 | 497 | 36.8% | 0 | 179 | 4 | 1.4 | 28.5 | 3.7 |
| | | C1 | | | PRC for Signalled Lanes (%): PRC Over All Lanes (%): | | 72.5 72.5 | | | Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): | | 8.71 8.71 | Cycle Time (s): 90 | | | | |

Basic Results Summary

Scenario 2: 'Pm Peak' (FG2: 'PM Peak', Plan 1: 'Network Control Plan 1')

Basic Results Summary

Network Results

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) | | | | | |
|--|------------------------------|-----------|------------------------------|-------------|------------|-----------------|-------------------------|-------------------|-------------------|----------------|--|-----------------------|------------------------------|-----------------------------|------------------------------------|---------------------------|----------------------|--|-----------------|--|----|--|
| Network: BASELINE - Distillery Rd, King St, Mill Rd, Joseph St Junction | - | - | - | | - | - | - | - | - | - | 78.6% | 0 | 332 | 8 | 15.0 | - | - | | | | | |
| King Street/ Joseph Street/ Distillery Road | - | - | - | | - | - | - | - | - | - | 78.6% | 0 | 332 | 8 | 15.0 | - | - | | | | | |
| 1/1+1/2 | Distillery Road Left Right | U+O | C | | 1 | 11 | - | 218 | 1687:1940 | 214+81 | 73.8 : 73.8% | 0 | 59 | 1 | 3.6 | 59.1 | 5.1 | | | | | |
| 3/1 | Joseph Street Right Ahead | U | A | | 1 | 19 | - | 270 | 1623 | 361 | 74.9% | - | - | - | 3.9 | 51.9 | 7.7 | | | | | |
| 5/1 | Upper King Street Ahead Left | U | B | | 1 | 31 | - | 474 | 1697 | 603 | 78.6% | - | - | - | 5.2 | 39.5 | 12.3 | | | | | |
| 5/2 | Upper King Street Right | O | B | | 1 | 31 | - | 280 | 1492 | 530 | 52.8% | 0 | 274 | 6 | 2.3 | 30.2 | 6.1 | | | | | |
| | | C1 | PRC for Signalled Lanes (%): | | 14.6 | | PRC Over All Lanes (%): | | 14.6 | | Total Delay for Signalled Lanes (pcuHr): | | 15.02 | | Total Delay Over All Lanes(pcuHr): | | 15.02 | | Cycle Time (s): | | 90 | |

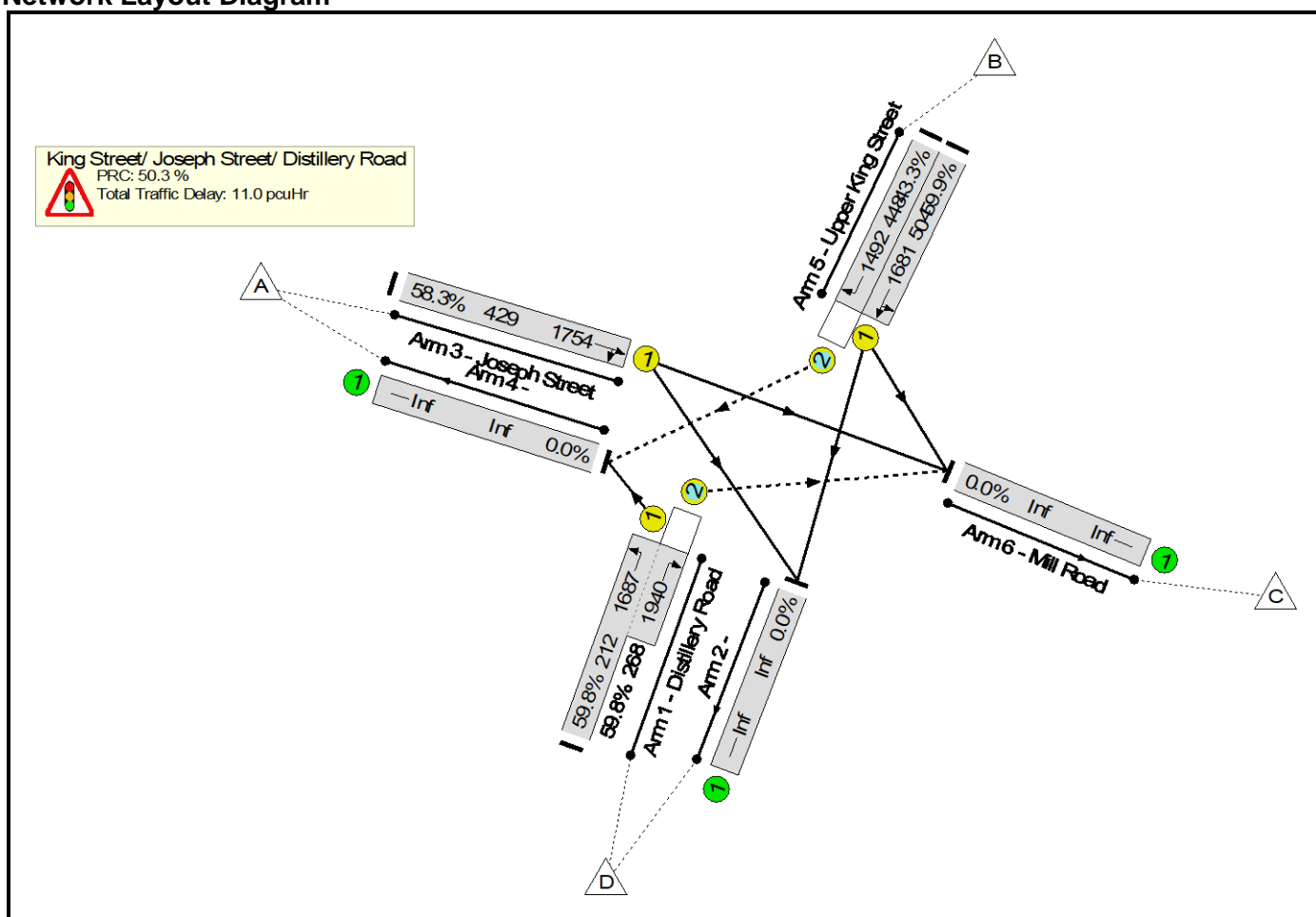
Basic Results Summary
Basic Results Summary

User and Project Details

| | |
|------------|---|
| Project: | Trinity Wharf |
| Title: | |
| Location: | |
| File name: | Distillery Rd_ King St_ Joseph St_ Mill Rd Opt2.lsg3x |
| Author: | JA |
| Company: | ROD |
| Address: | |
| Notes: | |

