

Blessington eGreenway

Traffic and Transport Assessment

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1. Introduction

1.1 Background

AECOM have been commissioned by Wicklow County Council (WCC) to undertake a Traffic and Transport Assessment (TTA) for the Blessington eGreenway. This TTA is an update of the Transport Assessment that was issued as part of the original application. This TTA has been prepared in response to **Item 3** and **Item 4** of the Request for Further Information (RFI) issued by An Bord Pleanála (ABP) on the 16th of March 2023. The RFI requests are as follows:

Item 3

“The Transport Assessment accompanying the planning application and the bridge shuttle study rely on traffic surveys that were undertaken from Tuesday 4th May – Wednesday the 19th May 2021. These surveys took place during the gradual lifting of lockdown restrictions associated with the Covid-19 Pandemic when Level 5 restrictions were being removed and when indoor hospitality remained closed. All non-essential retail reopened for the first time in four months on 17th of May 2021. Having regard to the concerns raised in submissions on the application for approval the traffic surveys conducted during lockdown do not accurately represent the current usage of the local road network, the board requests updated traffic surveys that will properly reflect existing movement patterns around the route of the proposed eGreenway. This should include an assessment of the traffic situation at weekends when people are attracted to the lake for leisure and amenity purposes. The Transport Assessment should be updated to reflect the current usage of the proposed local road network from updated surveys and the impact of the proposed eGreenway on all modes of transport”.

Item 4

“The board is concerned that the proposed eGreenway may attract significant journeys by private car with an overall potential to generate increased emissions, congestion, and motor traffic dominance in the surrounding area. The applicant should submit to the board a comprehensive sustainable transport access strategy for the eGreenway that should include measures to minimise private car use.”

1.2 Structure of this Report

This report is divided into the following sections:

- Section 2 describes the existing conditions within the study area and the traffic surveys undertaken;
- Section 3 provides a summary of the proposed development, including the proposed car parking measures;
- Section 4 provides an outline of the construction programme and access points;
- Section 5 provides a summary of the vehicle trip generation, trip distribution and network assignment. This section quantifies the potential level of impact generated by the proposed development on the key junctions on the surrounding road network;
- Section 6 details the operational performance of the junctions that were identified in Section 5. This section also details the anticipated impact of the proposed shuttle systems at the three bridge crossing locations;
- Section 7 addresses Item 4 of the RFI
- Section 8 provides a summary of the schemes impacts;
- Appendix A provides a summary of the Waterford Greenway Data;
- Appendix B provides the complete Junctions 10 outputs;
- Appendix C provides the complete LinSig outputs; and
- Appendix D provides the raw traffic survey data.

2. Receiving Environment

2.1 Introduction

The proposed project is located 26.8km southwest of Dublin City Centre. The surrounding roads around the Blessington Lakes include N81, R758, L4365, Lake Drive and Kilbride Road. The M7 is approximately 13km southeast of the proposed project. The N81 and the N7 are the two major national road that would support visitors travelling to and from the Blessington eGreenway.

2.2 Road Network

2.2.1 N81

The N81 is a primary National Road between Tallaght, Co. Dublin, and Carlow where it joins with the N80. The road travels through City West, Blessington, Baltinglass and Tullow. The N81 has a speed limit of 50km/h through the town of Blessington. The proposed project involves the construction of a shared use pedestrian and a two-way cycle path from N81 / Rockypool Villas junction to N81 / Kilbride Road junction. The purpose of the route through the N81 is to connect the greenway at The Avon to the entrance to the greenway on Kilbride Road.

2.2.2 L4425 Kilbride Road

Kilbride Road is a local road which connects Blessington Town Centre and the N81 to Blessington Bridge and Lake Drive in the vicinity of the project.

2.2.3 R758

The R758 is a regional road which travel in a north-south direction from its junction with the N81 to the south of Blessington Town to a junction with the R756 near Killybegs. The existing road is on the western section of the project and intersects with the project near Russellstown Wood, at Baltyboys Bridge and Valleymount Bridge.

2.2.4 Lake Drive

Lake Drive runs adjacent to the reservoir through Lacken village and Ballyknockan village before joining the R758 to the south of Valleymount village.

2.3 Traffic Surveys

2.3.1 Original Surveys

The traffic surveys which accompanied the planning application submission were undertaken at 8 no. locations within the extents of the study area. These surveys were undertaken from Tuesday the 10th of March 2020 to Monday the 23rd of March 2020. These surveys were factored using TII traffic counter data on the N81 to provide a relevant baseline which is shown in Table 2.1.

Table 2.1 – Original Traffic Survey Summary

Site Ref No.	Location	AADT	85 th ile Speed (km/h)
1	L4635, Outside Blessington eGreenway Hub	3100	48
2	L4635, West of Blessington Bridge	2304	62
3	Lake Drive, Knockieran Lower	1554	82
4	Lake Drive, Lacken	2179	50
5	Lacken Primary School Road	143	35
6	Lake Drive, Ballyknockan	561	52
7	R759, West of Valleymount Bridge	1743	77
8	N81, South West of Town Centre	12973	47

2.3.2 Additional Traffic Surveys

Traffic surveys were undertaken at a total of 26 no. junctions and road links within the extents of the study area. These additional traffic surveys will aid in understanding the existing vehicular movements at key junctions and along key road links whilst providing a comparison to the original traffic surveys undertaken.

The surveys comprised of thirteen Junction Turning Count (JTC) surveys and thirteen Automatic Traffic Count (ATC) surveys which included queue length surveys at three junctions along the N81 National Secondary Road. The JTC surveys were undertaken over a 12hr period on Thursday the 4th, Saturday the 6th and Sunday the 7th of May 2023 with the ATC surveys undertaken over a week, 3rd May to the 11th of May 2023. The survey locations are as follows and are illustrated in Figure 2.1. The raw traffic survey results are included within Appendix D of this report.

- JTC 1: N81 / Kilbride Road (3-arm signalised junction);
- JTC 2: L4635 Lake Drive / Knockieran Car Park (3-arm priority);
- JTC 3: L4635 Lake Drive / Unnamed Road / Unnamed Car Park (3-arm priority + car park);
- JTC 4: L4635 Lake Drive / Unnamed Road (3-arm priority);
- JTC 5: R758 / L4635 Lake Drive (3-arm priority);
- JTC 6: R758 / Poulaphouca Lake Parking (3-arm priority);
- JTC 7: R758 / Unnamed Car Park (3-arm priority);
- JTC 8: R758 / Unnamed Road (3-arm priority);
- JTC 9: R758 / Lake Shore Car Park (3-arm priority);
- JTC 10: N81 / R758 (3-arm priority);
- JTC 11: N81 / Blessington Car Park / L8363 (4-arm priority crossroads);
- JTC 12: N81 / Poulaphouca Lough Parking (3-arm priority);
- JTC 13: N81 / Troopersfield (3-arm priority);
- ATC 1: Kilbride Road;
- ATC 2: Blessington Bridge;
- ATC 3: L4635 Lake Drive (Knockieran Lower);
- ATC 4: Lake Drive (Lacken);
- ATC 5: Lacken National School;
- ATC 6: L4635 Lake Drive;
- ATC 7: Vallemount Bridge;
- ATC 8: Tulfarris Road;
- ATC 9: Tulfarris Road;
- ATC 10: Baltyboys Bridge;
- ATC 11: R758 (adjacent to Greenway Crossing);
- ATC 12: N81 (South of Poulaphouca Lough Parking); and
- ATC 13: N81 (Blessington Greenway Section).

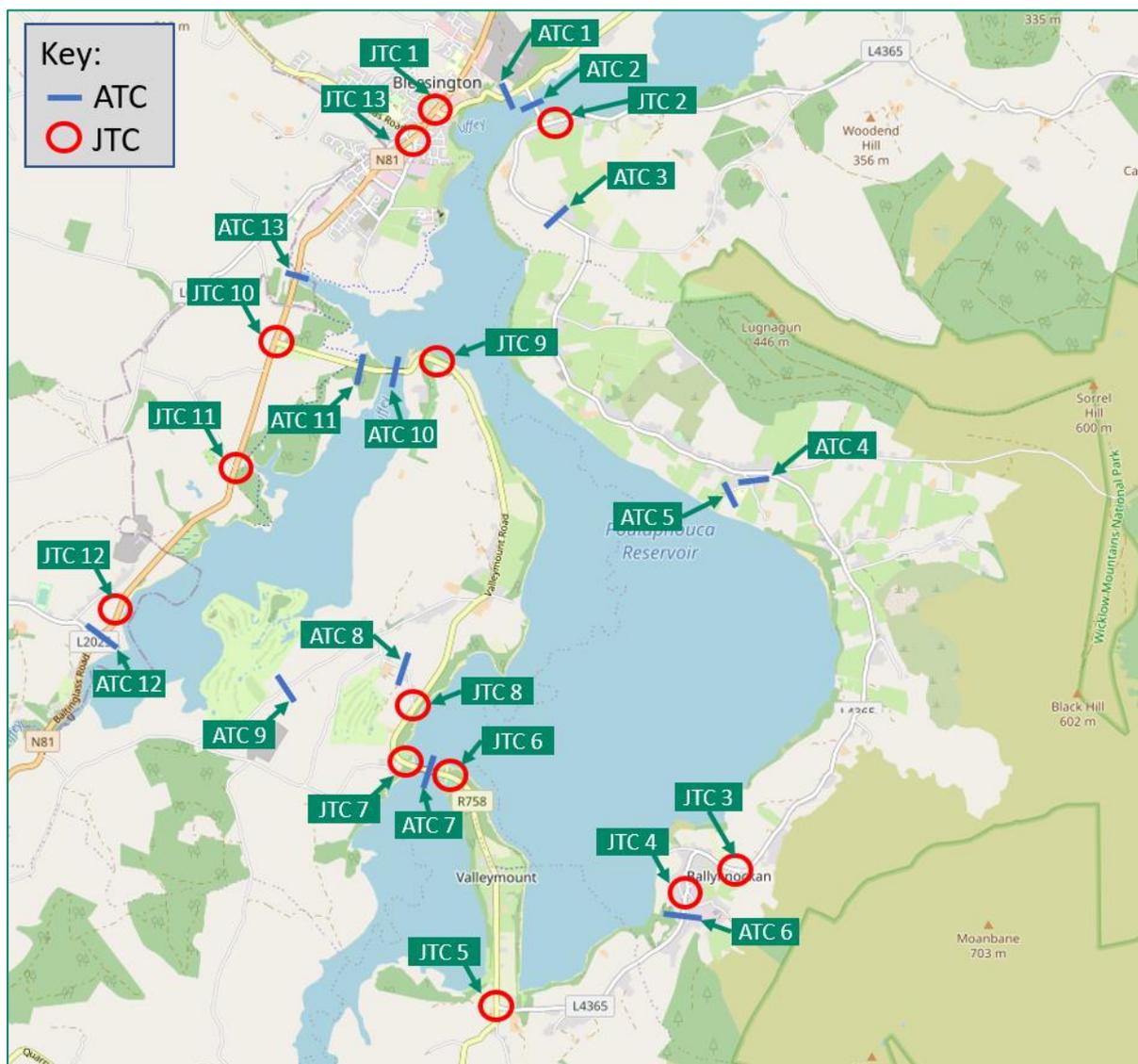


Figure 2.1 – Traffic Survey Locations (Source: www.openstreetmap.org)

Table 2.2 – ATC Survey Summary

Site Ref No.	Location	AADT	85%ile Speed (km/h)
1	Kilbride Road	2,962	61.4
2	Blessington Bridge	2,543	57.8
3	L4635 Lake Drive	1,576	78.7
4	Lake Drive (Lacken)	1,141	60.3
5	Lacken National School	60	24.5
6	L4635 Lake Drive	602	52.0
7	Valleymount Bridge	1,460	84.1
8	Tulfarris Road (Near R758)	188	61.7
9	Tulfarris Road	400	61.3
10	Baltyboys Bridge	2,000	57.2
11	R758 (Approach to Greenway Crossing)	2,016	87.3
12	N81 (South of Poulaphouca Lough Parking)	7,346	81.0
13	N81 (Blessington Greenway)	9,683	89.3

2.3.3 Traffic Survey Comparison

The traffic survey data that was Traffic surveys were obtained at the Knockieran, Vallemount and Baltyboys bridges between Tuesday May 4th May and Wednesday 19th May 2021. Travel restrictions associated with the Coronavirus pandemic were implemented by government in March 2020. In February 2021, the government-imposed testing and quarantine rules on incoming travellers. The lockdown was gradually lifted from May 2021, but indoor hospitality remained shut.

Infections rose again in July 2021 due to the Delta variant. Indoor hospitality reopened under strict rules, while vaccinations sped up. Despite Ireland's high vaccination rate, there was another surge in late 2021 due to the Omicron variant, with record-breaking cases being reported. Proof of vaccination or non-infection became mandatory to enter most indoor venues, but the government imposed another curfew on indoor hospitality from 20 December 2021. Cases fell sharply, and most restrictions, including mandatory mask wearing and social distancing, were eased in January and February 2022.

Further to this supplementary traffic counts were undertaken on the 26th of July 2022 with further surveys undertaken in 2023. When comparing the 2021 surveys with the 2022 surveys there was an overall reduction in traffic along the road network at the bridge crossings. When comparing the 2022 surveys to the 2023 surveys there has been an overall increase in traffic along the road network at these bridge crossing locations, but the traffic flows are still below the observed 2021 volumes.

Table 2.3 – 2021 Vs 2022 Vs 2023 Traffic Survey Comparison

Location	2021 Survey	2022 Survey	2023 Surveys
Knockieran Bridge (2-way traffic flow)	195	167	168
Vallemount Bridge (2-way traffic flow)	140	153	131
Baltyboys Bridge (2-way traffic flow)	162	78	151
Total	497	398	450

2.4 Existing Transportation Infrastructure

2.4.1 Pedestrian and Cyclist Environment

There are a variety of pedestrian facilities within the scheme extents around the reservoir which includes sections of road where footpaths are provided along both sides or on one side of the road, there are sections of Lake Drive which have no footpath provisions. At the bridge crossings (three locations), there are footpaths provided on one side of the bridges only.

There are no dedicated cycle facilities located along the road network within the scheme extents.

2.4.2 Public Transport

There are a number of bus stops located within the extents of the scheme which are serviced by five bus routes with the services being the 65, 132, 183, 863 and 885. Table 2.4 details the number of services per day and the routes with Figure 2.2 showing the locations of the bus stops.

Table 2.4 – Existing Bus Services

Route No.	Operator	Route	Frequency		
			Monday to Friday	Saturday	Sunday
65	Dublin Bus	Poolbeg Street – Rathmines – Tallaght Blessington – Saggart Road	16 services per day	12 services per day	10 services per day
132	Bus Éireann	Bunclody – Rosslare – Blessington – Tallaght – Busáras	5 services per day	2 services per day	3 services per day
183	TFI Local Link	Sallins Train Station – Blessington – Wicklow Town - Arklow	4 services per day	4 services per day	4 services per day

Route No.	Operator	Route	Frequency		
			Monday to Friday	Saturday	Sunday
863	Premier Coaches	Ballymore Eustace – Blessington – City Centre	2 services per day	No Service	No Service
885	TFI Local Link	Sallins Rail Station – Naas – Blessington – Ballymore Eustace	4 services per day	4 services per day	4 services per day



Figure 2.2 – Bus Stop Locations within the Study Area (Source: www.openstreetmap.org)

2.4.3 Car Share

There are no car sharing facilities currently within Blessington Town. The closet car sharing facilities are located within Naas in Co. Kildare with 8 no. GoCar vehicles being available along with car rental being available through Yuko Toyota Car Club and Enterprise rent-a-car. The locations of the car share vehicles are illustrated in Figure 2.3.

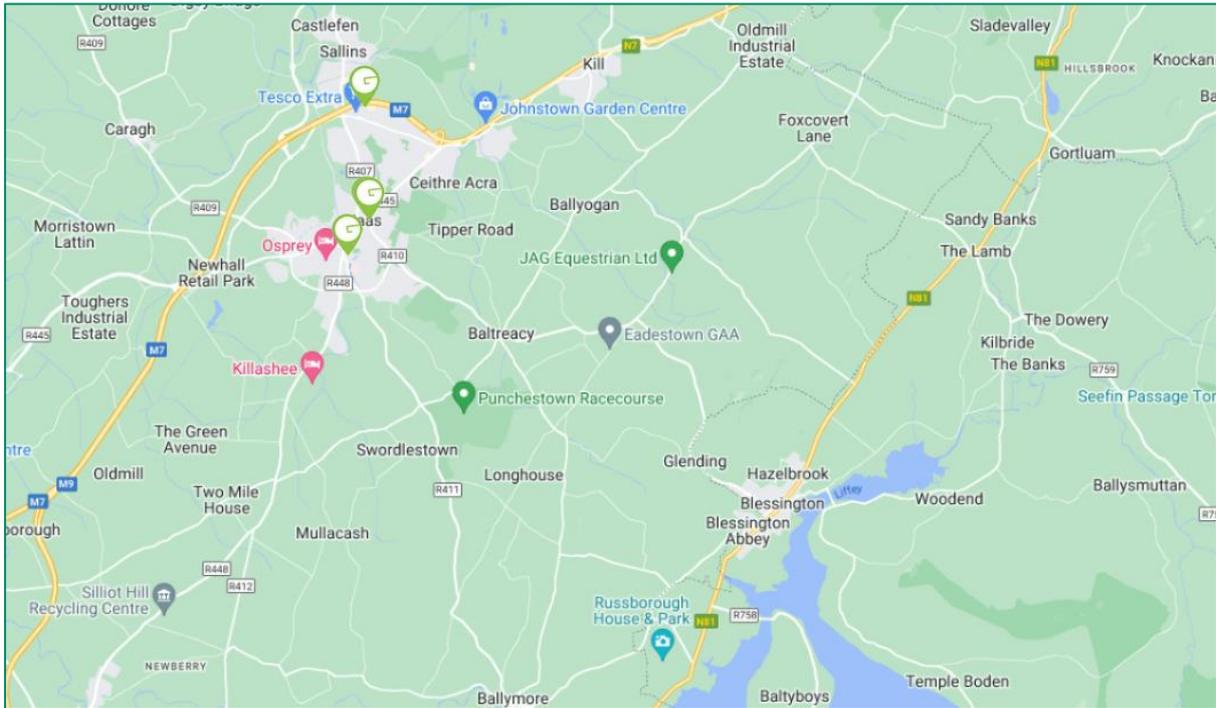


Figure 2.3 – GoBase Locations (Source: www.gocar.ie)

2.4.4 Rail

There are no heavy / light rail facilities within Blessington town. The closest train station is in Sallins in County Kildare. The Sallins and Naas train station is located 16km to the north-west from Blessington Town which is illustrated in Figure 2.4.

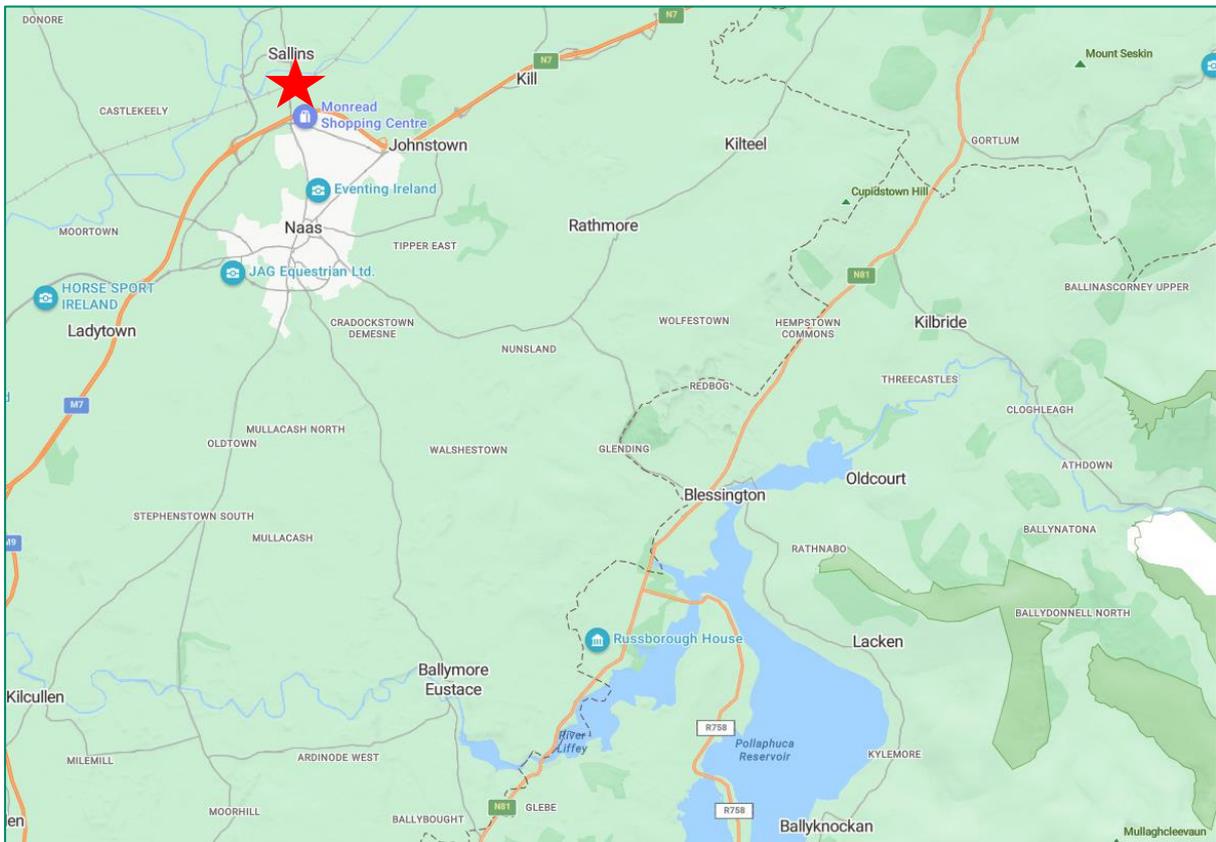


Figure 2.4 – Sallins and Naas Train Station (Source: www.bing.com)

2.5 Emerging Transportation Infrastructure

2.5.1 Blessington Active Travel

Wicklow County Council provided the following information in relation to the Blessington Active Travel scheme:

“The extent of the scheme is located on section of the Naas Road, R410 between Blessington Main Street, N81 and roundabout at Deerpark and on Old Ballymore Road between Naas Road, R410 and roundabout at Kilmalum. The Scheme is approximately 1500m in length. It involves the introduction of new cycle facilities and linking new facilities to existing cycle facilities and improvement of the current pedestrian facilities. This scheme will provide improved, safer sustainable transport linkage for residents to schools, public transport facilities, shops, and services to encourage a modal shift from cars to cycling. The scheme area is shown in Figure 2.5 below.



Figure 2.5 – Indicative Scheme Extents (Source: Bing Maps)

The aim of this scheme is to provide safe, attractive, and high-quality infrastructure to encourage greater use of sustainable travel modes for trips to work, education, and for recreation in Blessington Town.

The principal objectives of the scheme are:

- To provide a cycle facility to the appropriate level and quality along the proposed section of the Naas Road and the Old Ballymore Road;
- Upgrade junction onto the N81 to facilitate cyclists and pedestrian;
- To provide a high quality and extensive cycle route network in Blessington, and to encourage a modal shift from car use to cycling;
- Promote and encourage healthy living and wellness through cycling;
- To provide benefit to the local business as the scheme will improve linkages between schools, public transport facilities, shops, and services;
- To provide an infrastructure that allows safe travel for all road users;
- The proposed infrastructure will be aesthetically appropriate for its location; and
- That the proposed infrastructure will be achieved using methods, designs and technology that will represent the best value for money.”

2.5.2 Blessington Masterplan

Wicklow County Council provided the following information in relation to the Blessington Masterplan:

“The Blessington Town Centre Masterplan will explore a Vision for the future direction of the town which is focused on the town Centre and immediate surrounds. It should emphasis “place making”, town centre living, the social and economic purpose of the town, enterprise/job creation and social inclusion (ensuring that all will benefit from the regeneration of the town). It should take a collaborative stakeholder development approach which is informed by the Town Centre First Policy.

The Masterplan will examine this study area and look at the interconnectivity between the zones from a user experience viewpoint and the proposed public realm and project interventions. The Masterplan shall recommend proposals for land use, buildings, public spaces, connectivity between areas, pedestrian movement/transport opportunities, and match these proposals with sample case studies which align to available external funding opportunities. The plan will have regard to the commercial, economic, heritage, cultural and residential needs within the town and will examine the movement and access within the study area. An important component of the plan is the advice required for current and future public realm improvements. The plan will also recommend actions and projects to guide future private & public sector investment.”

Some of the measures of the plan will:

- “Identify, focus, and develop project proposals to examine public realm and linkages within the town centre.
- Identify specific projects to deliver the regeneration of Blessington.
- Transport/movement development opportunities including Smart & Active Travel.
- Improve the pedestrian & cyclist experience in the town centre.
- Promote environmentally sustainable projects and schemes which integrate climate change measures.
- Recognise opportunities for enhanced & improved soft landscaping and public open space across the study area.
- Facilitate access by sustainable modes and address car parking management in the town centre.
- Examine the feasibility of a town centre market and other opportunities for attracting footfall into the town.
- Ensure that Blessington is prepared for the Greenway and the visitors that will be attracted to the area”.

2.5.3 Local Road Proposals

2.5.3.1 Blessington Bypass

The Wicklow County Development Plan (CDP) 2022 – 2028, has outlined the road network proposals for the Wicklow County environs. The CDP refers to the N81 and a plan to upgrade the N81 from Tallaght in Co. Dublin to Hollywood Cross in Co. Wicklow. As part of this road upgrade, it would result in a bypass around Blessington Town, although this is noted as a roads objective the plan goes on to detail the following:

'In 2008 the National Roads Design Office began the process of assessing the possibility of upgrading this road network between Tallaght and Hollywood Cross incorporating a bypass of the town of Blessington. Stage 2 of this process has now been completed with a preferred route option being identified. The delivery of this project has not been identified as a strategic priority in the NPF or RSES and funding has not been allocated to same by the TII. However, this is considered a vital project for West Wicklow and its delivery will remain a key objective of this plan.'

The indicative location of the bypass is illustrated in Figure 2.6.

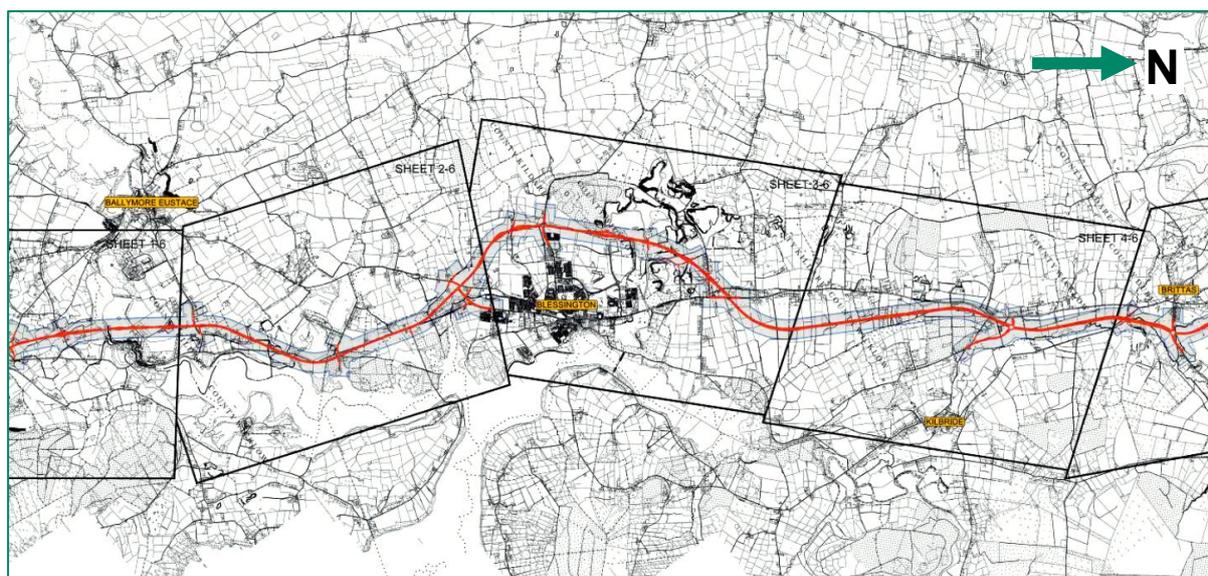


Figure 2.6 – Proposed Bypass of Blessington Town (Source: Kildare County Council, National Roads Office, A0 NRO159 Preferred Route Corridor, Key Plan)

2.5.3.2 Blessington Inner Relief Road

Wicklow County Council provided the following information in relation to the Blessington Inner Relief Road:

“The Inner Relief Road is a partially completed distributor road, which is designed to provide a town centre ‘bypass’ from a new roundabout adjacent to the existing entrance to Roadstone on the north side of the town, to a point on the N81 south of the town centre, near the Kilmalum housing development. An objective of the current Blessington Local Area Plan (2013-2019) is to facilitate the completion of the Inner Relief Road (S7). This improved network connection will provide a safer transport route on this key piece of infrastructure for locals reliant on this route and for those visiting the local amenities within the surrounding area.

In general, the project is being advanced to provide safer transport facilities around Blessington, through facilitating the development of a purpose build route which will take traffic away from the busy town centre. This would act to reduce traffic congestion in the town and allow for the provision of a safer town centre environment. The chosen route should meet satisfactory standards of width, gradient, and surface condition to ensure that it is both user-friendly and low risk for users of all abilities.

There are two primary sections of the Inner Relief Road yet to be completed. One section is located to the south of Blessington and the other to the north of the town which have been illustrated in Figure 2.7.

Section A (Southern Section)

The section of road to be constructed lies between the roundabout on the R410 Naas Road and Roundabout on the L8364 Kilmalum Road. The proposed route alignment would bring the road through a corridor already provided for when planning was granted by Kildare County Council for Blessington Manor.

Section B (Northern Section)

The proposed route of this section of road heads northwards from the existing roundabout on the Blessington Inner Relief Road just to the west of Woodleigh Estate and traverse the quarry to emerge onto the N81 in the vicinity of the existing quarry entrance.

This will significantly reduce traffic through Blessington town centre. This is a key piece of infrastructure for local communities reliant on this route, and for those visiting local amenities within the surrounding area.



Figure 2.7 – Blessington Inner Relief Road, Section A and Section B (Source: Bing Maps)

The main objectives can be described as follows:

- In the absence of the upgrading of the N81 from the NPF and RSES. It has been identified that the completion of the Blessington Inner Relief Road will be a priority. This will not only relieve congestion in the town centre at peak hours and improve the public realm but also assist in addressing safety issues identified in recent studies;
- Will through sustainable planning and investment in transport infrastructure, including roads and public transport systems, will aim to reduce journey times, length, congestion and to increase the attractiveness of public transport;
- Will facilitate the development of pedestrian and cycle linkages through and between new and existing developments to improve permeability and provide shorter, more direct routes to schools, public transport, local services, and amenities while ensuring that personal safety, particularly at night time; and
- Will facilitate the implementation of local projects which support pedestrian and cyclist permeability, safety and access to schools and public transport.

The completion of the project is critical to support the growth of Blessington in a sustainable way and will also benefit other ongoing projects in the area such as the Blessington Greenway, Russborough House and Park and the Blessington Town Centre Regeneration Project.”

2.5.4 Bus Network Proposals

The National Transport Authority has put forward proposals to upgrade a number of core bus corridors from the Dublin environs to the City Centre under the title ‘BusConnects’. The aim of the project is to:

- ‘Make bus journeys faster, predictable, and reliable;
- New bus stops and better facilities;
- More efficient network, connecting more places and carrying more passengers;
- Updated ticketing systems and implementing a cashless payment system with a simpler fare structure; and
- Improving the cycling network and making it safer.’

As part of the BusConnects scheme the current bus network is to be revised and more frequent and efficient services are to be provided across the Dublin environs. As part of this network redesign, Blessington is to benefit from the L44, P44 and P43 bus services. Table 2.3 details the proposed routes to / from Blessington with Figure 2.8 showing the proposed bus services.