Scenario 1: 'AM Peak' (FG2: 'PM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) | |
|---|-------------------------------|-----------|------------|-------------|-----------------------------------|-----------------|-----------------|--|-------------------|----------------|--------------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|--|
| Network | - | - | - | | - | - | - | - | - | - | 59.9% | 0 | 346 | 8 | 11.0 | - | - | |
| King Street/ Joseph Street/ Distillery Road | - | - | - | | - | - | - | - | - | - | 59.9% | 0 | 346 | 8 | 11.0 | - | - | |
| 1/1+1/2 | Distillery Road Left Right | U+O | C | | 1 | 14 | - | 287 | 1687:1940 | 212+268 | 59.8 : 59.8% | 0 | 156 | 4 | 3.4 | 43.2 | 4.3 | |
| 3/1 | Joseph Street Right Ahead | U | A | | 1 | 21 | - | 250 | 1754 | 429 | 58.3% | - | - | - | 2.8 | 40.0 | 6.2 | |
| 5/1 | Upper King Street Ahead Left | U | B | | 1 | 26 | - | 302 | 1681 | 504 | 59.9% | - | - | - | 3.0 | 35.7 | 7.1 | |
| 5/2 | Upper King Street Right | O | B | | 1 | 26 | - | 194 | 1492 | 448 | 43.3% | 0 | 190 | 4 | 1.7 | 32.4 | 4.3 | |
| C1 | | | | | PRC for Signalled Lanes (%): 50.3 | | | Total Delay for Signalled Lanes (pcuHr): 10.96 | | | Cycle Time (s): 90 | | | | | | | |
| | | | | | PRC Over All Lanes (%): 50.3 | | | Total Delay Over All Lanes(pcuHr): 10.96 | | | | | | | | | | |

Basic Results Summary

Scenario 2: 'Pm Peak' (FG2: 'PM Peak', Plan 1: 'Network Control Plan 1')

Basic Results Summary

Network Results

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|---|-------------------------------|-----------|------------------------------|-------------|------------|-----------------|--|-------------------|-------------------|----------------|-----------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|
| Network | - | - | - | | - | - | - | - | - | - | 82.8% | 0 | 406 | 9 | 18.0 | - | - |
| King Street/ Joseph Street/ Distillery Road | - | - | - | | - | - | - | - | - | - | 82.8% | 0 | 406 | 9 | 18.0 | - | - |
| 1/1+1/2 | Distillery Road Left Right | U+O | C | | 1 | 10 | - | 234 | 1687:1940 | 200+96 | 79.0 : 79.0% | 0 | 74 | 2 | 4.2 | 64.9 | 5.6 |
| 3/1 | Joseph Street Right Ahead | U | A | | 1 | 18 | - | 286 | 1637 | 346 | 82.8% | - | - | - | 4.9 | 62.0 | 9.1 |
| 5/1 | Upper King Street Ahead Left | U | B | | 1 | 33 | - | 533 | 1720 | 650 | 82.0% | - | - | - | 5.9 | 40.1 | 14.2 |
| 5/2 | Upper King Street Right | O | B | | 1 | 33 | - | 339 | 1492 | 564 | 60.1% | 0 | 331 | 8 | 2.9 | 30.5 | 7.5 |
| | | C1 | PRC for Signalled Lanes (%): | | 8.8 | | Total Delay for Signalled Lanes (pcuHr): | | 17.96 | | Cycle Time (s): | | 90 | | | | |
| | | | PRC Over All Lanes (%): | | 8.8 | | Total Delay Over All Lanes(pcuHr): | | 17.96 | | | | | | | | |

| |
|--|
| <h1>Junctions 8</h1> |
| <h2>PICADY 8 - Priority Intersection Module</h2> |
| Version: 8.0.3.332 [14595,13/11/2013] © Copyright TRL Limited, 2019 |
| For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk |
| The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution |

Filename: Trinity Street Parnell Street Junction.arc8

Path: J:\2018\18133\18133-02_WIP\05 CALCS\01 Traffic\Junctions 8\Trinity Street Parnell Street Junction_Junctions 8 Report

Report generation date: 30/01/2019 10:52:38

« **Trinity Street / Parnell Street Junction - BASELINE, PM**

» **Junction Network**

» **Arms**

» **Results**

Summary of junction performance

| | AM | | | | PM | | | |
|--|-------------|-----------|------|-----|-------------|-----------|------|-----|
| | Queue (PCU) | Delay (s) | RFC | LOS | Queue (PCU) | Delay (s) | RFC | LOS |
| Trinity Street / Parnell Street Junction - BASELINE | | | | | | | | |
| Stream B-C | 0.18 | 7.60 | 0.15 | A | 0.27 | 8.16 | 0.22 | A |
| Stream B-A | 0.10 | 9.61 | 0.09 | A | 0.25 | 11.16 | 0.20 | B |
| Stream C-A | - | - | - | - | - | - | - | - |
| Stream C-B | 0.00 | 0.00 | 0.00 | A | 0.00 | 0.00 | 0.00 | A |
| Stream A-B | - | - | - | - | - | - | - | - |
| Stream A-C | - | - | - | - | - | - | - | - |
| Trinity Street / Parnell Street Junction - Opening Year | | | | | | | | |
| Stream B-C | 0.25 | 8.63 | 0.20 | A | 0.33 | 9.34 | 0.25 | A |
| Stream B-A | 0.47 | 13.22 | 0.32 | B | 0.42 | 14.08 | 0.30 | B |
| Stream C-A | - | - | - | - | - | - | - | - |
| Stream C-B | 0.00 | 0.00 | 0.00 | A | 0.00 | 0.00 | 0.00 | A |
| Stream A-B | - | - | - | - | - | - | - | - |
| Stream A-C | - | - | - | - | - | - | - | - |

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D1 - Opening Year, AM" model duration: 08:00 - 09:00

"D3 - Opening Year, PM" model duration: 17:00 - 18:30

"D4 - BASELINE, AM" model duration: 08:00 - 09:30

"D5 - BASELINE, PM" model duration: 17:00 - 18:30

Run using Junctions 8.0.3.332 at 30/01/2019 10:52:37

File summary

File Description

| | |
|--------------------|--|
| Title | Trinity Street Parnell Street Junction |
| Location | Wexford |
| Site Number | |
| Date | 27/09/2018 |
| Version | |
| Status | (new file) |
| Identifier | |
| Client | Wexford CoCo |
| Jobnumber | 18133 |
| Enumerator | |
| Description | |

Analysis Options

| Vehicle Length (m) | Do Queue Variations | Calculate Residual Capacity | Residual Capacity Criteria Type | RFC Threshold | Average Delay Threshold (s) | Queue Threshold (PCU) |
|--------------------|---------------------|-----------------------------|---------------------------------|---------------|-----------------------------|-----------------------|
| 5.75 | | | N/A | 0.85 | 36.00 | 20.00 |

Units

| Distance Units | Speed Units | Traffic Units Input | Traffic Units Results | Flow Units | Average Delay Units | Total Delay Units | Rate Of Delay Units |
|----------------|-------------|---------------------|-----------------------|------------|---------------------|-------------------|---------------------|
| m | kph | PCU | PCU | perHour | s | -Min | perMin |

Trinity Street / Parnell Street Junction - BASELINE, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

| Name | Description | Locked | Network Flow Scaling Factor (%) | Reason For Scaling Factors |
|--|-------------|--------|---------------------------------|----------------------------|
| Trinity Street / Parnell Street Junction | | | 100.000 | |

Demand Set Details

| Name | Scenario Name | Time Period Name | Description | Traffic Profile Type | Model Start Time (HH:mm) | Model Finish Time (HH:mm) | Model Time Period Length (min) | Time Segment Length (min) | Single Time Segment Only | Locked |
|--------------|---------------|------------------|-------------|----------------------|--------------------------|---------------------------|--------------------------------|---------------------------|--------------------------|--------|
| BASELINE, PM | BASELINE | PM | | ONE HOUR | 17:00 | 18:30 | 90 | 15 | | |