Table 2.5 – Revised Bus Network Routes¹

Route	Route Type	Route	Frequency		
			Monday to Friday	Saturday	Sunday
L44	Local	Ballymore Eustace – Blessington – Tallaght	1 every hour	1 every hour	1 every hour
P43	Peak Only / Express	Ballyknockan – Blessington – City Centre	2 per day	No Service	No Service
P44	Peak Only / Express	Ballymore Eustace – Blessington – City Centre	2 per day	No Service	No Service



Figure 2.8 – Proposed Public Transport Services (Source: busconnects.ie)

Wicklow County Council will actively promote and support the delivery of national, regional, and local bus services. It is also envisioned that groups will visit the greenway via private coach tours. Currently private bus tours visit Russborough House & Parklands which will be directly connected to the scheme. There are currently 8 bus parking bays within Russborough House.

¹ Proposed service frequencies obtained from ‘Frequency Tables’ available on the BusConnects website, data obtained on the 1st of December 2023. <https://busconnects.ie/wp-content/uploads/2021/01/a3-frequency-tables-061020-fa.pdf>

3. Proposed Development

3.1 Introduction

This chapter details the proposed development with regard to the transportation elements which includes the proposed routing and the car parking provisions.

3.2 Proposed Development

The scheme is proposed to provide a predominately off-road shared use path for pedestrians and cyclists. The scheme will cover approximately 33km and involve the provision and upgrading of a greenway mostly through forest and woodlands adjacent to the shoreline of the Blessington Lake/Poulaphouca Reservoir SPA.

Traffic lights are proposed at three existing bridge crossings (Knockieran Bridge, Baltyboys Bridge and Valleymount Bridge) to manage a new shuttle system for vehicular traffic. This will create space within the existing bridge cross section for a shared use path to accommodate users of the eGreenway. The Proposed Development as highlighted in Figure 3.1, comprises the following:

1. **Blessington** – The Blessington section of the Proposed Development extends from the Wicklow County Council boundary at Russellstown to Blessington. The section comprises 9.2km in length. This section is proposed to consist of new greenway and the upgrade of existing sections along the route with a connection to Russborough House via an existing underpass of the N81. It is proposed to extend the capacity of the Russellstown car park with an additional 50 car spaces. Works to both the Russellstown Car Park and the Blessington eGreenway Hub and Car Park will provide electric vehicle charging points, bicycle parking, bins, seating areas, drinking water stations and CCTV. There is 1 no. new watercourse crossing included in this section while several existing crossings are to be retained.
2. **Baltyboys** – The Baltyboys section of the Proposed Development extends from the Blessington section to the Valleymount section. This section comprises 5.3km in length. Works to the Valleymount West Car Park and Baltyboys car park will provide electric vehicle charging points, bike parking, bins, seating, drinking water stations and CCTV. Precast box culverts and gabion retaining walls will be required within this section to construct the Proposed Development. There are approximately 5 no. small watercourses/ditches crossings along this section.
3. **Tulfarris** – The Tulfarris section of the Proposed Development connects the Baltyboys section to Tulfarris via the R758. This section comprises 3.7km in length. This section is proposed to consist of a new link route and share the existing road to connect with the Tulfarris Hotel & Golf Resort. There are approximately 2 no. small watercourse/ditch crossings along its length.
4. **Valleymount** – The Valleymount section of the Proposed Development extends from Baltyboys to Ballyknockan. This section comprises 5.2km in length commencing at the Valleymount carpark, which is located adjacent to Valleymount GAA club. Works to the two carparks in Valleymount East and West will provide electric vehicle charging points, bicycle parking, bins, seating areas, drinking water stations, and CCTV. Precast box culverts and gabion retaining walls will be required within this section. There are approximately 3 no. small watercourses/ditches crossed by the Proposed Development in this section as well as crossing of the Annacarney Stream.
5. **Ballyknockan** – The Ballyknockan section of the Proposed Development extends from Ballyknockan to Lacken. This section comprises 4.3km in length. Gabion retaining walls will be required within this section. Due to the high ground to the east, there are a few small tributaries on this section with approximately 13 no. small watercourses/ditches requiring to be accommodated by the Proposed Development.
6. **Lacken** – The Lacken section of the Proposed Development extends from Lacken to Knockieran Bridge. This section comprises 5.6km in length. The section involves new greenway construction. Precast box culverts, concrete underpasses, and gabion retaining walls will be required within this section. It is proposed to extend the capacity of the Knockieran car park with an additional 50 car spaces. Works to both Knockieran and Lacken car park will provide electric vehicle charging points, bicycle parking, bins, seating areas, drinking water stations, and CCTV. The eastern side of the lakes has many small tributaries resulting in the Proposed Development having to accommodate approximately 7 no. small watercourses/ditches.

Signage will be provided to include visitor information, way-finding information, heritage information and advisory/regulatory information in proximity to road crossings. All signage will be subject to full specification at detailed design stage of the project in accordance with national technical standards and guidance.

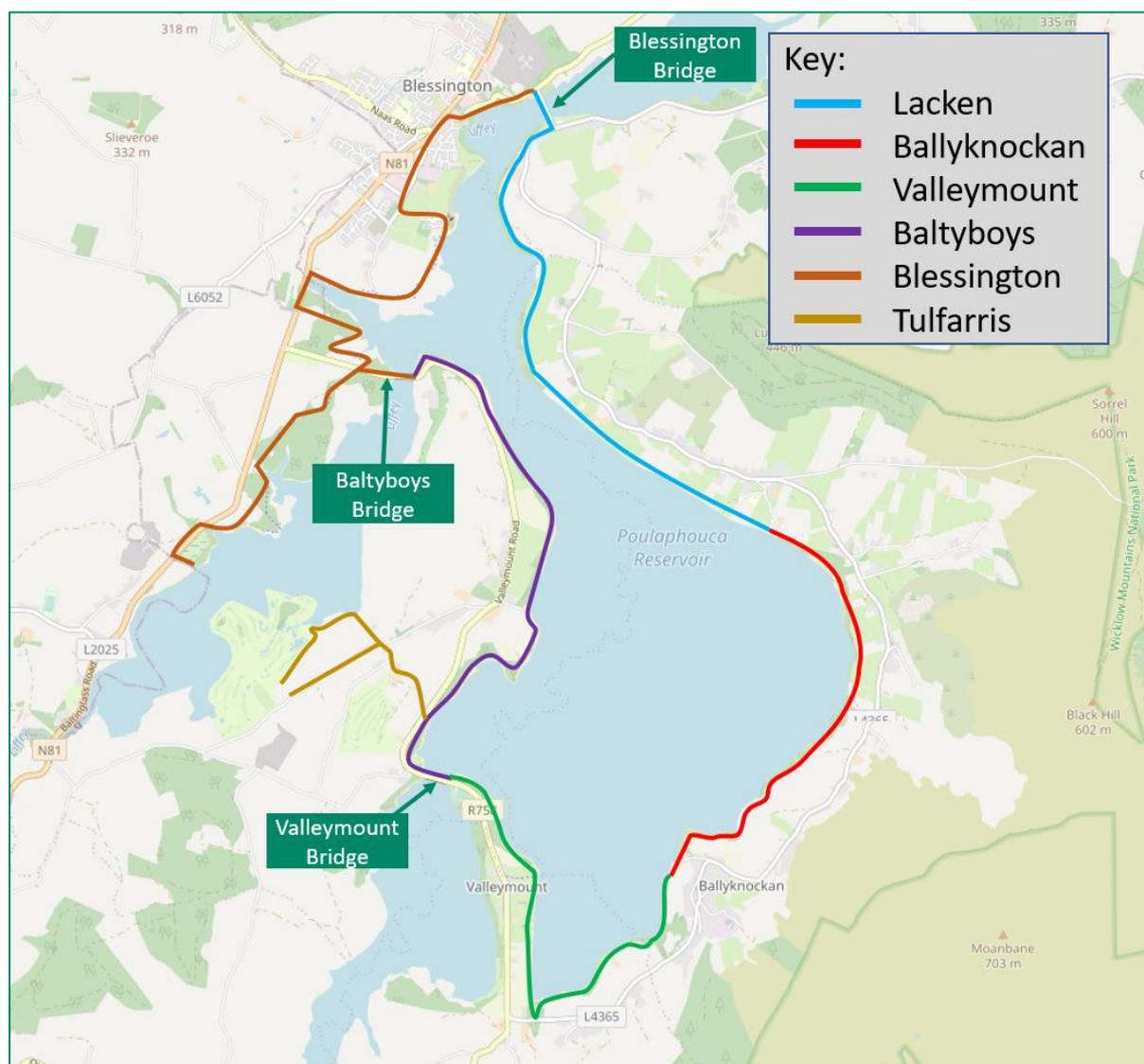


Figure 3.1 – Routing of the Proposed Development (Source: www.openstreetmap.org)

3.3 Car Parking

There are several car parking facilities already available surrounding the lake with Table 3.1 outlining the existing capacities, proposed additional spaces to be provided and EV car charging provision. Figure 3.2 illustrates the locations of the car parks around the reservoir.

An additional total 100 car parking spaces are proposed to be provided at Knockieran car park (50 spaces) and Russellstown car park (50 spaces). Further to the proposed car parking spaces additional bus parking will also be provided within these car parks. As part of the scheme proposals, Electric Vehicle (EV) charging spaces are also to be provided at the car parks around the reservoir.

Within the Wicklow County Development Plan (CDP) 2022 – 2028, there is no specific guidance for providing EV car charging facilities at tourism sites. Within the Wicklow CDP, Table 2.2 of 'Appendix 1 – Development and Design Standards' references the car charging provision for 'new buildings and buildings undergoing major renovation'. As there is no specific guidance available for providing EV charging facilities for tourism sites, the provisions that apply to 'Non-residential buildings with more than 10 parking spaces within property boundary' will be applied.

Further to the above and following discussions with Wicklow County Council, the quantum of EV car parking provisions has been established. As a minimum requirement, all car parks will designate 10% of car parking spaces for EV. The larger car parks (Russellstown, Baltyboys and Knockieran) will allocate 20% of car parking spaces for EV.

Table 3.1 – Existing and Proposed Car Parking Provision

Car Park Ref.	Location	Existing Capacity	Additional Capacity Proposed	Proposed EV Provision
1	Blessington Hub	27	-	3
2	Russellstown	70	50	24
3	N81 car park	35	-	4
4	Baltyboys	56	-	12
5	Tulfarris	26 (for greenway only)	-	3
6	Valleymount West	36	-	4
7	Valleymount East	24	-	3
8	Ballyknockan	24	-	3
9	Lacken	20	-	2
10	Knockieran	83	50 + 6 bus parking spaces	27
Totals		401	100 + 6 bus parking spaces	85
Overall Total		501 + 6 bus parking spaces (Incl. 85 EV spaces)		

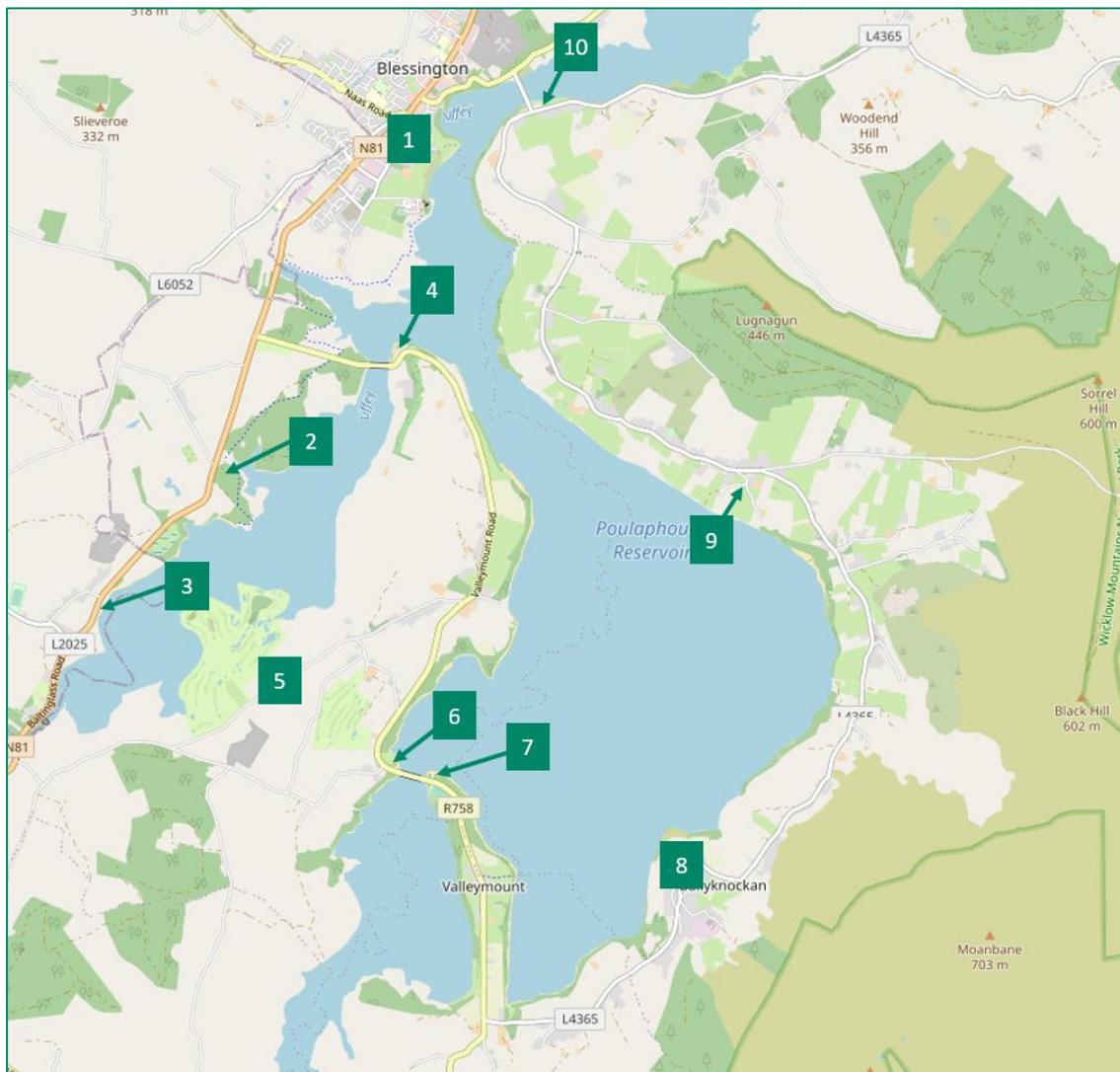


Figure 3.2 – Car Park Locations (Source: www.openstreetmap.org)

4. Construction Programme and Accesses

4.1 Introduction

This chapter of the report outlines the construction programme and proposed construction access locations. As with any construction project, the contractor will be required to prepare a comprehensive Construction Traffic Management Plan (CTMP) for the construction phase. The purpose of such a plan is to outline measures to manage the expected construction traffic activity during the construction period.

4.2 Likely Construction Programme

The construction programme is expected to require approximately 18 months to complete from occupation of the site.

4.3 Construction Access Locations

The construction stage programme will be developed by the successful contractor in advance of commencement of the works. The works contractor will be required to prepare a CTMP for the construction phase. Several construction access locations (No.25) have been identified in Figure 4.1. This will facilitate the efficient construction of the scheme.

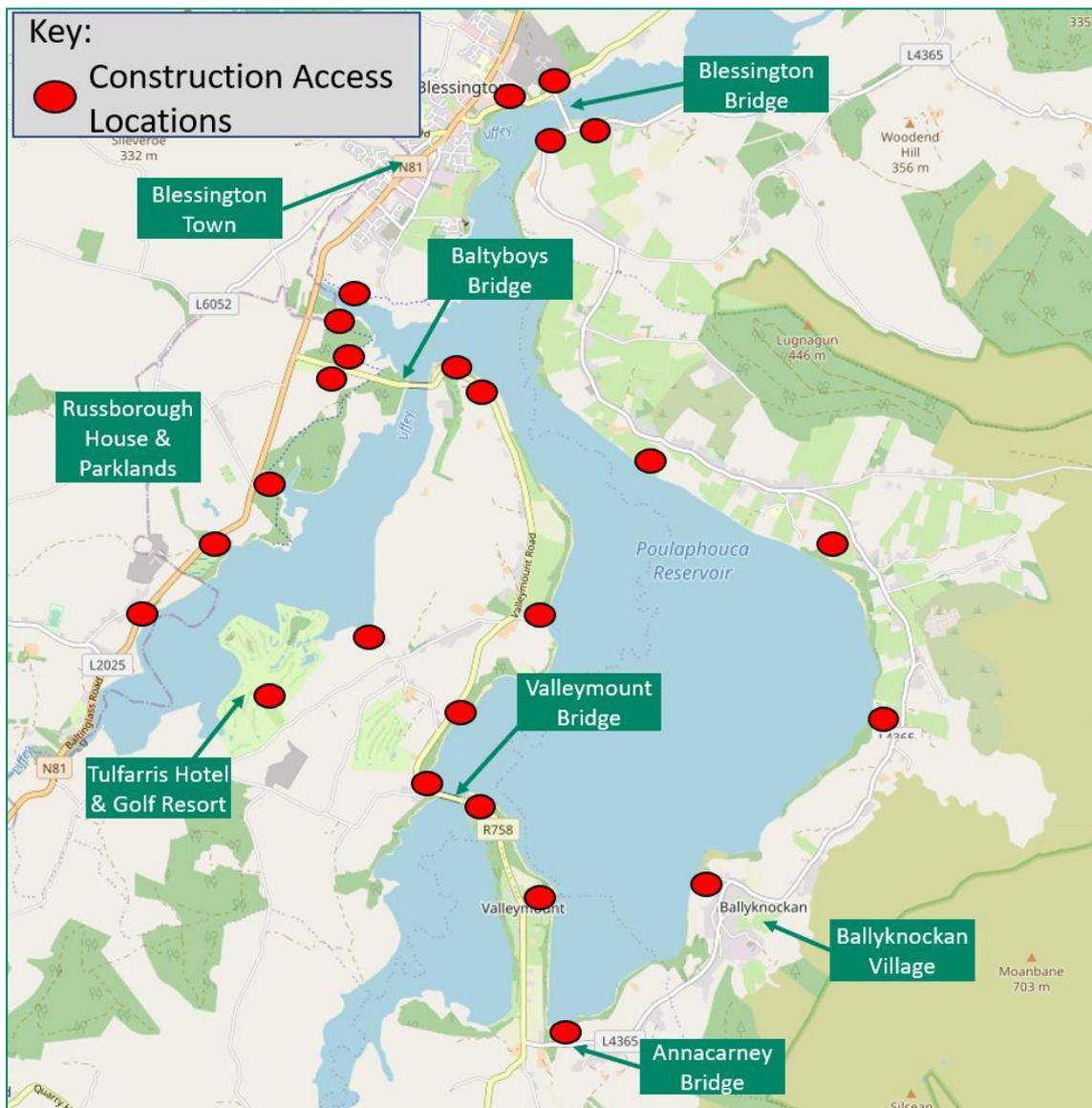


Figure 4.1 – Construction Access Locations (Source: www.openstreetmap.org)

4.4 Construction Traffic Trip Generation

There will be temporary traffic impacts during the construction phase due to the requirement to import 56,000m³ of construction materials and export of up to 36,000m³ of unusable cut material. This equates to 6167 HGV movements each way. If construction takes 18 months this would result in on average 16 HGVs per day x 2-way trips.

Table 4.1 – Anticipated Construction Traffic Trip Generation

Activity	Trips per day
Construction Operatives	150
HGV Deliveries	32
Peak Hour Construction Traffic	75

5. Impact Assessment

5.1 Trip Generation

It is projected that the Blessington eGreenway has the potential to attract 300,000 visitors annually. This projection was obtained from the 'Blessington E-Greenway Business Plan' (Dated November 2018) which was prepared by ILC for Wicklow County Council.

To determine the anticipated level of trips associated with the Blessington Greenway, AECOM have reviewed the data associated with the Waterford Greenway which opened in March 2017. The Waterford Greenway is a 46km route which runs from Waterford City to Dungarvan, Co. Waterford. The data with the Waterford Greenway was selected as a comparable Greenway. The Waterford Greenway is a similar length to the Blessington eGreenway, attracts over 250,000 visitors annually and has counter data available detailing the level of usage since opening for 2018 and 2019.

The annual number of visitors was disaggregated into monthly, weekly, and daily profiles using quantitative data from the Waterford Greenway. Using this information, it was possible to establish a weekend and weekday trip generation which is illustrated in Table 5.1. The data collected as part of the Waterford Greenway has been included in Appendix A.

Table 5.1 – Peak Weekday and Weekend Trip Generation

Time Period	Average	Peak
Monthly	23,105	42,177
Weekly	5,977	10,042
	Peak Weekday	Peak Weekend
Daily Users	1,328	1,700
Daily Users by Bus	133	170
Daily Users by Car	1,196	1,530
Average Party Size	2	2
Daily Car Arrivals	598	765

5.2 Trip Distribution

A trip distribution was developed based on the volumes of traffic using these roads and the availability of car parking. For the purposes of assessment, it has been assumed that all traffic would arrive and depart via the N81 and access the car parks around the reservoir by the R758, Kilbride Road and Lake Drive (L4634 and L4635).

5.3 Operational Stage Assessment

To determine the impact the proposed scheme is anticipated to have on the surrounding road network it has been assumed that the peak weekday daily arrivals are 598 vehicles, and the peak weekend daily arrivals are to be 765 vehicles. For the purposes of assessment, it is assumed that all vehicles would arrive within a 4-hour window during the peak weekday period and peak weekend period with the average maximum stay for a user would be 2 hours. This results in a demand of 299 vehicles for the peak weekday and 382 vehicles for the peak weekend over this 4-hour window. It should be acknowledged that greenway users would arrive throughout the day and not over a 4-hour window, the use of the 4-hour window enables the traffic impact assessment to examine a 'worst-case' scenario.

For the traffic analysis as part of the TII Traffic and Transport Assessment Guidelines, the peak hour associated with the road network is considered only, as this is when traffic volumes are greatest on the road network and the impact of the development would be the most significant to the road network from a traffic capacity perspective.

Upon review of the 2023 traffic surveys the peak weekday and weekend periods were identified as follows:

- 17:00 – 18:00 Peak Weekday
- 13:15 – 14:15 Peak Weekend (Sunday)

5.4 Traffic Growth

The TTA will adopt an opening year of 2026. In accordance with the TII Guidance, future design years (+5 and +15 years) of 2031 and 2041 will therefore be adopted.

The TII 'Project Appraisal Guidelines for National Roads Unit 5.3 – Travel Demand Projections (October 2021)' sets out growth rates for forecasting future year traffic for use in scheme modelling and appraisal. It is noted in respect of Blessington, which is in Co. Wicklow, the growth during the period 2016 – 2030 is set at 1.57% per annum for central growth, reducing to 0.51% per annum for 2030 – 2040 and further reducing to 0.47% per annum for 2040 – 2050 (LV rates used).

The development will be assessed for the opening year (2026) and the two horizon years assessments (2031 and 2041), as per the TII Traffic Assessment Guidelines. The Assessment Years are as follows:

- 2023 to 2026 – 1.0471 (or 4.71%)
- 2023 to 2031 – 1.1044 (or 10.44%)
- 2023 to 2041 – 1.1546 (or 15.46%)

5.5 Threshold Analysis

The TII Guidelines for Transport Assessments state that the thresholds for junction analysis in Transport Assessments are as follows:

- *'Traffic to and from the development exceeds 10% of the existing two-way traffic flow on the adjoining highway.'*
- *'Traffic to and from the development exceeds 5% of the existing two-way flow on the adjoining highway, where traffic congestion exists or will exist within the assessment period or in other sensitive locations.'*

5.6 Impact of the Proposed Development

A comparison was made between the pre-development and post-development scenarios for the peak weekday and weekend period, to identify the percentage impact of the development on the surrounding road network of Blessington and the Poulaphouca Reservoir.

The following two subsections detail the anticipated traffic impacts at the surveyed junctions for the peak weekday and peak weekend periods based on the trip generations determined in **Section 5.1.1** of this report. It should be noted that the opening year of the development has been assessed only. Any future year base flows would be greater than the flows presented in Table 5.2 and Table 5.3, hence a smaller percentage impact in comparison to the development flows would be recorded.

5.6.1 Peak Weekday

The projected percentage impact of operational traffic on the surrounding road junctions in the year of opening (2026) for the peak weekday is set out in Table 5.2.

Table 5.2 – Percentage Impact Assessment (Peak Weekday)

Junction		Opening Year - 2026
		Weekday Peak
J1 - N81 / Kilbride Road	Base Flow at Junction	1475
	Development Flows	184
	% Impact	12.5%
J2 - Lake Drive / Knockieran Car Park	Base Flow at Junction	118
	Development Flows	80
	% Impact	67.6%
J3 - Lake Drive / Unnamed Road / Unnamed Car Park	Base Flow at Junction	42
	Development Flows	33
	% Impact	78.8%
J4 - Lake Drive / Unnamed Road	Base Flow at Junction	41
	Development Flows	33

Junction	Opening Year - 2026	
	Weekday Peak	
	% Impact	80.8%
J5 - R758 / Lake Drive	Base Flow at Junction	131
	Development Flows	26
	% Impact	19.9%
J6 - R758 / Valleymount East	Base Flow at Junction	121
	Development Flows	40
	% Impact	32.9%
J7 - R758 / Valleymount West	Base Flow at Junction	96
	Development Flows	57
	% Impact	59.2%
J8 - R758 / Tulfarris	Base Flow at Junction	128
	Development Flows	68
	% Impact	53.2%
J9 - R758 / Baltyboys Car Park	Base Flow at Junction	151
	Development Flows	96
	% Impact	63.7%
J10 - N81 / R758	Base Flow at Junction	935
	Development Flows	184
	% Impact	19.7%
J11 - R81 / L8363 / Blessington Car Park	Base Flow at Junction	791
	Development Flows	188
	% Impact	23.8%
J12 - N81 / Poulaphouca Lough Parking	Base Flow at Junction	727
	Development Flows	162
	% Impact	22.3%
J13 - N81 / Troopersfield	Base Flow at Junction	1267
	Development Flows	130
	% Impact	10.3%

Based on the criteria as set out in the TII traffic and Transport Assessment Guidelines (May 2014), the impacts at each of the junctions is discussed in more detail in the paragraphs below.

Junction 1: 12.5% upon the N81 / Kilbride Road 3-arm junction in the evening peak hour period therefore modelling is required at this junction.

Junction 2: 67.6% upon the Lake Drive / Knockieran Car Park in the evening peak hour period therefore modelling is required at this junction.

Junction 3: 79.8% upon the Lake Drive / Unnamed Road / Unnamed Car Park junction in the evening peak hour period therefore modelling is required at this junction.

Junction 4: 80.8% upon the Lake Drive / Unnamed Road 3-arm junction in the evening peak hour period therefore modelling is required at this junction.

Junction 5: 19.9% upon the R758 / Lake Drive 3-arm junction in the evening peak hour period therefore modelling is required at this junction.

Junction 6: 32.9% upon the R758 / Valleymount East Car Park in the evening peak hour period therefore modelling is required at this junction.

Junction 7: 59.2% upon the R758 / Valleymount West Car Park in the evening peak hour period therefore modelling is required at this junction.

Junction 8: 53.2% upon the R758 / Tulfarris 3-arm junction in the evening peak hour period therefore modelling is required at this junction.

Junction 9: 63.7% upon the R758 / Baltyboys Bridge Car Park in the evening peak hour period therefore modelling is required at this junction.

Junction 10: 19.7% upon the N81 / R758 3-arm junction in the respective evening peak hour period therefore modelling is required at this junction.

Junction 11: 23.8% upon the N81 / L8363 / Blessington Greenway Car Park junction in the evening peak hour period therefore modelling is required at this junction.

Junction 12: 22.3% upon the N81 / Poulaphouca Lough Car Park in the evening peak hour period therefore modelling is required at this junction.

Junction 13: 10.3% upon the N81 / Troopersfield 3-arm junction in the evening peak hour period therefore modelling is required at this junction.

To summarise the percentage impact assessment for the peak weekday period, it has been found that all junctions are subject to further traffic modelling analysis as the traffic impact is greater than 10% at all junctions. It should be acknowledged that the road network around the reservoir has low levels of traffic associated with it (Junction 2 to Junction J9, inclusive) which is resulting in a greater impact on these junctions because of the development flows. It would be anticipated that the actual impact from a traffic modelling perspective would be minor and as a result these junctions (J2 to J9) have been excluded from detailed traffic modelling.

5.6.2 Peak Weekend

The projected percentage impact of operational traffic on the surrounding road junctions in the year of opening (2026) for the peak weekend is set out in Table 5.3.

Table 5.3 – Percentage Impact Assessment (Peak Weekend)

Junction		Opening Year - 2026
		Weekend Peak
J1 - N81 / Kilbride Road	Base Flow at Junction	1605
	Development Flows	237
	% Impact	14.8%
J2 - Lake Drive / Knockieran Car Park	Base Flow at Junction	124
	Development Flows	102
	% Impact	82.6%
J3 - Lake Drive / Unnamed Road / Unnamed Car Park	Base Flow at Junction	67
	Development Flows	48
	% Impact	71.6%
J4 - Lake Drive / Unnamed Road	Base Flow at Junction	67
	Development Flows	49
	% Impact	73.1%
J5 - R758 / Lake Drive	Base Flow at Junction	191
	Development Flows	40
	% Impact	21.0%
J6 - R758 / Valleymount East	Base Flow at Junction	218
	Development Flows	58
	% Impact	26.6%
J7 - R758 / Valleymount West	Base Flow at Junction	196
	Development Flows	79
	% Impact	40.3%
J8 - R758 / Tulfarris	Base Flow at Junction	185
	Development Flows	92
	% Impact	49.6%
J9 - R758 / Baltyboys Car Park	Base Flow at Junction	281
	Development Flows	125
	% Impact	44.5%
J10 - N81 / R758	Base Flow at Junction	1209

Junction		Opening Year - 2026	
		Weekend Peak	
	Development Flows	228	
	% Impact	18.9%	
	Base Flow at Junction	1043	
J11 - R81 / L8363 / Blessington Car Park	Development Flows	236	
	% Impact	22.6%	
	Base Flow at Junction	784	
J12 - N81 / Poulaphouca Lough Parking	Development Flows	203	
	% Impact	25.9%	
	Base Flow at Junction	1486	
J13 - N81 / Troopersfield	Development Flows	163	
	% Impact	11.0%	

Based on the criteria as set out in the TII traffic and Transport Assessment Guidelines (May 2014), the impacts at each of the junctions is discussed in more detail in the paragraphs below.

Junction 1: 14.8% upon the N81 / Kilbride Road 3-arm junction in the peak weekend period therefore modelling is required at this junction.

Junction 2: 82.6% upon the Lake Drive / Knockieran Car Park in the peak weekend period therefore modelling is required at this junction.

Junction 3: 71.6% upon the Lake Drive / Unnamed Road / Unnamed Car Park junction in the peak weekend period therefore modelling is required at this junction.

Junction 4: 73.1% upon the Lake Drive / Unnamed Road 3-arm junction in the peak weekend period therefore modelling is required at this junction.

Junction 5: 21.0% upon the R758 / Lake Drive 3-arm junction in the peak weekend period therefore modelling is required at this junction.

Junction 6: 26.6% upon the R758 / Valleymount East Car Park in the peak weekend period therefore modelling is required at this junction.

Junction 7: 40.3% upon the R758 / Valleymount West Car Park in the peak weekend period therefore modelling is required at this junction.

Junction 8: 49.6% upon the R758 / Tulfarris 3-arm junction in the peak weekend period therefore modelling is required at this junction.

Junction 9: 44.5% upon the R758 / Baltyboys Bridge Car Park in the peak weekend period therefore modelling is required at this junction.

Junction 10: 18.9% upon the N81 / R758 3-arm junction in the respective peak weekend period therefore modelling is required at this junction.