Junction Network

Junctions

| Name | Junction Type | Major Road Direction | Arm Order | Junction Delay (s) | Junction LOS |
|---------------------------------|---------------|----------------------|-----------|--------------------|--------------|
| Trinity Street / Parnell Street | T-Junction | Two-way | A,B,C | 9.37 | A |

Junction Network Options

| Driving Side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Arms

Arms

| Arm | Name | Description | Arm Type |
|-----|----------------------|-------------|----------|
| A | Trinity Street South | | Major |
| B | Parnell Street | | Minor |
| C | Trinity Street North | | Major |

Major Arm Geometry

| Arm | Width of carriageway (m) | Has kerbed central reserve | Width of kerbed central reserve (m) | Has right turn bay | Width For Right Turn (m) | Visibility For Right Turn (m) | Blocks? | Blocking Queue (PCU) |
|-----|--------------------------|----------------------------|-------------------------------------|--------------------|--------------------------|-------------------------------|---------|----------------------|
| C | 6.50 | | 0.00 | | 2.20 | 50.00 | | |

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

| Arm | Minor Arm Type | Lane Width (m) | Lane Width (Left) (m) | Lane Width (Right) (m) | Width at give-way (m) | Width at 5m (m) | Width at 10m (m) | Width at 15m (m) | Width at 20m (m) | Estimate Flare Length | Flare Length (PCU) | Visibility To Left (m) | Visibility To Right (m) |
|-----|----------------|----------------|-----------------------|------------------------|-----------------------|-----------------|------------------|------------------|------------------|-----------------------|--------------------|------------------------|-------------------------|
| B | Two lanes | | 3.00 | 3.00 | | | | | | | | 50 | 50 |

Pedestrian Crossings

| Arm | Crossing Type |
|-----|---------------|
| A | None |
| B | None |
| C | None |

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

| Junction | Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|----------|--------|--------------------|---------------|---------------|---------------|---------------|
| 1 | B-A | 518.507 | 0.092 | 0.234 | 0.147 | 0.334 |
| 1 | B-C | 655.413 | 0.098 | 0.248 | - | - |
| 1 | C-B | 602.919 | 0.229 | 0.229 | - | - |

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-C | 0.22 | 8.16 | 0.27 | A |
| B-A | 0.20 | 11.16 | 0.25 | B |
| C-A | - | - | - | - |
| C-B | 0.00 | 0.00 | 0.00 | A |
| A-B | - | - | - | - |
| A-C | - | - | - | - |

| |
|--|
| Junctions 8 |
| PICADY 8 - Priority Intersection Module |
| Version: 8.0.3.332 [14595,13/11/2013] © Copyright TRL Limited, 2019 |
| For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk |
| The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution |

Filename: Trinity St Fishers Row Sir William St Junction.arc8
Path: J:\2018\18133\18133-02_WIP\05 CALCS\01 Traffic\Junctions 8\Trinity Street Fishers Row Sir William Street Lower Junction
Report generation date: 30/01/2019 11:23:55

- « **Trinity Street / Fishers Row / William Street Lower Junction - Peak development, AM**
- » **Junction Network**
- » **Arms**
- » **Results**

Summary of junction performance

| | AM | | | | PM | | | |
|---|-------------|-----------|------|-----|-------------|-----------|------|-----|
| | Queue (PCU) | Delay (s) | RFC | LOS | Queue (PCU) | Delay (s) | RFC | LOS |
| Trinity Street / Fishers Row / William Street Lower Junction - BASELINE | | | | | | | | |
| Stream B-AC | 0.05 | 7.42 | 0.05 | A | 0.04 | 7.05 | 0.04 | A |
| Stream C-AB | 0.02 | 6.86 | 0.02 | A | 0.17 | 7.12 | 0.13 | A |
| Stream C-A | - | - | - | - | - | - | - | - |
| Stream A-B | - | - | - | - | - | - | - | - |
| Stream A-C | - | - | - | - | - | - | - | - |
| Trinity Street / Fishers Row / William Street Lower Junction - Peak development | | | | | | | | |
| Stream B-AC | 0.07 | 7.77 | 0.06 | A | 0.04 | 7.29 | 0.04 | A |
| Stream C-AB | 0.03 | 7.48 | 0.02 | A | 0.19 | 7.27 | 0.14 | A |
| Stream C-A | - | - | - | - | - | - | - | - |
| Stream A-B | - | - | - | - | - | - | - | - |
| Stream A-C | - | - | - | - | - | - | - | - |

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D1 - Peak development, AM " model duration: 08:00 - 09:00
 "D3 - Peak development, PM" model duration: 17:00 - 18:00
 "D4 - BASELINE, AM" model duration: 08:00 - 09:30
 "D5 - BASELINE, PM" model duration: 17:00 - 18:30

Run using Junctions 8.0.3.332 at 30/01/2019 11:23:54

File summary

File Description

| | |
|--------------------|--|
| Title | Trinity Street Fishers Row William Street Lower Junction |
| Location | Wexford |
| Site Number | |
| Date | 27/09/2018 |
| Version | |
| Status | (new file) |
| Identifier | |
| Client | Wexford CoCo |
| Jobnumber | 18133 |
| Enumerator | |
| Description | |

Analysis Options

| Vehicle Length (m) | Do Queue Variations | Calculate Residual Capacity | Residual Capacity Criteria Type | RFC Threshold | Average Delay Threshold (s) | Queue Threshold (PCU) |
|--------------------|---------------------|-----------------------------|---------------------------------|---------------|-----------------------------|-----------------------|
| 5.75 | | | N/A | 0.85 | 36.00 | 20.00 |

Units

| Distance Units | Speed Units | Traffic Units Input | Traffic Units Results | Flow Units | Average Delay Units | Total Delay Units | Rate Of Delay Units |
|----------------|-------------|---------------------|-----------------------|------------|---------------------|-------------------|---------------------|
| m | kph | PCU | PCU | perHour | s | -Min | perMin |

Trinity Street / Fishers Row / William Street Lower Junction - Peak development, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

| Name | Description | Locked | Network Flow Scaling Factor (%) | Reason For Scaling Factors |
|--|-------------|--------|---------------------------------|----------------------------|
| Trinity Street / Fishers Row / William Street Lower Junction | | | 100.000 | |

Demand Set Details

| Name | Scenario Name | Time Period Name | Description | Traffic Profile Type | Model Start Time (HH:mm) | Model Finish Time (HH:mm) | Model Time Period Length (min) | Time Segment Length (min) | Single Time Segment Only | Locked |
|----------------------|------------------|------------------|-------------|----------------------|--------------------------|---------------------------|--------------------------------|---------------------------|--------------------------|--------|
| Peak development, AM | Peak development | AM | | FLAT | 08:00 | 09:00 | 60 | 15 | | |

Junction Network

Junctions

| Name | Junction Type | Major Road Direction | Arm Order | Junction Delay (s) | Junction LOS |
|---------------------------------|---------------|----------------------|-----------|--------------------|--------------|
| Trinity Street / Parnell Street | T-Junction | Two-way | A,B,C | 7.69 | A |