Junction 11: 22.6% upon the N81 / L8363 / Blessington Greenway Car Park junction in the peak weekend period therefore modelling is required at this junction.

Junction 12: 25.9% upon the N81 / Poulaphouca Lough Car Park in the peak weekend period therefore modelling is required at this junction.

Junction 13: 11.0% upon the N81 / Troopersfield 3-arm junction in the peak weekend period therefore modelling is required at this junction.

To summarise the percentage impact assessment for the peak weekend period, it has been found that all junctions are subject to further traffic modelling analysis as the traffic impact is greater than 10% at all junctions. It should be acknowledged that the road network around the reservoir has low levels of traffic associated with it (Junction 2 to Junction 9, inclusive) which is resulting in a greater impact on these junctions because of the development flows.

It would be anticipated that the actual impact from a traffic modelling perspective would be minor and as a result these junctions (J2 to J9) have been excluded from detailed traffic modelling.

6. Network Analysis

6.1 Overview

This chapter presents the traffic impact analysis to identify the potential impacts of the proposed development upon the surrounding road network at the junctions identified in **Chapter 5** of this report for both the peak weekday and weekend periods. Figure 6.1 shows the junctions that have been analysed as part of this assessment. As the junctions are unsignalized and priority controlled, they will be assessed using the industry standard Junctions 10 (PICADY) software developed by Transport Research Laboratory (TRL).

Further as part of the original application, modelling was also completed of the proposed shuttle systems that are to be implemented at the three bridge crossings within the scheme extents, the bridges are as follows and the locations are also indicated in Figure 6.1:

- Blessington Bridge;
- Valleymount Bridge; and
- Baltyboys Bridge.

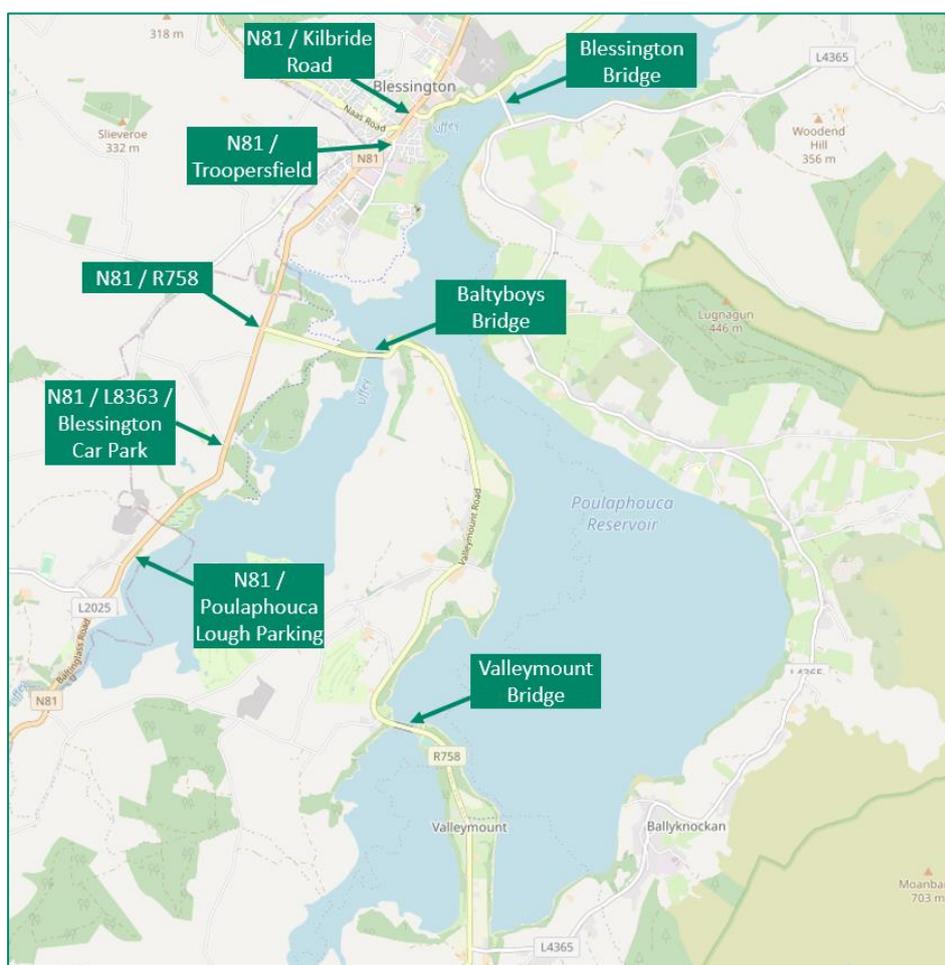


Figure 6.1 – Junctions Analysed (Source: www.openstreetmap.org)

6.2 Junction Analysis

6.2.1 Priority Controlled Junctions

The operational assessment of the local road network has been undertaken using TRL Junctions 10 for non-signalised junctions. When considering priority-controlled junctions, a Ratio to Flow Capacity (RFC) of greater than 85% (0.85) would indicate a junction to be approaching capacity, as operation above this RFC value is poor and deteriorates quickly resulting in traffic congestion in the form of longer queues.

Junctions 10 is an industry standard software to model the capacity and queuing of non-signalised junctions (priority controlled, intersections, roundabouts). The meaning of the acronyms used within the capacity assessment results are discussed below.

- RFC Ratio to Flow Capacity (for non-signalised junctions)
- Q Queue length (PCU's) i.e., 1 PCU equates to a 5.75m long car.

It is generally accepted that RFC values of 0.85 (85%) and less are indicators that a junction is operating within capacity. Junctions are only identified as operating over capacity if these values are exceeded.

6.2.2 Signal Controlled Junctions

For the shuttle systems, these junctions were modelled using the LinSig software tool. LinSig is an industry standard software used to model the capacity and queuing of signalised junctions. The meaning of the acronyms used within the capacity assessment results are discussed below:

- DoS Degree of Saturation;
- MMQ Queue lengths is represented as Mean Max Queue (MMQ) i.e., the maximum within a typical cycle averaged over all the cycles within the modelled period. Queue lengths are shown as PCUs² (Passenger Car Unit) values; and
- PRC Practical Reserve Capacity

It is generally accepted that DoS values of 90% and less are indicators that a junction is operating within capacity. Although a junction would be said to be operating at capacity at values of 100%, the use of 90% allows for a margin of error and fluctuations in traffic flows. Junctions are therefore only identified as operating over capacity if these values are exceeded.

PRC is a term used to denote the maximum desirable flow through a signalised junction and 0% PRC is reached when one or more of the approaches to the junction are operating at 90% of their capacity. Therefore, it should be recognised that the actual maximum limit for a signalised junction is -10% PRC. A junction would therefore operate within its maximum capacity with a PRC value of -9.99%.

6.2.3 Junction 1 – N81 / Kilbride Road

A model was completed for the Peak Weekday and Peak Weekend scenarios and the future assessment years which are shown in Table 6.1 below. The full Junctions 10 results are contained within Appendix B.

Table 6.1 – N81 / Kilbride Road Traffic Modelling Outputs

Assessment Year	Arm	Weekday Peak		Weekend Peak	
		Queue (PCU)	RFC	Queue (PCU)	RFC
2023 Baseline	Kilbride Road	1.1	0.52	1.0	0.48
	N81 (Southern Arm) Ahead	1.0	0.33	1.3	0.40
	N81 (Southern Arm) Right Turn	0.3	0.43	0.3	0.46
2026 Without Development	Kilbride Road	1.3	0.55	1.2	0.52
	N81 (Southern Arm) Ahead	1.0	0.35	1.4	0.42
	N81 (Southern Arm) Right Turn	0.3	0.44	0.3	0.48
2026 With Development	Kilbride Road	1.6	0.61	1.5	0.59
	N81 (Southern Arm) Ahead	1.1	0.38	1.6	0.47
	N81 (Southern Arm) Right Turn	0.5	0.51	0.6	0.56
2031 Without Development	Kilbride Road	1.6	0.60	1.4	0.57
	N81 (Southern Arm) Ahead	1.1	0.37	1.5	0.45
	N81 (Southern Arm) Right Turn	0.4	0.46	0.3	0.50
2031 With Development	Kilbride Road	2.0	0.66	2.0	0.66
	N81 (Southern Arm) Ahead	1.2	0.40	1.8	0.50
	N81 (Southern Arm) Right Turn	0.6	0.53	0.6	0.58

² PCU – Passenger Car Unit, 1 PCU is the equivalent of a 5.75m long vehicle.

Assessment Year	Arm	Weekday Peak		Weekend Peak	
		Queue (PCU)	RFC	Queue (PCU)	RFC
2041 Without Development	Kilbride Road	1.9	0.65	1.7	0.62
	N81 (Southern Arm) Ahead	1.2	0.39	1.7	0.47
	N81 (Southern Arm) Right Turn	0.4	0.48	0.3	0.52
2041 With Development	Kilbride Road	2.6	0.72	2.6	0.72
	N81 (Southern Arm) Ahead	1.3	0.42	2.0	0.52
	N81 (Southern Arm) Right Turn	0.6	0.55	0.7	0.60

Based on the analysis of N81 / Kilbride Road Junction, it is clear that with the addition of the development traffic flows the junction will continue to operate within capacity throughout the 2026 (opening year) to the 2041 (opening year + 15) assessment with the development in place.

When comparing the 2041 assessment years with and without development, the proposed development results in an increase of 0.08 (8%) to the RFC of the Kilbride Road during the peak weekday period with a corresponding increase of 0.5 PCU to the queuing at the junction. During the peak weekend period the greatest impact is to the Kilbride Road arm with an increase of 0.10 (10%) to the RFC and a corresponding increase of 0.9 PCU to the queuing at the junction.

6.2.4 Junction 10 – N81 / R758

A model was completed for the Peak Weekday and Peak Weekend scenarios and the future assessment years which are shown in Table 6.2 below. The full Junctions 10 results are contained within Appendix B.

Table 6.2 – N81 / R758 Traffic Modelling Outputs

Assessment Year	Arm	Weekday Peak		Weekend Peak	
		Queue (PCU)	RFC	Queue (PCU)	RFC
2023 Baseline	R758	0.2	0.19	0.7	0.41
	N81 (Southern Arm)	0.0	0.01	0.0	0.03
2026 Without Development	R758	0.3	0.20	0.8	0.44
	N81 (Southern Arm)	0.0	0.01	0.0	0.03
2026 With Development	R758	0.3	0.22	1.1	0.51
	N81 (Southern Arm)	0.1	0.13	0.2	0.17
2031 Without Development	R758	0.3	0.21	1.0	0.48
	N81 (Southern Arm)	0.0	0.01	0.0	0.03
2031 With Development	R758	0.3	0.24	1.4	0.56
	N81 (Southern Arm)	0.1	0.13	0.2	0.18
2041 Without Development	R758	0.3	0.23	1.1	0.51
	N81 (Southern Arm)	0.0	0.01	0.0	0.03
2041 With Development	R758	0.4	0.26	1.6	0.61
	N81 (Southern Arm)	0.2	0.13	0.2	0.18

Based on the analysis of N81 / R758 Junction, it is clear that with the addition of the development traffic flows the junction will continue to operate within capacity throughout the 2026 (opening year) to the 2041 (opening year + 15) assessment with the development in place.

When comparing the 2041 assessment years with and without development, the proposed development results in an increase of 0.12 (12%) to the RFC of the N81 (Southern Arm) during the peak weekday period with a corresponding increase of 0.2 PCU to the queuing at the junction. During the peak weekend period the greatest impact is to the N81 (Southern Arm) with an increase of 0.15 (15%) to the RFC and a corresponding increase of 0.2 PCU to the queuing at the junction.

6.2.5 Junction 11 – N81 / L8363 / Blessington Greenway Car Park

A model was completed for the Peak Weekday and Peak Weekend scenarios and the future assessment years which are shown in Table 6.3 below. The full Junctions 10 results are contained within Appendix B.

Table 6.3 – N81 / L8363 / Blessington Greenway Car park Traffic Modelling Outputs

Assessment Year	Arm	Weekday Peak		Weekend Peak	
		Queue (PCU)	RFC	Queue (PCU)	RFC
2023 Baseline	Blessington Greenway Car Park	0.0	0.00	0.1	0.09
	N81 (Northern Arm)	0.0	0.03	0.8	0.33
	L8363	0.1	0.06	0.1	0.05
	N81 (Southern Arm)	0.0	0.00	0.0	0.01
2026 Without Development	Blessington Greenway Car Park	0.0	0.00	0.1	0.10
	N81 (Northern Arm)	0.0	0.03	0.9	0.35
	L8363	0.1	0.07	0.1	0.06
	N81 (Southern Arm)	0.0	0.00	0.0	0.01
2026 With Development	Blessington Greenway Car Park	0.0	0.00	0.1	0.11
	N81 (Northern Arm)	0.0	0.03	1.3	0.41
	L8363	0.1	0.07	0.1	0.07
	N81 (Southern Arm)	0.2	0.09	0.5	0.17
2031 Without Development	Blessington Greenway Car Park	0.0	0.00	0.1	0.10
	N81 (Northern Arm)	0.0	0.03	1.0	0.38
	L8363	0.1	0.07	0.1	0.06
	N81 (Southern Arm)	0.0	0.00	0.0	0.01
2031 With Development	Blessington Greenway Car Park	0.0	0.00	0.1	0.12
	N81 (Northern Arm)	0.1	0.03	1.5	0.45
	L8363	0.1	0.08	0.1	0.07
	N81 (Southern Arm)	0.2	0.10	0.6	0.18
2041 Without Development	Blessington Greenway Car Park	0.0	0.00	0.1	0.11
	N81 (Northern Arm)	0.0	0.03	1.2	0.41
	L8363	0.1	0.08	0.1	0.07
	N81 (Southern Arm)	0.0	0.00	0.0	0.01
2041 With Development	Blessington Greenway Car Park	0.0	0.00	0.2	0.13
	N81 (Northern Arm)	0.1	0.04	1.7	0.48
	L8363	0.1	0.08	0.1	0.08
	N81 (Southern Arm)	0.2	0.10	0.6	0.19

Based on the analysis of N81 / L8363 / Blessington Greenway Car Park junction, it is clear that with the addition of the development traffic flows the junction will continue to operate within capacity throughout the 2026 (opening year) to the 2041 (opening year + 15) assessment with the development in place.

When comparing the 2041 assessment years with and without development, the proposed development results in an increase of 0.10 (10%) to the RFC of the N81 (Southern Arm) during the peak weekday period with a corresponding increase of 0.2 PCU to the queuing at the junction. During the peak weekend period the greatest impact is to the N81 (Southern Arm) with an increase of 0.18 (18%) to the RFC and a corresponding increase of 0.6 PCU to the queuing at the junction.

6.2.6 Junction 12 – N81 / Poulaphouca Lough Parking

A model was completed for the Peak Weekday and Peak Weekend scenarios and the future assessment years which are shown in Table 6.4 below. The full Junctions 10 results are contained within Appendix B.

Table 6.4 – N81 / Poulaphouca Lough Parking Traffic Modelling Outputs

Assessment Year	Arm	Weekday Peak		Weekend Peak	
		Queue (PCU)	RFC	Queue (PCU)	RFC
2023 Baseline	Poulaphouca Lough Parking	0.0	0.00	0.1	0.04
	N81 (Southern Arm)	0.0	0.00	0.0	0.02
2026 Without Development	Poulaphouca Lough Parking	0.0	0.00	0.1	0.05
	N81 (Southern Arm)	0.0	0.00	0.0	0.02
2026 With Development	Poulaphouca Lough Parking	0.0	0.00	0.1	0.05
	N81 (Southern Arm)	0.0	0.03	0.1	0.06
2031 Without Development	Poulaphouca Lough Parking	0.0	0.00	0.1	0.05
	N81 (Southern Arm)	0.0	0.00	0.0	0.02
2031 With Development	Poulaphouca Lough Parking	0.0	0.00	0.1	0.05
	N81 (Southern Arm)	0.0	0.03	0.1	0.06
2041 Without Development	Poulaphouca Lough Parking	0.0	0.00	0.1	0.05
	N81 (Southern Arm)	0.0	0.00	0.0	0.02
2041 With Development	Poulaphouca Lough Parking	0.0	0.00	0.1	0.06
	N81 (Southern Arm)	0.0	0.03	0.1	0.07

Based on the analysis of N81 / N81 Blessington Car Park junction, it is clear that with the addition of the development traffic flows the junction will continue to operate within capacity throughout the 2026 (opening year) to the 2041 (opening year + 15) assessment with the development in place.