Junction Network Options

| Driving Side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Arms

Arms

| Arm | Name | Description | Arm Type |
|-----|----------------------|-------------|----------|
| A | Trinity Street South | | Major |
| B | Parnell Street | | Minor |
| C | Trinity Street North | | Major |

Major Arm Geometry

| Arm | Width of carriageway (m) | Has kerbed central reserve | Width of kerbed central reserve (m) | Has right turn bay | Width For Right Turn (m) | Visibility For Right Turn (m) | Blocks? | Blocking Queue (PCU) |
|-----|--------------------------|----------------------------|-------------------------------------|--------------------|--------------------------|-------------------------------|---------|----------------------|
| C | 8.00 | | 0.00 | | 2.20 | 50.00 | ✓ | 1.00 |

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

| Arm | Minor Arm Type | Lane Width (m) | Lane Width (Left) (m) | Lane Width (Right) (m) | Width at give-way (m) | Width at 5m (m) | Width at 10m (m) | Width at 15m (m) | Width at 20m (m) | Estimate Flare Length | Flare Length (PCU) | Visibility To Left (m) | Visibility To Right (m) |
|-----|----------------|----------------|-----------------------|------------------------|-----------------------|-----------------|------------------|------------------|------------------|-----------------------|--------------------|------------------------|-------------------------|
| B | One lane | 3.50 | | | | | | | | | | 50 | 50 |

Pedestrian Crossings

| Arm | Crossing Type |
|-----|---------------|
| A | None |
| B | None |
| C | None |

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

| Junction | Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|----------|--------|--------------------|---------------|---------------|---------------|---------------|
| 1 | B-A | 544.462 | 0.091 | 0.229 | 0.144 | 0.327 |
| 1 | B-C | 688.222 | 0.096 | 0.243 | - | - |
| 1 | C-B | 602.919 | 0.213 | 0.213 | - | - |

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-AC | 0.06 | 7.77 | 0.07 | A |
| C-AB | 0.02 | 7.48 | 0.03 | A |
| C-A | - | - | - | - |
| A-B | - | - | - | - |
| A-C | - | - | - | - |

Appendix 5.7 Transportation Mobility Management Plan

Trinity Wharf Masterplan Scheme Wexford

Mobility Management Plan



November 2018

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Trinity Wharf Masterplan Scheme, Wexford

Mobility Management Plan

Document No: 18.133 MMP

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Trinity Wharf Masterplan Scheme, Wexford

Mobility Management Plan

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1 INTRODUCTION

1. MOBILITY MANAGEMENT PLAN

This Mobility Management Plan has been prepared to support a Traffic and Transportation Assessment (TTA) for the proposed Trinity Wharf Masterplan Scheme. The introduction of a Mobility Management Plan will encourage occupants of the proposed development to use more sustainable modes of travel. The Mobility Management Plan, which will be implemented and reviewed on an ongoing basis will include the following objectives:

- to encourage the use of sustainable modes of transport;
- to reduce dependency on lone travel by private car;
- to promote the use of public transport, car sharing, cycling and walking.

1.1 Background

Roughan & O'Donovan have been commissioned by Wexford County Council to prepare a Planning Submission for the Trinity Wharf Scheme, Wexford. The Mobility Management Plan will be included as part of the Traffic and Transport Assessment to assess the site in terms of accessibility by all modes of transport and make recommendations that encourage staff to travel by public transport, walking or cycling thereby reducing the need for car-use and ease the pressure on car parking facilities on site.

1.2 Description of Proposed Development

The development consists of a hotel, 3 office buildings, a 58 apartment residential complex, an arts centre, a marina, a café/ restaurant/ retail building and a multi-storey carpark.

The proposed development is considered high density generating a substantial number of trips and a high demand for car-parking. The development will provide 509 parking spaces including 459 spaces in the multi-story carpark and 50 surface spaces located across the site. The development will provide 24 accessibility spaces in the multi-storey car park and 7 outside the various buildings.

1.3 Site Location

The Trinity Wharf site is located with 1000m to the south-west of Wexford Town along the coastal front.



Fig 1: Site Location

1.4 Site Access

The primary site access will be located directly south of McMahons Home and Garden via a proposed new link road forming a 4-way signalised junction with Trinity Street and Seaview Avenue. A high-quality pedestrian and cyclist boardwalk will be provided from Paul Quay to the north-west corner of the site via a proposed 6m wide bridge.



Fig 2: Site Layout

2 PLANNING CONTEXT

2.1 Background

This Mobility Management Plan has been prepared with reference to the following documents:

- Smarter Travel: A Sustainable Transport Future 2009 – 2020; and
- National Cycle Policy Framework, 2009.
- Wexford Town and Environs Development Plan

2.2 Smarter Travel: A Sustainable Transport Future 2009 - 2020

This policy document sets its key targets for sustainable transport as:

- To support and promote the use of sustainable transportation modes in Wexford and to seek to develop Wexford as a “model town” for sustainable transport where pedestrian and cyclist activities are accommodated and encouraged.
- To support sustainable modes of transport and to ensure that land use planning and zoning are fully integrated with the provision and development of high quality transportation systems.
- To promote and encourage the development and growth of Wexford in line with the principles of sustainable development and to continue to support the policies and recommendations as outlined in the Integrated Framework Plan for Land-Use for Wexford.
- To provide a road network which is safe and efficient for all road users while being cognisant of the requirements of all traffic, including motorised vehicles, pedestrians and cyclists.
- To ensure that Wexford is well-connected to both the national road network and local centres of population.
- To progressively improve all urban roads and footpaths and maintain these to the highest possible standards, having regard to the availability of finance and amenity and townscape requirements.
- To improve road safety within the town centre by implementing gateway entry treatments and other speed reduction measures (incl. 50kph signage) inside the Ring Road. This measure will include reducing the speed limit appropriately in the core town centre, and between the town centre and the Ring Road.

2.3 National Cycle Policy Framework 2009

The Government is committed to developing cycling as one of the most desirable modes of travel, it being good for your health, the economy and the environment. This National Cycle Policy Framework (NCPF) sets out objectives to the year 2020 to achieve its vision. The vision is that all cities, towns, villages and rural areas will be bicycle friendly. Cycling will be a normal way to get about, especially for short trips. Next to walking, cycling will be the most popular means of getting to school, university, college and work. The bicycle will be the transport mode of choice for all ages. We will have a healthier and happier population with consequent benefits on the health service. We will all gain economically as cycling helps in easing congestion and providing us with a fitter and more alert work force. A culture of cycling will have developed in Ireland to the extent that by 2020, 10% of all trips will be by bike.

2.4 Wexford and Environs Development Plan 2009-2015

Objectives from the Kildare County Development Plan relevant to this Mobility Management Plan are:

- To integrate land use and transportation to ensure that, in the future, travel to and within Wexford is carried out using the most convenient and appropriate modes of travel.
- To maximise pedestrian and cycle movements between Residential Areas, the Town Centre, Schools, Industrial Estates and the Railway Station.

3 INTRODUCTION TO MOBILITY MANAGEMENT

3.1 Background

Road traffic growth is having a damaging effect on the environment, the economy and public health. A key contributor to this is the number of people travelling in a 'driver only car'. The impact that new developments have on the local road network can be reduced through the preparation and implementation of a Mobility Management Plan.

Census figures from 2016 show that 23% of households in Wexford Town do not own a car, 49% have 1 car, 22% have 2 cars and 3% have 3 or more cars. These figures indicate the high level of car ownership in the town which may be indicative of the commuting patterns in Wexford Town. Of the households without a car, the figures highlight that there is likely to remain a significant reliance on walking as a mode of transport.

3.2 Objectives

The purpose of a Mobility Management Plan is to assist the tenants to minimise the amount of road traffic the development will generate and ease the pressure on parking facilities in the Town Centre. It assesses a development in terms of its accessibility by all modes of transport and makes recommendations consisting of physical measures and good working practices and policies that encourage and makes it easier for staff and visitors to travel to the site by public transport, car sharing, walking or cycling.

Target modal splits will be identified for the development and associated mobility management proposals are identified to enable these targets to be achieved. Thus the plan will make a direct contribution to reducing the traffic impact of the existing development.

Through the on-going monitoring of staff and visitor travel modes, the success of the measures contained within an MMP can be assessed and changes made to the Plan as appropriate.

3.3 Structure of this Mobility Management Plan

This Mobility Management Plan provides a review of the existing transport options at the site. It is intended that this report will provide direction on ways best to encourage greater use of public transport, cycling and walking and thereby minimise the traffic impact of the development.

This mobility management plan is divided into the following principal sections:

- Existing transport infrastructure available in the vicinity of the site;
- Likely commuter trends of the employees and visitors to the development; and
- Recommendations to encourage greater use of more sustainable modes of transport by the employees and visitors to the site.

4 EXISTING TRANSPORTATION INFRASTRUCTURE

4.1 Road Network

Wexford Town is served by the N11 and N25 bypass approximately 3.5m west and south of the town centre. The main urban arterial routes in Wexford Town are the R730, the R733, R760 and the R741. The R730 connects to N11 at the River Slaney Bridge 3.5km north-west of the Town Centre and the N25 at the Rosslare Road Roundabout 4.5km to the south. The R733 and the R769 run west of the town centre to the connects to the N11/ N25 bypass at the Duncannon Road Roundabout and the New Ross Road Roundabout. The R741 forms the only river crossing west of the town centre at Wexford Bridge. See Figure 3 Surrounding Road Network below.

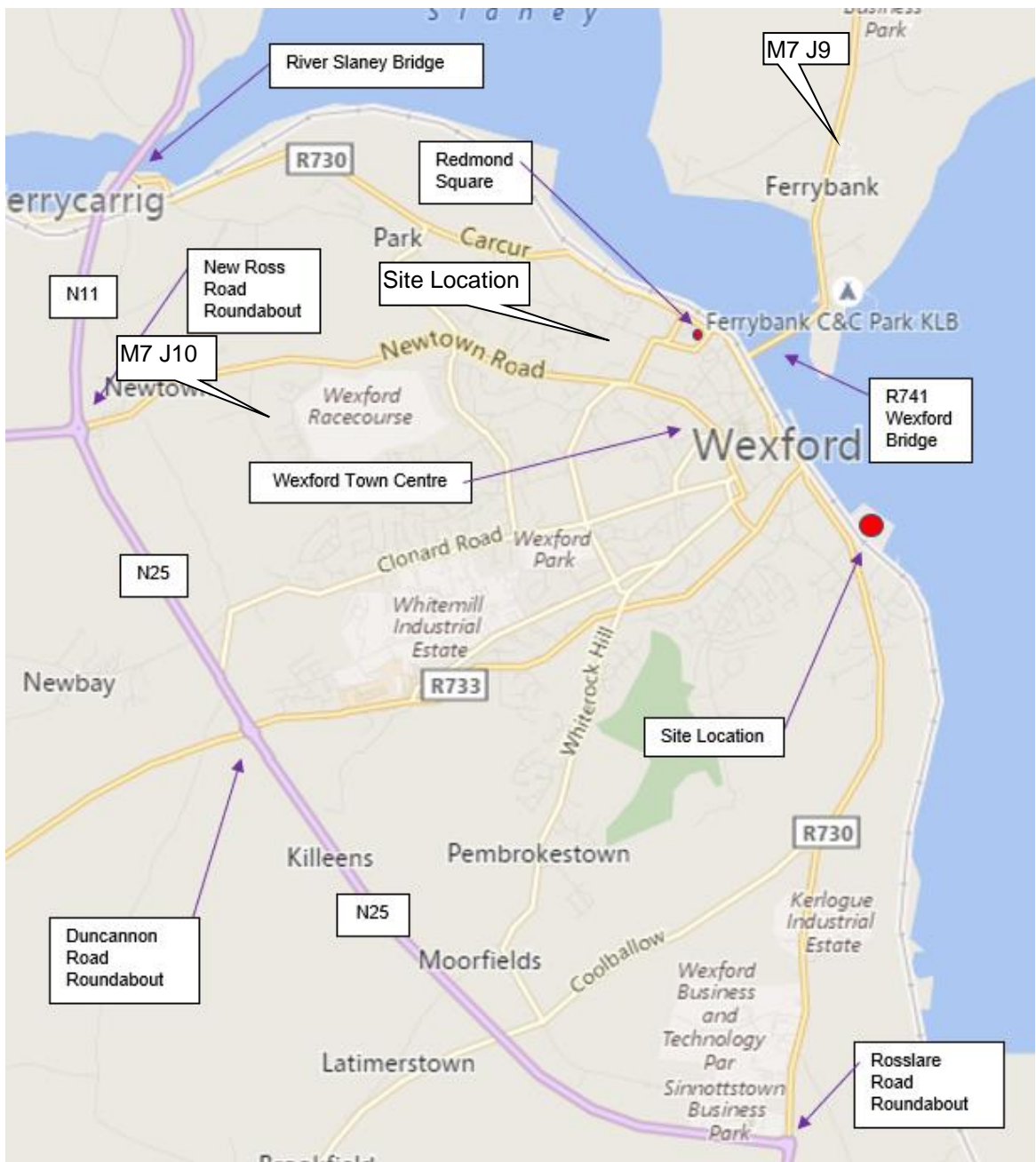


Figure 3 - Surrounding Road Network

The site is located on R730 Trinity Street. The most direct route between the site and the N11/N25 bypass and thus the national road network is R730 south through medium to low urban density suburbs and neighbours connecting at the Rosslare Road Roundabout. The R730 north links to Wexford Town Centre, R733 and R769 via a network of high-density urban roads and streets. It also links to Wexford Bridge via Paul Quay, Crescent Quay and Commercial Quay which is subject to delays and congestion at peak times.

Trinity Street at the site access is a wide urban street with medium density residential and commercial buildings lining both sides of the street. The carriageway consists of two 3.5m lanes with a 1.2m-1.5m ghost central median and on-street parking on both sides. A 2.0m footpath is provided on western side of the road and a wider 3.2m footpath on the eastern side. Directly across from the proposed site access is Seaview Avenue, a narrow access lane for 16 residential properties.



Figure 4- Trinity Street View South from Proposed Access – note one lane in each direction with on-street parking on both sides and ghost central median



Figure 5- Trinity Street View in direction of Town Centre (North) from Proposed Access – one lane in each direction with on-street parking on both sides and ghost central median



Figure 6- Seaview Avenue

Trinity Street forms a junction with Parnell Street 300m north of the site. Parnell Street in a one-way link for inbound traffic between R733 King Street and R730 Trinity Street via one-way streets Mill Road and Kevin Barry Street.