When comparing the 2041 assessment years with and without development, the proposed development results in an increase of 0.3 (3%) to the RFC of the N81 (Southern Arm) during the peak weekday period with no anticipated increase to queuing at the junction. During the peak weekend period the greatest impact is to the N81 (Southern Arm) with an increase of 0.05 (5%) to the RFC and a corresponding increase of 0.1 PCU to the queuing at the junction.

6.2.7 Junction 13 – N81 / Troopersfield

A model was completed for the Peak Weekday and Peak Weekend scenarios and the future assessment years which are shown in Table 6.5 below. The full Junctions 10 results are contained within Appendix B.

Table 6.5 – N81 / Troopersfield Traffic Modelling Outputs

Assessment Year	Arm	Weekday Peak		Weekend Peak	
		Queue (PCU)	RFC	Queue (PCU)	RFC
2023 Baseline	Troopersfield	0.4	0.28	0.6	0.36
	N81 (Southern Arm)	0.1	0.05	0.1	0.03
2026 Without Development	Troopersfield	0.5	0.30	0.8	0.44
	N81 (Southern Arm)	0.1	0.06	0.1	0.04
2026 With Development	Troopersfield	0.5	0.33	0.8	0.43
	N81 (Southern Arm)	0.1	0.06	0.1	0.04
2031 Without Development	Troopersfield	0.5	0.33	1.0	0.49
	N81 (Southern Arm)	0.1	0.06	0.1	0.05
2031 With Development	Troopersfield	0.6	0.36	1.0	0.49
	N81 (Southern Arm)	0.1	0.07	0.1	0.05

Assessment Year	Arm	Weekday Peak		Weekend Peak	
		Queue (PCU)	RFC	Queue (PCU)	RFC
2041 Without Development	Troopersfield	0.6	0.36	1.0	0.48
	N81 (Southern Arm)	0.1	0.07	0.1	0.05
2041 With Development	Troopersfield	0.7	0.40	1.2	0.54
	N81 (Southern Arm)	0.1	0.07	0.1	0.05

Based on the analysis of N81 / Troopersfield junction, it is clear that with the addition of the development traffic flows the junction will continue to operate within capacity throughout the 2026 (opening year) to the 2041 (opening year + 15) assessment with the development in place.

When comparing the 2041 assessment years with and without development, the proposed development results in an increase of 0.3 (3%) to the RFC of the N81 (Southern Arm) during the peak weekday period with no anticipated increase to queuing at the junction. During the peak weekend period the greatest impact is to the N81 (Southern Arm) with an increase of 0.05 (5%) to the RFC and a corresponding increase of 0.1 PCU to the queuing at the junction.

6.2.8 Blessington Bridge

A model was completed for the morning and evening Peak Weekday and Peak Weekend scenarios and the future assessment years which are shown in Table 6.6 below. The full LinSig results are contained within Appendix C.

Table 6.6 – Blessington Bridge Traffic Modelling Outputs

	Morning Peak	Evening Peak	Weekend Peak
Cycle Time (Seconds)	71	71	71
Total Delay (PCU/Hr)	1.02	1.31	1.37
PRC (%)	493.9	409.3	379.5

The model results show that the proposed shuttle has no capacity concerns at this location.

6.2.9 Valleymount Bridge

A model was completed for the morning and evening Peak Weekday and Peak Weekend scenarios and the future assessment years which are shown in Table 6.7 below. The full LinSig results are contained within Appendix C.

Table 6.7 – Valleymount Bridge Traffic Modelling Outputs

	Morning Peak	Evening Peak	Weekend Peak
Cycle Time (Seconds)	80	80	80
Total Delay (PCU/Hr)	1.88	1.50	1.55
PRC (%)	139.5	205.1	207.4

The model results show that the proposed shuttle has no capacity concerns at this location.

6.2.10 Baltyboys Bridge

A model was completed for the morning and evening Peak Weekday and Peak Weekend scenarios and the future assessment years which are shown in Table 6.8 below. The full LinSig results are contained within Appendix C.

Table 6.8 – Baltyboys Bridge Traffic Modelling Outputs

	Morning Peak	Evening Peak	Weekend Peak
Cycle Time (Seconds)	78	78	78
Total Delay (PCU/Hr)	2.31	1.89	4.25
PRC (%)	113.5	125.2	37.4

The model results show that the proposed shuttle has no capacity concerns at this location.

7. Sustainable Access Transport Strategy

7.1 Introduction

This Section will detail the Sustainable Access Transport Strategy for the proposed eGreenway which addresses **Item 4** of the RFI.

7.2 Sustainable Access Transport Strategy

As detailed in Section 2.4, there is limited availability to public transport in the Blessington area. The area is serviced by hourly buses with the closest train station located in Sallins and car sharing facilities in Naas. There are currently private bus tours that visit Russborough House & Parklands which will be directly connected to the scheme. There are currently 8 bus parking bays within Russborough House.

Given this limited availability, it would be envisioned that the primary method of travel for visitors to the Blessington eGreenway would be via car with the remainder travelling by bus. For local users, it would be assumed that they would either walk, cycle or scoot to the greenway.

As part of the development proposals the existing car parks are to be upgraded with additional car parking to be provided at two of the car parks (Russellstown and Knockieran) and six bus parking bays provided at the Knockieran car park. The existing car parks being upgraded, and provision of additional spaces would further assist in reducing the vehicular impact on the town. It is proposed to provide Electric Vehicle (EV) parking spaces in all the car parks along the greenway, the total number of EV spaces to be provided is 85. To support wayfinding to / from the car parks, information signs will be provided on the local road network.

As the primary method of travel to / from the Blessington eGreenway is expected to be via vehicle, a traffic impact analysis has been completed to determine the anticipated impact on the surrounding road network. The traffic impact analysis, detailed in Section 6 of this report, has determined that the proposed scheme would not result in the deterioration of the operation of junctions within the area during the evening peak hour period. The traffic modelling is undertaken utilising the evening peak hour traffic volumes which demonstrates the worst-case scenario of analysis purposes. The analysis is undertaken during the peak hour as this is when traffic volumes are at their greatest.

Wicklow County Council will actively promote and support the delivery of national, regional, and local bus services to provide a local link bus service. It is envisioned that groups will visit the greenway via private coach tours.

7.3 Conclusion

Given the limited availability to public forms of transport in the surrounding area, it is anticipated that the primary method of travel to the eGreenway would be via car. The existing car parks are to be upgraded with additional car parking provided which would lessen the impact on the local road network. Further, a traffic impact analysis has been completed which has determined that the anticipated impact on the local road network would be minor.

8. Conclusion

This Transport Assessment has been prepared in response to RFI **Item 3** and **Item 4** for the Blessington eGreenway. A sustainable access transport strategy has been prepared which identified that there is limited availability for public transport in the surrounding area. Wicklow County Council will actively promote and support the delivery of national, regional, and local bus services.

The report examines the traffic and transportation system in the vicinity of the eGreenway development works. The potential impacts associated with the operation of the development, in relation to traffic and transportation are examined and assessed.

The assessment concludes sufficient car parking is being proposed within the development. It also concludes the road network can satisfactorily accommodate the increase in traffic associated with the operational stages of the proposed development.

Appendix A Waterford Greenway Data (Summary)

Table A. 1 – Summary of Waterford Greenway Counter (2018 & 2019)

Month	Average of 2018 & 2019 Counts	Peak Average (May – September)	Average (12 Months)
January	717	1565	1109
February	718		
March	754		
April	1135		
May	1217		
June	1431		
July	1993		
August	2023		
September	1163		
October	912		
November	645		
December	603		

Appendix B Junctions 10 Outputs

<h1>Junctions 10</h1>
PICADY 10 - Priority Intersection Module
Version: 10.0.4.1693 © Copyright TRL Software Limited, 2021
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com
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Filename: Junction 1,10,11,12,13 (Weekday).j10

Path: L:\Legacy\iedbl2fp001\UFI\Jobs\PR-447455_Blessington_Greenway\400_Technical\430_TechnicalArea_XITraffic and Transport Assessment\03. Junction Models

Report generation date: 01/12/2023 17:10:19

- »2023 Baseline (Weekday), PM
- »2026 Baseline W/O Dev (Weekday), PM
- »2026 Baseline W Dev (Weekday), PM
- »2031 Baseline W/O Dev (Weekday), PM
- »2031 Baseline W Dev (Weekday), PM
- »2041 Baseline W/O Dev (Weekday), PM
- »2041 Baseline W Dev (Weekday), PM

Summary of junction performance

	PM	
	Queue (PCU)	RFC
2023 Baseline (Weekday)		
1 - N81 / Kilbride Road - Stream B-AC	1.1	0.52
1 - N81 / Kilbride Road - Stream C-A	1.0	0.33
1 - N81 / Kilbride Road - Stream C-B	0.3	0.43
10 - N81 / R758 - Stream B-AC	0.2	0.19
10 - N81 / R758 - Stream C-AB	0.0	0.01
11 - N81 / Russelltown / L8363 - Stream B-ACD	0.0	0.00
11 - N81 / Russelltown / L8363 - Stream A-BCD	0.0	0.03
11 - N81 / Russelltown / L8363 - Stream D-ABC	0.1	0.06
11 - N81 / Russelltown / L8363 - Stream C-ABD	0.0	0.00
12 - N81 / Poulaphouca Lough Parking - Stream B-AC	0.0	0.00
12 - N81 / Poulaphouca Lough Parking - Stream C-AB	0.0	0.00
13 - N81 / Troopersfield - Stream B-AC	0.4	0.28
13 - N81 / Troopersfield - Stream C-AB	0.1	0.05
2026 Baseline W/O Dev (Weekday)		
1 - N81 / Kilbride Road - Stream B-AC	1.3	0.55
1 - N81 / Kilbride Road - Stream C-A	1.0	0.35
1 - N81 / Kilbride Road - Stream C-B	0.3	0.44
10 - N81 / R758 - Stream B-AC	0.3	0.20
10 - N81 / R758 - Stream C-AB	0.0	0.01
11 - N81 / Russelltown / L8363 - Stream B-ACD	0.0	0.00
11 - N81 / Russelltown / L8363 - Stream A-BCD	0.0	0.03
11 - N81 / Russelltown / L8363 - Stream D-ABC	0.1	0.07
11 - N81 / Russelltown / L8363 - Stream C-ABD	0.0	0.00
12 - N81 / Poulaphouca Lough Parking - Stream B-AC	0.0	0.00
12 - N81 / Poulaphouca Lough Parking - Stream C-AB	0.0	0.00
13 - N81 / Troopersfield - Stream B-AC	0.5	0.30
13 - N81 / Troopersfield - Stream C-AB	0.1	0.06
2026 Baseline W Dev (Weekday)		
1 - N81 / Kilbride Road - Stream B-AC	1.6	0.61
1 - N81 / Kilbride Road - Stream C-A	1.1	0.38
1 - N81 / Kilbride Road - Stream C-B	0.5	0.51
10 - N81 / R758 - Stream B-AC	0.3	0.22
10 - N81 / R758 - Stream C-AB	0.1	0.13
11 - N81 / Russelltown / L8363 - Stream B-ACD	0.0	0.00
11 - N81 / Russelltown / L8363 - Stream A-BCD	0.0	0.03
11 - N81 / Russelltown / L8363 - Stream D-ABC	0.1	0.07

11 - N81 / Russelltown / L8363 - Stream C-ABD	0.2	0.09
12 - N81 / Poulaphouca Lough Parking - Stream B-AC	0.0	0.00
12 - N81 / Poulaphouca Lough Parking - Stream C-AB	0.0	0.03
13 - N81 / Troopersfield - Stream B-AC	0.5	0.33
13 - N81 / Troopersfield - Stream C-AB	0.1	0.06
2031 Baseline W/O Dev (Weekday)		
1 - N81 / Kilbride Road - Stream B-AC	1.6	0.60
1 - N81 / Kilbride Road - Stream C-A	1.1	0.37
1 - N81 / Kilbride Road - Stream C-B	0.4	0.46
10 - N81 / R758 - Stream B-AC	0.3	0.21
10 - N81 / R758 - Stream C-AB	0.0	0.01
11 - N81 / Russelltown / L8363 - Stream B-ACD	0.0	0.00
11 - N81 / Russelltown / L8363 - Stream A-BCD	0.0	0.03
11 - N81 / Russelltown / L8363 - Stream D-ABC	0.1	0.07
11 - N81 / Russelltown / L8363 - Stream C-ABD	0.0	0.00
12 - N81 / Poulaphouca Lough Parking - Stream B-AC	0.0	0.00
12 - N81 / Poulaphouca Lough Parking - Stream C-AB	0.0	0.00
13 - N81 / Troopersfield - Stream B-AC	0.5	0.33
13 - N81 / Troopersfield - Stream C-AB	0.1	0.06
2031 Baseline W Dev (Weekday)		
1 - N81 / Kilbride Road - Stream B-AC	2.0	0.66
1 - N81 / Kilbride Road - Stream C-A	1.2	0.40
1 - N81 / Kilbride Road - Stream C-B	0.6	0.53
10 - N81 / R758 - Stream B-AC	0.3	0.24
10 - N81 / R758 - Stream C-AB	0.1	0.13
11 - N81 / Russelltown / L8363 - Stream B-ACD	0.0	0.00
11 - N81 / Russelltown / L8363 - Stream A-BCD	0.1	0.03
11 - N81 / Russelltown / L8363 - Stream D-ABC	0.1	0.08
11 - N81 / Russelltown / L8363 - Stream C-ABD	0.2	0.10
12 - N81 / Poulaphouca Lough Parking - Stream B-AC	0.0	0.00
12 - N81 / Poulaphouca Lough Parking - Stream C-AB	0.0	0.03
13 - N81 / Troopersfield - Stream B-AC	0.6	0.36
13 - N81 / Troopersfield - Stream C-AB	0.1	0.07
2041 Baseline W/O Dev (Weekday)		
1 - N81 / Kilbride Road - Stream B-AC	1.9	0.65
1 - N81 / Kilbride Road - Stream C-A	1.2	0.39
1 - N81 / Kilbride Road - Stream C-B	0.4	0.48
10 - N81 / R758 - Stream B-AC	0.3	0.23
10 - N81 / R758 - Stream C-AB	0.0	0.01
11 - N81 / Russelltown / L8363 - Stream B-ACD	0.0	0.00
11 - N81 / Russelltown / L8363 - Stream A-BCD	0.0	0.03
11 - N81 / Russelltown / L8363 - Stream D-ABC	0.1	0.08
11 - N81 / Russelltown / L8363 - Stream C-ABD	0.0	0.00
12 - N81 / Poulaphouca Lough Parking - Stream B-AC	0.0	0.00
12 - N81 / Poulaphouca Lough Parking - Stream C-AB	0.0	0.00
13 - N81 / Troopersfield - Stream B-AC	0.6	0.36
13 - N81 / Troopersfield - Stream C-AB	0.1	0.07
2041 Baseline W Dev (Weekday)		
1 - N81 / Kilbride Road - Stream B-AC	2.6	0.72
1 - N81 / Kilbride Road - Stream C-A	1.3	0.42
1 - N81 / Kilbride Road - Stream C-B	0.6	0.55
10 - N81 / R758 - Stream B-AC	0.4	0.26
10 - N81 / R758 - Stream C-AB	0.2	0.13
11 - N81 / Russelltown / L8363 - Stream B-ACD	0.0	0.00
11 - N81 / Russelltown / L8363 - Stream A-BCD	0.1	0.04
11 - N81 / Russelltown / L8363 - Stream D-ABC	0.1	0.08
11 - N81 / Russelltown / L8363 - Stream C-ABD	0.2	0.10
12 - N81 / Poulaphouca Lough Parking - Stream B-AC	0.0	0.00
12 - N81 / Poulaphouca Lough Parking - Stream C-AB	0.0	0.03
13 - N81 / Troopersfield - Stream B-AC	0.7	0.40
13 - N81 / Troopersfield - Stream C-AB	0.1	0.07

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

File summary

File Description

Title	
Location	
Site number	
Date	26/07/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EUZac.Cave
Description	

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2023 Baseline (Weekday)	PM	ONE HOUR	16:45	18:15	15	✓		
D2	Dev Flows Weekday	PM	ONE HOUR	16:45	18:15	15			
D3	2026 Baseline W/O Dev (Weekday)	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D1*1.0471
D4	2026 Baseline W Dev (Weekday)	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2+D3
D5	2031 Baseline W/O Dev (Weekday)	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D1*1.1044
D6	2031 Baseline W Dev (Weekday)	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2+D5
D7	2041 Baseline W/O Dev (Weekday)	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D1*1.1546
D8	2041 Baseline W Dev (Weekday)	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2+D7

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2023 Baseline (Weekday), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D4 - 2026 Baseline W Dev (Weekday), PM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	N81 / Kilbride Road	T-Junction	Two-way	Two-way	Two-way			5.86	A
10	N81 / R758	T-Junction	Two-way	Two-way	Two-way			0.95	A
11	N81 / Russeltown / L8363	Crossroads	Two-way	Two-way	Two-way	Two-way		0.46	A
12	N81 / Poulaphouca Lough Parking	T-Junction	Two-way	Two-way	Two-way			0.01	A
13	N81 / Troopersfield	T-Junction	Two-way	Two-way	Two-way			1.30	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.23	A

Arms

Arms

Junction	Arm	Name	Description	Arm type
1 - N81 / Kilbride Road	A	N81 (Northern Arm)		Major
	B	Kilbride Road		Minor
	C	N81 (Southern Arm)		Major
10 - N81 / R758	A	N81 (Northern Arm)		Major
	B	R758		Minor
	C	N81 (Southern Arm)		Major
11 - N81 / Russeltown / L8363	A	N81 (Northern Arm)		Major
	B	Russeltown Car Park		Minor
	C	N81 (Southern Arm)		Major
	D	L8363		Minor
12 - N81 / Poulaphouca Lough Parking	A	N81 (Northern Arm)		Major
	B	Poulaphouca Lough Parking		Minor
	C	N81 (Southern Arm)		Major
13 - N81 / Troopersfield	A	N81 (Northern Arm)		Major
	B	Troopersfield		Minor
	C	N81 (Southern Arm)		Major

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
1 - N81 / Kilbride Road	C - N81 (Southern Arm)	10.00		✓	2.36	150.0		-
10 - N81 / R758	C - N81 (Southern Arm)	9.00		✓	3.00	250.0	✓	6.00
11 - N81 / Russeltown / L8363	A - N81 (Northern Arm)	6.50				170.0	✓	0.00
	C - N81 (Southern Arm)	6.50				250.0	✓	0.00
12 - N81 / Poulaphouca Lough Parking	C - N81 (Southern Arm)	7.50				130.0	✓	0.00
13 - N81 / Troopersfield	C - N81 (Southern Arm)	8.00				100.0	✓	0.00

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
1 - N81 / Kilbride Road	B - Kilbride Road	One lane	3.00	25	18
10 - N81 / R758	B - R758	One lane	3.00	22	22

11 - N81 / Russeltown / L8363	B - Russeltown Car Park	One lane	2.50	24	22
	D - L8363	One lane	2.50	17	40
12 - N81 / Poulaphouca Lough Parking	B - Poulaphouca Lough Parking	One lane	2.50	35	40
13 - N81 / Troopersfield	B - Troopersfield	One lane	4.00	20	20

Pelican/Puffin Crossings

Junction	Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
1 - N81 / Kilbride Road	C - N81 (Southern Arm)	1.00	3.00	2.90	1.00	6.00	6.00	7.00

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 - N81 / Kilbride Road	B-A	495	0.074	0.188	0.118	0.269
	B-C	635	0.080	0.203	-	-
	C-B	672	0.215	0.215	-	-

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
13 - N81 / Troopersfield	B-A	543	0.090	0.228	0.144	0.326
	B-C	700	0.098	0.248	-	-
	C-B	632	0.224	0.224	-	-

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
10 - N81 / R758	B-A	496	0.078	0.198	0.125	0.283
	B-C	638	0.085	0.215	-	-
	C-B	781	0.263	0.263	-	-

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
12 - N81 / Poulaphouca Lough Parking	B-A	483	0.082	0.208	0.131	0.297
	B-C	617	0.088	0.223	-	-
	C-B	649	0.235	0.235	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
11 - N81 / Russeltown / L8363	A-D	672	-	-	-	-	-	-	0.255	0.364	0.255	-	-	-
	B-A	471	0.084	0.212	0.212	-	-	-	0.134	0.303	-	0.212	0.212	0.106
	B-C	606	0.091	0.230	-	-	-	-	-	-	-	-	-	-
	B-D, nearside lane	471	0.084	0.212	0.212	-	-	-	0.134	0.303	0.134	-	-	-
	B-D, offside lane	471	0.084	0.212	0.212	-	-	-	0.134	0.303	0.134	-	-	-
	C-B	719	0.272	0.272	0.389	-	-	-	-	-	-	-	-	-
	D-A	617	-	-	-	-	-	-	0.234	-	0.092	-	-	-
	D-B, nearside lane	478	0.135	0.135	0.307	-	-	-	0.215	0.215	0.085	-	-	-
	D-B, offside lane	478	0.135	0.135	0.307	-	-	-	0.215	0.215	0.085	-	-	-
D-C	478	-	0.135	0.307	0.108	0.215	0.215	0.215	0.215	0.085	-	-	-	

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Baseline (Weekday)	PM	ONE HOUR	16:45	18:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - N81 / Kilbride Road	A - N81 (Northern Arm)		ONE HOUR	✓	643	100.000
	B - Kilbride Road		ONE HOUR	✓	188	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	578	100.000
10 - N81 / R758	A - N81 (Northern Arm)		ONE HOUR	✓	584	100.000
	B - R758		ONE HOUR	✓	60	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	249	100.000
11 - N81 / Russeltown / L8363	A - N81 (Northern Arm)		ONE HOUR	✓	505	100.000
	B - Russeltown Car Park		ONE HOUR	✓	4	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	217	100.000
	D - L8363		ONE HOUR	✓	29	100.000
12 - N81 / Poulaphouca Lough Parking	A - N81 (Northern Arm)		ONE HOUR	✓	487	100.000
	B - Poulaphouca Lough Parking		ONE HOUR	✓	3	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	204	100.000
13 - N81 / Troopersfield	A - N81 (Northern Arm)		ONE HOUR	✓	676	100.000
	B - Troopersfield		ONE HOUR	✓	84	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	450	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - N81 / Kilbride Road	A - N81 (Northern Arm)		
	B - Kilbride Road		
	C - N81 (Southern Arm)	[ONEHOUR]	100.00
10 - N81 / R758	A - N81 (Northern Arm)		
	B - R758		
	C - N81 (Southern Arm)		
11 - N81 / Russeltown / L8363	A - N81 (Northern Arm)		
	B - Russeltown Car Park		
	C - N81 (Southern Arm)		
	D - L8363		
12 - N81 / Poulaphouca Lough Parking	A - N81 (Northern Arm)		
	B - Poulaphouca Lough Parking		
	C - N81 (Southern Arm)		
13 - N81 / Troopersfield	A - N81 (Northern Arm)		
	B - Troopersfield		
	C - N81 (Southern Arm)		

Origin-Destination Data

Demand (PCU/hr)

1 - N81 / Kilbride Road

		To		
		A - N81 (Northern Arm)	B - Kilbride Road	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	54	589
	B - Kilbride Road	56	0	132
	C - N81 (Southern Arm)	471	107	0

Demand (PCU/hr)

13 - N81 / Troopersfield

		To		
		A - N81 (Northern Arm)	B - Troopersfield	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	81	595

	B - Troopersfield	71	0	13
	C - N81 (Southern Arm)	434	16	0

Demand (PCU/hr)

10 - N81 / R758	From	To			
			A - N81 (Northern Arm)	B - R758	C - N81 (Southern Arm)
		A - N81 (Northern Arm)	0	79	505
		B - R758	53	0	7
	C - N81 (Southern Arm)	244	5	0	

Demand (PCU/hr)

12 - N81 / Poulaphouca Lough Parking	From	To			
			A - N81 (Northern Arm)	B - Poulaphouca Lough Parking	C - N81 (Southern Arm)
		A - N81 (Northern Arm)	0	4	483
		B - Poulaphouca Lough Parking	2	0	1
	C - N81 (Southern Arm)	203	1	0	

Demand (PCU/hr)

11 - N81 / Russelltown / L8363	From	To				
			A - N81 (Northern Arm)	B - Russelltown Car Park	C - N81 (Southern Arm)	D - L8363
		A - N81 (Northern Arm)	0	3	492	10
		B - Russelltown Car Park	4	0	0	0
		C - N81 (Southern Arm)	212	1	0	4
	D - L8363	23	0	6	0	

Vehicle Mix

Heavy Vehicle Percentages

1 - N81 / Kilbride Road	From	To			
			A - N81 (Northern Arm)	B - Kilbride Road	C - N81 (Southern Arm)
		A - N81 (Northern Arm)	10	10	10
		B - Kilbride Road	10	10	10
	C - N81 (Southern Arm)	10	10	10	

Heavy Vehicle Percentages

13 - N81 / Troopersfield	From	To			
			A - N81 (Northern Arm)	B - Troopersfield	C - N81 (Southern Arm)
		A - N81 (Northern Arm)	10	10	10
		B - Troopersfield	10	10	10
	C - N81 (Southern Arm)	10	10	10	

Heavy Vehicle Percentages

10 - N81 / R758	From	To			
			A - N81 (Northern Arm)	B - R758	C - N81 (Southern Arm)
		A - N81 (Northern Arm)	10	10	10
		B - R758	10	10	10
	C - N81 (Southern Arm)	10	10	10	

Heavy Vehicle Percentages

12 - N81 / Poulaphouca Lough Parking	From	To			
			A - N81 (Northern Arm)	B - Poulaphouca Lough Parking	C - N81 (Southern Arm)
		A - N81 (Northern Arm)	10	10	10
		B - Poulaphouca Lough Parking	10	10	10
	C - N81 (Southern Arm)	10	10	10	

Heavy Vehicle Percentages

11 - N81 /
Russelltown / L8363

From		To			
		A - N81 (Northern Arm)	B - Russelltown Car Park	C - N81 (Southern Arm)	D - L8363
	A - N81 (Northern Arm)	10	10	10	10
	B - Russelltown Car Park	10	10	10	10
	C - N81 (Southern Arm)	10	10	10	10
	D - L8363	10	10	10	10

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - N81 / Kilbride Road	B-AC	0.52	20.37	1.1	C	173	259
	C-A	0.33	7.33	1.0	A	432	648
	C-B	0.43	9.17	0.3	A	98	147
	A-B					50	74
	A-C					540	811
10 - N81 / R758	B-AC	0.19	13.61	0.2	B	55	83
	C-AB	0.01	6.53	0.0	A	5	7
	C-A					224	336
	A-B					72	109
	A-C					463	695
11 - N81 / Russelltown / L8363	B-ACD	0.00	0.00	0.0	A	0	0
	A-BCD	0.03	4.61	0.0	A	19	28
	A-B					3	4
	A-C					442	663
	D-ABC	0.06	8.47	0.1	A	27	40
	C-ABD	0.00	5.50	0.0	A	1	2
	C-D					4	5
	C-A					194	291
12 - N81 / Poulaphouca Lough Parking	B-AC	0.00	0.00	0.0	A	0	0
	C-AB	0.00	5.94	0.0	A	1	2
	C-A					186	279
	A-B					4	6
	A-C					443	665
13 - N81 / Troopersfield	B-AC	0.28	16.50	0.4	C	77	116
	C-AB	0.05	5.43	0.1	A	31	46
	C-A					382	573
	A-B					74	111
	A-C					546	819

Main Results for each time segment

16:45 - 17:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	142	35		463	0.306	140	0.0	0.5	12.182	B
	C-A	355	89	75.29	1672	0.212	352	0.0	0.5	5.968	A
	C-B	81	20	75.29	277	0.290	80	0.0	0.2	6.922	A
	A-B	41	10				41				
	A-C	443	111				443				
10 - N81 / R758	B-AC	45	11		405	0.111	45	0.0	0.1	10.967	B
	C-AB	4	0.94		666	0.006	4	0.0	0.0	5.982	A
	C-A	184	46				184				
	A-B	59	15				59				
	A-C	380	95				380				
11 - N81 / Russelltown / L8363	B-ACD	0	0		397	0.000	0	0.0	0.0	0.000	A
	A-BCD	13	3		873	0.015	13	0.0	0.0	4.606	A
	A-B	2	0.56				2				
	A-C	365	91				365				
	D-ABC	22	5		526	0.041	22	0.0	0.0	7.843	A

	C-ABD	0.97	0.24		721	0.001	0.97	0.0	0.0	5.496	A
	C-D	3	0.75				3				
	C-A	159	40				159				
12 - N81 / Poulaphouca Lough Parking	B-AC	0	0		449	0.000	0	0.0	0.0	0.000	A
	C-AB	0.98	0.24		668	0.001	0.97	0.0	0.0	5.935	A
	C-A	153	38				153				
	A-B	3	0.75				3				
	A-C	364	91				364				
13 - N81 / Troopersfield	B-AC	63	16		406	0.156	62	0.0	0.2	11.497	B
	C-AB	21	5		751	0.028	21	0.0	0.0	5.427	A
	C-A	317	79				317				
	A-B	61	15				61				
	A-C	448	112				448				

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	169	42		437	0.386	168	0.5	0.7	14.664	B
	C-A	423	106	89.90	1625	0.261	423	0.5	0.7	6.471	A
	C-B	96	24	89.90	278	0.346	96	0.2	0.2	7.734	A
	A-B	49	12				49				
	A-C	529	132				529				
10 - N81 / R758	B-AC	54	13		385	0.140	54	0.1	0.2	11.950	B
	C-AB	4	1		643	0.007	4	0.0	0.0	6.200	A
	C-A	219	55				219				
	A-B	71	18				71				
	A-C	454	113				454				
11 - N81 / Russeltown / L8363	B-ACD	0	0		377	0.000	0	0.0	0.0	0.000	A
	A-BCD	18	4		914	0.019	18	0.0	0.0	4.418	A
	A-B	3	0.66				3				
	A-C	434	108				434				
	D-ABC	26	7		515	0.051	26	0.0	0.1	8.096	A
	C-ABD	1	0.31		724	0.002	1	0.0	0.0	5.477	A
	C-D	4	0.90				4				
C-A	190	48				190					
12 - N81 / Poulaphouca Lough Parking	B-AC	0	0		431	0.000	0	0.0	0.0	0.000	A
	C-AB	1	0.31		673	0.002	1	0.0	0.0	5.890	A
	C-A	182	46				182				
	A-B	4	0.90				4				
	A-C	434	109				434				
13 - N81 / Troopersfield	B-AC	76	19		375	0.201	75	0.2	0.3	13.184	B
	C-AB	29	7		779	0.037	29	0.0	0.1	5.280	A
	C-A	376	94				376				
	A-B	73	18				73				
	A-C	535	134				535				

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	207	52		401	0.516	205	0.7	1.1	20.018	C
	C-A	519	130	110.10	1560	0.332	517	0.7	1.0	7.328	A
	C-B	118	29	110.10	277	0.425	117	0.2	0.3	9.173	A
	A-B	59	15				59				
	A-C	649	162				649				
10 - N81 / R758	B-AC	66	17		357	0.185	66	0.2	0.2	13.587	B
	C-AB	6	1		612	0.009	5	0.0	0.0	6.527	A
	C-A	269	67				269				
	A-B	87	22				87				
	A-C	556	139				556				
11 - N81 / Russeltown / L8363	B-ACD	0	0		349	0.000	0	0.0	0.0	0.000	A
	A-BCD	25	6		971	0.026	25	0.0	0.0	4.185	A
	A-B	3	0.80				3				
	A-C	528	132				528				
	D-ABC	32	8		499	0.064	32	0.1	0.1	8.472	A
	C-ABD	2	0.41		729	0.002	2	0.0	0.0	5.443	A
	C-D	4	1				4				
C-A	233	58				233					
	B-AC	0	0		406	0.000	0	0.0	0.0	0.000	A
	C-AB	2	0.41		682	0.002	2	0.0	0.0	5.822	A