Trinity Street connects to the R733 at the junction of Trinity Street/ King Street and Paul Quay 450m north of the site. King Street is a one-way street for out-bound traffic with on-street parking to one side.



Figure 7 - Parnell Street – Note: single traffic lane for inbound traffic lined with on-street parking and high/medium density urban housing.



Figure 8- Mill Road – Note: one-way street with on street parking provided to one side and intermittent accesses.



Figure 9- Kevin Barry Street – Note: narrow one-way street lined by high/medium density housing on one side.



Figure 10- King Street – Note: one-way street for outbound traffic with on-street parking provided on one side and with store and housing frontage.

4.2 Public Transport Services

The site's location at the edge of the Town Centre is well situated to public transport routes and services. Wexford Town's rail and bus stations are located on Redmond Square approximately 1.5km north of the site. Rail and bus combined provide Wexford with approximately 15 daily services between Wexford and Dublin Monday to Friday.

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

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

4.3 Cycle and Pedestrian Facilities

There are good provisions for pedestrians within the vicinity of the site which will be further enhanced by the proposed high-quality pedestrian and cycle boardwalk. The footpaths on Trinity Street are typically 2.0m to 3.0m wide and the surrounding network of urban roads and streets generally have footpaths on both sides. Zebra crossings have been provided on Trinity Street and William Street Lower approximately 580m north and 230m south of the proposed site access. The town centre is within a 10-15-minute walk and the railway station and bus station are within a 20-minute walk from the site. The accessibility of the site within a 10, 15- and 20-minute journey time by foot is shown in Figure 11.

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

The accessibility of the site within a 10, 15- and 20-minute journey time by cycling is shown in Figure 12.

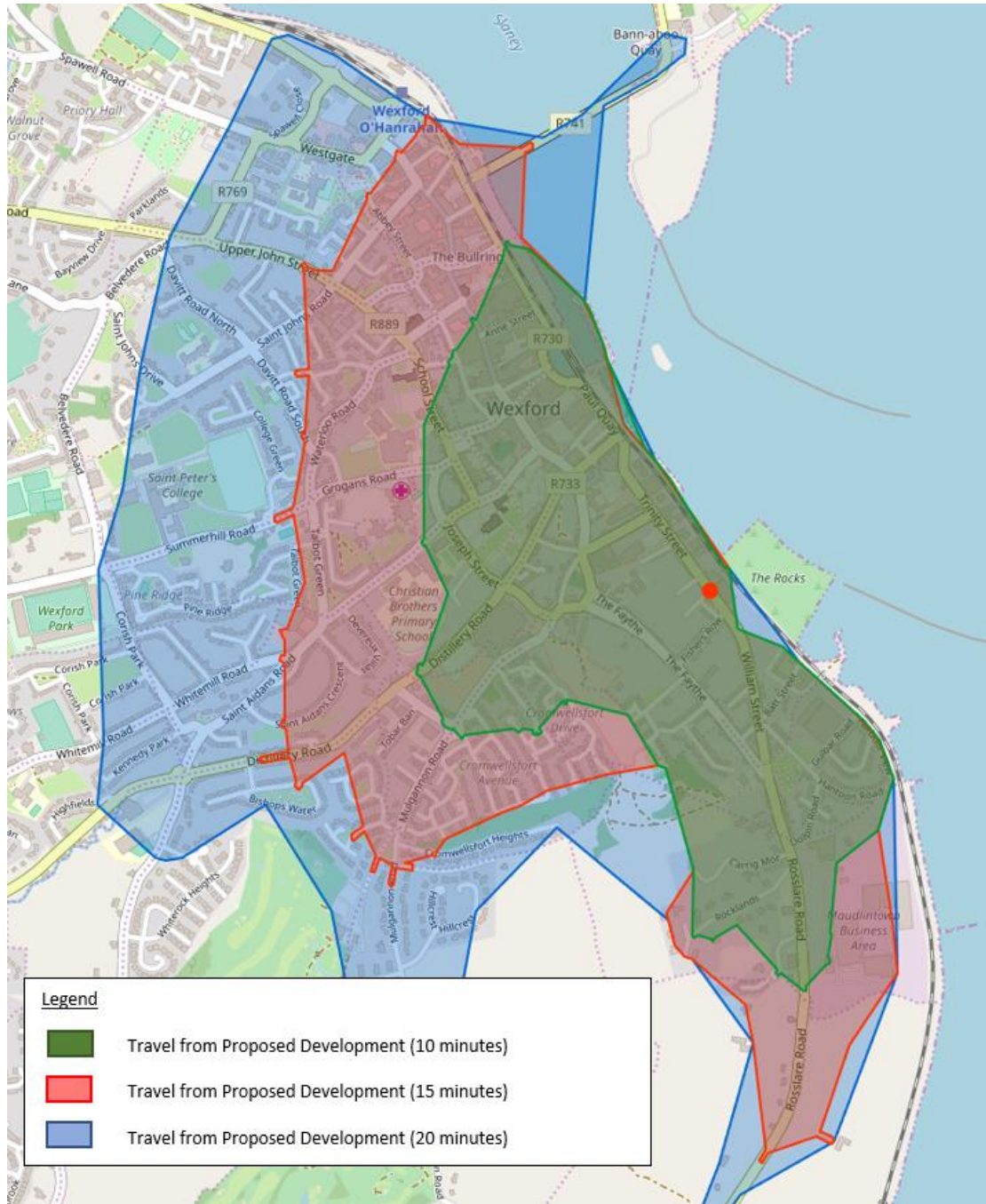


Figure 12 – Cycle Isochrone Map

5 TRANSPORT MODAL SPLITS

5.1 Existing Modal Splits

The Small Area Population Statistics for Wexford County from the 2016 CSO census was analysis to ascertain the current commuting travel modes to work in the area. The results are summarised in Table 2 below.

| Existing Modal Share | |
|----------------------|-----|
| Bus/ Taxi/ Train | 2% |
| Walking/ Cycling | 19% |
| Car/ Car Passenger | 71% |

Table 2 – Current Modal Split

5.2 Proposed Target Modal Splits

It can be assumed that the share for non-car modes will initially be modest but will increase substantially as the mobility management measures come on-stream.

Until a base line modal share can be determined by means of a staff survey, it is not feasible to determine realistic Modal Split targets. However, the new developments will commit to seek an improvement upon base line modal splits by targeting an average 10% reduction in single car occupancy journeys within 5 years.

This Mobility Management Plan sets out a framework of policies to achieve these targets.

6 MOBILITY MANAGEMENT PLAN

6.1 Introduction

This Mobility Management Plan will set out how the staff and visitors at the proposed development will accord with sustainable travel objectives and how the target modal splits will be met. This section outlines a series of recommendations to help achieve and maintain the Target Modal Splits throughout the life of the development.

It is intended that this report will provide direction on ways best to achieve the target modal splits for the journey to/from the store and encourage greater use of public transport, cycling and walking and thereby minimise the traffic impact of the development. Monitoring the implementation of the plan will be essential.

6.2 Mobility Plan Administration

Successful mobility management plans require constant management and supervision. A Mobility Management Plan Coordinator (MMPC) will be required to administer, implement, monitor and review the Mobility Management Plan.

The MMPC will be designated as the direct point of contact for staff and visitors to the site. They will develop and promote all aspects of the Plan within the site and will liaise with the relevant Government Departments, the Local Authority and public transport operators when required.

6.3 Mobility Plan Details

Car travel is comfortable and convenient and inevitably an attractive mode of transport. There are a number of measures that can be undertaken to help reduce car travel as outlined below. These are set out under the following general headings:

- (a) Travel Database
- (b) Personalised Travel Plans
- (c) Travel Awareness
- (d) Cycling
- (e) Walking
- (f) Public Transport
- (g) Car Sharing

(a) Travel Database

In order to optimise efficiency from the Mobility Management Plan, an assessment of travel behaviour should be undertaken to determine the travel patterns exhibited by staff and visitors at the proposed Trinity Wharf development. The Plan Coordinator will produce and maintain a travel database. It is envisaged that the Plan Coordinator would distribute a Travel Survey Questionnaire to the staff and a selection of visitors. The survey would provide details of the following:

- Home location;
- Mode of travel to the development;
- Car occupancy rate;
- Route taken to the development;
- Journey time;
- Distance travelled;
- Estimates of public transport / taxi cost;
- Alternative modes of transport available for travel;
- Interest in car sharing;
- Reasons for not car sharing, using public transport, cycling or walking;
- Measures that would encourage the use of public transport, cycling, walking, or car sharing;

The availability of this data will assist in more accurately defining travel requirements for the site, and in defining the specific measures that would maximise the success of the Plan. A sample of this Travel Survey Questionnaire to be used by the Plan Coordinator is included in **Appendix A**.

Workshops could also be held with a selection of employees to establish, more informally, the main difficulties and issues in terms of transportation. In this way, the workshops would tackle some of the thinking, which could not otherwise be gathered from a standard-format questionnaire. To ensure in-depth analysis employees from all levels would be encouraged to attend the workshops. The information gathered from these will be coupled with the data from the questionnaires and will provide insights into which initiatives are proving successful and which are not.

In addition, the Plan Coordinator would carry out further on-site data collection, which will include surveys to measure car park and cycle facility use. This data will complement the information provided in the survey questionnaires and will provide guidance on how the Plan could be improved or modified.

These surveys should be repeated annually to highlight any measures which are not operating successfully, or those that are being under utilised by employees.

(b) Personalised Travel Plans

Action 9 of the “*Smarter Travel – Sustainable Transport Future - A New Transport Policy for Ireland 2009-2020*” document is to “*implement a programme to promote Personalised Travel Plans aimed at citizens in areas served by public transport*”. The document states that Personalised Travel Plans aim to encourage individuals to take alternatives to car travel where these are available.

Personalised travel plans should be part of the human resources procedures for staff at the proposed development. It will involve HR Managers / Mobility Managers meeting with new employees in person to understand their travel needs and providing personalised journey advice including information on routes, timetables and details of interchange. Welcome packs would also assist in introducing the concept of mobility management to future staff at the development. The pack would contain an access map and information for staff on travel alternatives to the site, including applications for the Tax Saver Scheme, information on the location of bicycle parking, lockers and the health and financial benefits of sustainable commuting.

(c) Travel Awareness

Awareness, acceptance and appreciation of the Mobility Management Plan; its scope, objectives and targets, will be key to its success.

It will be the responsibility of the Plan Coordinator to make all staff and visitors aware of the environmental consequences of their travel choices and the health benefits associated with choices such as walking and cycling. The education and training of staff on the MMP initiatives and the importance of contribution are extremely important.

It is recommended that a Travel Noticeboard is provided for the use by all of the staff and visitors to the proposed development. This information point will dispense information to both staff and visitors at the site in relation to walking, cycling and public transport.

The Mobility Management Plan Coordinator should develop an events calendar linking in to existing national and county wide events to promote sustainable transport, to capitalise on interest generated around these events. For example, the following campaigns run every year:

- *National Bike Week*: National Bike Week aims to promote cycling as a healthy mode of transport and is the opportunity for people to get back on the saddle – for commuting or for recreation. There are various events in local schools and communities organised throughout the week. These include children’s art competitions and discounts offered to cyclists at city centre shops. National Cycle to Work Day also forms part of National Bike Week.
- *Pedometer Challenge*: The Pedometer Challenge is a national event open only to employers who have signed up to implement workplace travel plans as part of the Smarter Travel Workplaces programme. Teams of 3–6 workmates can register for the Pedometer Challenge. You can record your steps, on behalf of the team, by wearing a pedometer on your hip over the course of the challenge. Researchers have recommended 10,000 steps (or approximately 5 miles) per day for overall good health and well-being.

- **10 Minute Cycle Challenge:** This is a free workplace event, for both experienced and new cyclists. The Challenge is open only to employers who have signed up to implement workplace travel plans as part of the Smarter Travel Workplaces programme. This is a team event (3–6 cyclists) and every team must have a 'new cyclist' – that's someone who hasn't cycled in the past six months. **1 trip = 1 point.** Trips must be 10+ minutes to qualify. Every time you log a trip to or from work, the Journey Logger will give you a bonus point for your efforts. Also, all 'new cyclists' logging more than 30 trips will get a bonus 10 points for their team.

(d) Cycling

Cycling is cost-effective, non-polluting, reduces congestion in urban areas, fosters improved health, and is accessible to everybody. It is considered reasonable that a cyclist will be prepared to travel up to 5km to work along normal roads and streets but will be prepared to travel up to 10km along a cycle network.

Maps of cycle routes will be provided with typical journey time and distance information and will be distributed to the staff at the site and displayed on the travel noticeboard in the development.

An adequate number of comfortable shower and changing facilities and drying rooms should be provided for cyclists who work at the development.

The Plan Coordinator will try to encourage employees to cycle to work by implementing the government's 'Bike to Work' Scheme in order to reduce the percentage of single car users to and from the development. This government scheme covers bicycles and accessories up to a maximum cost of €1,000. The bicycle must be purchased by the employer but the scheme can then operate either with the employer bearing the full cost of the bicycle, or by way of a salary sacrifice agreement.



The Mobility Management Plan Coordinator should explore the possibility of providing a bike for use by staff of the development for short journeys around Wexford on breaks etc. This would foster a culture of cycling, leading to a greater general uptake.

(e) Walking

Walking is beneficial for the environment, healthier and a cost effective mode of transport. People will typically be prepared to walk for up to 30 minutes to work, which means that walking could be an option from all home locations within 3km of the site. Pedestrian routes should be:

- Comfortable – provide a good surface without puddles and trips;
- Convenient – provide continuous footpaths;
- Convivial – be safe to use, and free from litter;
- Conspicuous – routes should be open to view, clearly signed and lit, assisting to improve perceptions of personal security; and
- Connected – direct routes reflecting desire lines where possible. They should link the main starting points with the destinations.

Similar to cycling, the Plan Coordinator will encourage more staff and visitors to walk to the development by raising awareness of the health benefits of walking.

Information on walking distances, journey times and optimal routes will give employees and visitors at the site a better perception of walking as mode of travel. This should be displayed on the Travel Noticeboard.

(f) Public Transport

The Plan Coordinator will work to promote a public transport culture amongst staff and visitors.

Poor or insufficient access to information can be a major barrier to public transport use. If the development is to promote greater use of public transport, they must make the timetable information easily available and as accurate as possible. It will therefore be the responsibility of the Plan Coordinator to regularly liaise with public transport operators to ensure that visitors and employees are provided with up to date public transport information to help maximise patronage. This includes timetable information, fares, bus stop location and route planning. This information will be on permanent display on the Travel Noticeboard.

Subsidised bus travel could also be provided for staff at the site. This is now possible through the Government's 'Tax Saver' incentive scheme. Annual and monthly public transport tickets under this scheme have tax benefits for both the employers and employees. The tax saver scheme should be promoted among staff to increase awareness of the merits of bus travel.



Better signing and information for taxi ranks should also be displayed on the Travel Noticeboard. Arranging shared taxis for people travelling to the same locations and willing to share taxis should also be promoted by the Mobility Management Plan Coordinator.

(g) Car Sharing

Car sharing involves two or more people sharing a lift. One of the people travelling is usually the owner of the vehicle and the other(s) usually make a contribution towards fuel costs. It can take place either as a regular occurrence or just a one-off journey.

The numerous benefits of car sharing for individuals and employees are the following:

- The fuel cost is divided equally between driver and passenger(s), making the trip cheaper for everyone;
- Car pooling can help people get to know neighbours and/or colleagues better;
- Car sharing is one means of vastly reducing the number of single-occupancy vehicles commuting everyday; and
- Less private vehicles on the road means less car emissions, noise, fossil energy consumption and pressures on the environment resulting in a better quality of life.

The Mobility Management Plan Coordinator should promote car-pooling as a method of reducing the traffic volume attracted by the development. Using the information in the Travel Database, the Mobility Management Plan Coordinator

can investigate the feasibility of setting up a car sharing scheme for the development. This will involve preparing a car sharing noticeboard, regularly updated, of those wishing to car share, the locations from which they travel, compatible work patterns and the associated costs.

Experience has shown that one of the issues that currently prevents car sharing is the lack of flexibility should an emergency occur at home or should the car sharing fail occasionally. To overcome this obstacle a guaranteed ride home service would be provided in such circumstances. This could be from a colleague or through a pre-paid / reimbursed taxi ride.

6.4 Monitoring and Assessment

Ongoing monitoring and assessment is an essential tool for feedback to enable adjustment of the mobility management measures for greatest effect.

Monitoring and assessment will be undertaken every year. This will help to identify those measures that are performing most effectively and to allow the strategy to be tailored or changed to suit the specific travel patterns in place. Future strategies will be developed with the Local Authority and public transport operators.

The Plan Coordinator will be responsible for ongoing monitoring and regular surveys. The monitoring should include items such as:

- Review the implementation of the Mobility Management Plan measures;
- Annual travel surveys to establish effective comparisons from earlier surveys, for example if modal split targets for the development are being met. The results of the survey will be circulated to staff to highlight any changes in travel patterns from previous years;
- Car park surveys to establish car usage by staff and overall car parking demands; and
- Level of usage of cycle stands and lockers to determine demand.

Information gathered as part of the continuous monitoring process will be made available to on the Travel Notice board.

6.5 Commitments

The management company of the Trinity Wharf development will make the following commitments to ensure the effective operation of the Mobility Management Plan:

- Appoint a Mobility Management Plan Coordinator to administer, implement, monitor and review the Mobility Management Plan.
- Provide a Travel Notice board for the use by the Mobility Management Plan Coordinator and staff and visitors.
- Shower and changing facilities should be provided for cyclists.
- Provide a shared taxi service for people travelling to the same location and willing to share taxis.
- Make all staff and visitors aware of the environmental consequences of their travel choices and the health benefits associated with choices such as walking and cycling.
- Supply information on public transport, cycling and walking, including timetable information, fares, bus stop location, distances, journey times and optimal routes.
- Promote the use of public transport as a measure to travel to the site.
- Promote cycling and walking to the site as an alternative to driving.
- Promote car sharing as a method of reducing the traffic volume attracted by the development.

To further ensure the effective operation of the Mobility Management Plan the management of the site will actively attempt to initiate and support the following activities:

- Undertake annual staff travel surveys and maintain a travel database;
- Organise a car free day where all staff are encouraged to make an effort to travel to work by non-car based modes.

7 CONCLUSIONS

This Mobility Management Plan has assessed the proposed Trinity Wharf development in Wexford Town in terms of its accessibility by all modes of transport and includes recommendations that will encourage and make it easier for staff and visitors to travel by public transport, walking, cycling or car sharing, thereby reducing the need for car use.

The conclusions of this report are as follows:

- The success of the proposed MMP will be contingent on effecting change from this established travel behaviour among staff and visitors of the proposed development. This established modal split should be identified in the opening year of the development and target set for subsequent years.
- The site's located in the Town Centre is accessible by public transport, walking or cycling from the nearby residential areas. This should encourage the use of these modes.
- This Mobility Management Plan also identifies measures to enable the target modal splits to be achieved and sustained. A Mobility Management Plan Coordinator will be required to administer, implement, monitor and review the measures outlined. It will be the responsibility of the Plan Coordinator to make all staff and visitors aware of the environmental consequences of their travel choices and the health benefits associated with choices such as walking and cycling.
- It is proposed that monitoring and assessment of the Mobility Management Plan will be undertaken every year. This will give an indication of the success of the various measures adoption and allow the strategy to be tailored or changed to suit the specific travel patterns in place.

In summary, the mobility management measures outlined in this report will ensure that the proposed Trinity Wharf development will form a sustainable and progressive development in terms of transportation. This report provides direction to the Management Company, the Local Authority and public transport agencies on ways best to achieve the target modal splits for the journey to/from the site and encourage greater use of public transport, cycling and walking and thereby minimising the traffic impact of the development.

Appendix A

Sample Travel Questionnaire

* 1. Please specify the name of your company

* 2. How do you usually travel to work?

Pick one box only, for the longest part, by distance, of your usual journey to work.

- On foot
- Bicycle
- Bus, minibus or coach
- Motorcycle or scooter
- Driving a car
- Passenger in a car with driver going to same destination
- Passenger in a car with driver going to different destination
- Taxi
- Lorry or van
- Other means
- Work mainly at or from home

* 3. Which modes of travel do you use occasionally to travel to/ from work?

Please choose all modes that apply.

- On foot
- Bicycle
- Bus, minibus or coach
- Motorcycle or scooter
- Driving a car
- Passenger in a car with driver going to same destination
- Passenger in a car with driver going to different destination
- Taxi
- Lorry or van
- Other means
- Work mainly at or from home

* 4. How far do you travel to work?

- Less than 1km
- Between 1 and 3km
- Between 3 and 5km
- Between 5 and 10km
- More than 10km

* 7. Please indicate your age range:

- Under 25
- 25-34
- 35-44
- 45-54
- 55 or over

* 8. Please indicate your gender:

- Male
- Female
- Prefer not to say
- Other (please specify if you wish to do so)

* 9. Are you currently active (apart from routine tasks) for at least 30 minutes at a moderate intensity five or more days per week? Moderate intensity is similar to a brisk walk.

- Yes
- No

10. Do you have any other comments?