12 - N81 / Poulaphouca Lough Parking	C-A	223	56				223				
	A-B	4	1				4				
	A-C	532	133				532				
13 - N81 / Troopersfield	B-AC	92	23		332	0.278	92	0.3	0.4	16.424	C
	C-AB	42	11		820	0.052	42	0.1	0.1	5.092	A
	C-A	453	113				453				
	A-B	89	22				89				
	A-C	655	164				655				

17:30 - 17:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	207	52		401	0.516	207	1.1	1.1	20.370	C
	C-A	519	130	110.10	1564	0.331	519	1.0	1.0	7.272	A
	C-B	118	29	110.10	280	0.420	118	0.3	0.3	9.056	A
	A-B	59	15				59				
	A-C	649	162				649				
10 - N81 / R758	B-AC	66	17		357	0.185	66	0.2	0.2	13.610	B
	C-AB	6	1		612	0.009	6	0.0	0.0	6.527	A
	C-A	269	67				269				
	A-B	87	22				87				
	A-C	556	139				556				
11 - N81 / Russelltown / L8363	B-ACD	0	0		349	0.000	0	0.0	0.0	0.000	A
	A-BCD	25	6		971	0.026	25	0.0	0.0	4.185	A
	A-B	3	0.80				3				
	A-C	528	132				528				
	D-ABC	32	8		499	0.064	32	0.1	0.1	8.474	A
	C-ABD	2	0.41		729	0.002	2	0.0	0.0	5.443	A
	C-D	4	1				4				
12 - N81 / Poulaphouca Lough Parking	C-A	233	58				233				
	B-AC	0	0		406	0.000	0	0.0	0.0	0.000	A
	C-AB	2	0.41		682	0.002	2	0.0	0.0	5.822	A
	C-A	223	56				223				
	A-B	4	1				4				
13 - N81 / Troopersfield	A-C	532	133				532				
	B-AC	92	23		332	0.278	92	0.4	0.4	16.500	C
	C-AB	42	11		820	0.052	42	0.1	0.1	5.094	A
	C-A	453	113				453				
	A-B	89	22				89				
A-C	655	164				655					

17:45 - 18:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	169	42		437	0.387	171	1.1	0.7	14.960	B
	C-A	423	106	89.90	1631	0.260	424	1.0	0.7	6.411	A
	C-B	96	24	89.90	282	0.341	97	0.3	0.2	7.627	A
	A-B	49	12				49				
	A-C	529	132				529				
10 - N81 / R758	B-AC	54	13		385	0.140	54	0.2	0.2	11.983	B
	C-AB	4	1		643	0.007	5	0.0	0.0	6.200	A
	C-A	219	55				219				
	A-B	71	18				71				
	A-C	454	113				454				
11 - N81 / Russelltown / L8363	B-ACD	0	0		377	0.000	0	0.0	0.0	0.000	A
	A-BCD	18	4		914	0.019	18	0.0	0.0	4.420	A
	A-B	3	0.66				3				
	A-C	434	108				434				
	D-ABC	26	7		515	0.051	26	0.1	0.1	8.098	A
	C-ABD	1	0.31		724	0.002	1	0.0	0.0	5.477	A
	C-D	4	0.90				4				
12 - N81 / Poulaphouca Lough Parking	C-A	190	48				190				
	B-AC	0	0		431	0.000	0	0.0	0.0	0.000	A
	C-AB	1	0.31		673	0.002	1	0.0	0.0	5.893	A
	C-A	182	46				182				
	A-B	4	0.90				4				
13 - N81 / Troopersfield	A-C	434	109				434				
	B-AC	76	19		375	0.201	76	0.4	0.3	13.262	B
	C-AB	29	7		779	0.037	29	0.1	0.1	5.285	A

13 - N81 / Troopersfield	C-A	376	94				376				
	A-B	73	18				73				
	A-C	535	134				535				

18:00 - 18:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	142	35		463	0.306	142	0.7	0.5	12.403	B
	C-A	355	89	75.29	1680	0.211	355	0.7	0.5	5.900	A
	C-B	81	20	75.29	283	0.285	81	0.2	0.2	6.806	A
	A-B	41	10				41				
	A-C	443	111				443				
10 - N81 / R758	B-AC	45	11		405	0.111	45	0.2	0.1	11.010	B
	C-AB	4	0.94		666	0.006	4	0.0	0.0	5.985	A
	C-A	184	46				184				
	A-B	59	15				59				
	A-C	380	95				380				
11 - N81 / Russeltown / L8363	B-ACD	0	0		397	0.000	0	0.0	0.0	0.000	A
	A-BCD	13	3		873	0.015	13	0.0	0.0	4.608	A
	A-B	2	0.56				2				
	A-C	365	91				365				
	D-ABC	22	5		526	0.041	22	0.1	0.0	7.849	A
	C-ABD	0.97	0.24		721	0.001	0.98	0.0	0.0	5.496	A
	C-D	3	0.75				3				
C-A	159	40				159					
12 - N81 / Poulaphouca Lough Parking	B-AC	0	0		449	0.000	0	0.0	0.0	0.000	A
	C-AB	0.98	0.24		668	0.001	0.98	0.0	0.0	5.937	A
	C-A	153	38				153				
	A-B	3	0.75				3				
	A-C	364	91				364				
13 - N81 / Troopersfield	B-AC	63	16		406	0.156	64	0.3	0.2	11.572	B
	C-AB	21	5		751	0.029	21	0.1	0.0	5.431	A
	C-A	317	79				317				
	A-B	61	15				61				
	A-C	448	112				448				

2026 Baseline W/O Dev (Weekday), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D4 - 2026 Baseline W Dev (Weekday), PM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	N81 / Kilbride Road	T-Junction	Two-way	Two-way	Two-way			6.25	A
10	N81 / R758	T-Junction	Two-way	Two-way	Two-way			0.99	A
11	N81 / Russeltown / L8363	Crossroads	Two-way	Two-way	Two-way	Two-way		0.47	A
12	N81 / Poulaphouca Lough Parking	T-Junction	Two-way	Two-way	Two-way			0.01	A
13	N81 / Troopersfield	T-Junction	Two-way	Two-way	Two-way			1.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.37	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D3	2026 Baseline W/O Dev (Weekday)	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D1*1.0471

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - N81 / Kilbride Road	A - N81 (Northern Arm)		ONE HOUR	✓	673	100.000
	B - Kilbride Road		ONE HOUR	✓	197	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	605	100.000
10 - N81 / R758	A - N81 (Northern Arm)		ONE HOUR	✓	612	100.000
	B - R758		ONE HOUR	✓	63	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	261	100.000
11 - N81 / Russeltown / L8363	A - N81 (Northern Arm)		ONE HOUR	✓	529	100.000
	B - Russeltown Car Park		ONE HOUR	✓	4	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	227	100.000
	D - L8363		ONE HOUR	✓	30	100.000
12 - N81 / Poulaphouca Lough Parking	A - N81 (Northern Arm)		ONE HOUR	✓	510	100.000
	B - Poulaphouca Lough Parking		ONE HOUR	✓	3	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	214	100.000
13 - N81 / Troopersfield	A - N81 (Northern Arm)		ONE HOUR	✓	708	100.000
	B - Troopersfield		ONE HOUR	✓	88	100.000

	C - N81 (Southern Arm)		ONE HOUR	✓	471	100.000
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Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - N81 / Kilbride Road	A - N81 (Northern Arm)		
	B - Kilbride Road		
	C - N81 (Southern Arm)	[ONEHOUR]	100.00
10 - N81 / R758	A - N81 (Northern Arm)		
	B - R758		
	C - N81 (Southern Arm)		
11 - N81 / Russeltown / L8363	A - N81 (Northern Arm)		
	B - Russeltown Car Park		
	C - N81 (Southern Arm)		
	D - L8363		
12 - N81 / Poulaphouca Lough Parking	A - N81 (Northern Arm)		
	B - Poulaphouca Lough Parking		
	C - N81 (Southern Arm)		
13 - N81 / Troopersfield	A - N81 (Northern Arm)		
	B - Troopersfield		
	C - N81 (Southern Arm)		

Origin-Destination Data

Demand (PCU/hr)

1 - N81 / Kilbride Road

		To		
		A - N81 (Northern Arm)	B - Kilbride Road	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	57	617
	B - Kilbride Road	59	0	138
	C - N81 (Southern Arm)	493	112	0

Demand (PCU/hr)

13 - N81 / Troopersfield

		To		
		A - N81 (Northern Arm)	B - Troopersfield	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	85	623
	B - Troopersfield	74	0	14
	C - N81 (Southern Arm)	454	17	0

Demand (PCU/hr)

10 - N81 / R758

		To		
		A - N81 (Northern Arm)	B - R758	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	83	529
	B - R758	55	0	7
	C - N81 (Southern Arm)	255	5	0

Demand (PCU/hr)

12 - N81 / Poulaphouca Lough Parking

		To		
		A - N81 (Northern Arm)	B - Poulaphouca Lough Parking	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	4	506
	B - Poulaphouca Lough Parking	2	0	1
	C - N81 (Southern Arm)	213	1	0

Demand (PCU/hr)

11 - N81 / Russeltown / L8363

		To			
		A - N81 (Northern Arm)	B - Russeltown Car Park	C - N81 (Southern Arm)	D - L8363
From	A - N81 (Northern Arm)	0	3	515	10
	B - Russeltown Car Park	4	0	0	0
	C - N81 (Southern Arm)	222	1	0	4
	D - L8363	24	0	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - N81 (Northern Arm)	B - Kilbride Road	C - N81 (Southern Arm)
1 - N81 / Kilbride Road	From			
		A - N81 (Northern Arm)	0	10
		B - Kilbride Road	10	0
		C - N81 (Southern Arm)	10	10

Heavy Vehicle Percentages

		To		
		A - N81 (Northern Arm)	B - Troopersfield	C - N81 (Southern Arm)
13 - N81 / Troopersfield	From			
		A - N81 (Northern Arm)	0	10
		B - Troopersfield	10	0
		C - N81 (Southern Arm)	10	10

Heavy Vehicle Percentages

		To		
		A - N81 (Northern Arm)	B - R758	C - N81 (Southern Arm)
10 - N81 / R758	From			
		A - N81 (Northern Arm)	0	10
		B - R758	10	0
		C - N81 (Southern Arm)	10	10

Heavy Vehicle Percentages

		To		
		A - N81 (Northern Arm)	B - Poulaphouca Lough Parking	C - N81 (Southern Arm)
12 - N81 / Poulaphouca Lough Parking	From			
		A - N81 (Northern Arm)	0	10
		B - Poulaphouca Lough Parking	10	0
		C - N81 (Southern Arm)	10	10

Heavy Vehicle Percentages

		To			
		A - N81 (Northern Arm)	B - Russeltown Car Park	C - N81 (Southern Arm)	D - L8363
11 - N81 / Russeltown / L8363	From				
		A - N81 (Northern Arm)	0	10	10
		B - Russeltown Car Park	10	0	0
		C - N81 (Southern Arm)	10	10	0
		D - L8363	10	0	10

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - N81 / Kilbride Road	B-AC	0.55	22.61	1.3	C	181	271
	C-A	0.35	7.51	1.0	A	453	679
	C-B	0.44	9.52	0.3	A	103	154
	A-B					52	78
	A-C					566	849
10 - N81 / R758	B-AC	0.20	14.11	0.3	B	58	86
	C-AB	0.01	6.62	0.0	A	5	7
	C-A					234	352
	A-B					76	114
	A-C					485	728
11 - N81 / Russeltown / L8363	B-ACD	0.00	0.00	0.0	A	0	0
	A-BCD	0.03	4.56	0.0	A	20	30
	A-B					3	4
	A-C					462	693
	D-ABC	0.07	8.58	0.1	A	28	42

	C-ABD	0.00	5.49	0.0	A	1	2
	C-D					4	6
	C-A					203	305
12 - N81 / Poulaphouca Lough Parking	B-AC	0.00	0.00	0.0	A	0	0
	C-AB	0.00	5.93	0.0	A	1	2
	C-A					195	292
	A-B					4	6
	A-C					464	696
13 - N81 / Troopersfield	B-AC	0.30	17.63	0.5	C	81	121
	C-AB	0.06	5.39	0.1	A	34	51
	C-A					399	598
	A-B					78	117
	A-C					572	858

Main Results for each time segment

16:45 - 17:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	148	37		457	0.324	146	0.0	0.5	12.665	B
	C-A	371	93	75.29	1667	0.223	369	0.0	0.6	6.060	A
	C-B	84	21	75.29	278	0.304	84	0.0	0.2	7.090	A
	A-B	43	11				43				
	A-C	464	116				464				
10 - N81 / R758	B-AC	47	12		400	0.118	47	0.0	0.1	11.183	B
	C-AB	4	0.99		660	0.006	4	0.0	0.0	6.034	A
	C-A	192	48				192				
	A-B	62	16				62				
	A-C	398	100				398				
11 - N81 / Russelltown / L8363	B-ACD	0	0		392	0.000	0	0.0	0.0	0.000	A
	A-BCD	14	4		883	0.016	14	0.0	0.0	4.559	A
	A-B	2	0.58				2				
	A-C	382	95				382				
	D-ABC	23	6		524	0.044	23	0.0	0.0	7.898	A
	C-ABD	1	0.26		722	0.001	1	0.0	0.0	5.492	A
	C-D	3	0.79				3				
C-A	167	42				167					
12 - N81 / Poulaphouca Lough Parking	B-AC	0	0		445	0.000	0	0.0	0.0	0.000	A
	C-AB	1	0.26		669	0.002	1	0.0	0.0	5.925	A
	C-A	160	40				160				
	A-B	3	0.79				3				
	A-C	381	95				381				
13 - N81 / Troopersfield	B-AC	66	17		399	0.166	65	0.0	0.2	11.850	B
	C-AB	23	6		757	0.030	23	0.0	0.0	5.391	A
	C-A	332	83				332				
	A-B	64	16				64				
	A-C	469	117				469				

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	177	44		430	0.412	176	0.5	0.7	15.538	C
	C-A	443	111	89.90	1620	0.274	443	0.6	0.7	6.592	A
	C-B	101	25	89.90	279	0.361	101	0.2	0.2	7.961	A
	A-B	51	13				51				
	A-C	554	139				554				
10 - N81 / R758	B-AC	56	14		379	0.149	56	0.1	0.2	12.261	B
	C-AB	5	1		637	0.007	5	0.0	0.0	6.265	A
	C-A	230	57				230				
	A-B	74	19				74				
	A-C	475	119				475				
11 - N81 / Russelltown / L8363	B-ACD	0	0		371	0.000	0	0.0	0.0	0.000	A
	A-BCD	19	5		926	0.021	19	0.0	0.0	4.367	A
	A-B	3	0.69				3				
	A-C	454	113				454				

	D-ABC	27	7		512	0.053	27	0.0	0.1	8.170	A
	C-ABD	1	0.33		725	0.002	1	0.0	0.0	5.471	A
	C-D	4	0.94				4				
	C-A	199	50				199				
12 - N81 / Poulaphouca Lough Parking	B-AC	0	0		426	0.000	0	0.0	0.0	0.000	A
	C-AB	1	0.33		675	0.002	1	0.0	0.0	5.876	A
	C-A	191	48				191				
	A-B	4	0.94				4				
	A-C	455	114				455				
13 - N81 / Troopersfield	B-AC	79	20		366	0.216	79	0.2	0.3	13.759	B
	C-AB	31	8		787	0.040	31	0.0	0.1	5.239	A
	C-A	392	98				392				
	A-B	76	19				76				
	A-C	560	140				560				

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	217	54		392	0.553	215	0.7	1.3	22.088	C
	C-A	543	136	110.10	1554	0.349	542	0.7	1.0	7.511	A
	C-B	123	31	110.10	279	0.443	123	0.2	0.3	9.521	A
	A-B	62	16				62				
	A-C	679	170				679				
10 - N81 / R758	B-AC	69	17		350	0.198	69	0.2	0.3	14.079	B
	C-AB	6	1		604	0.010	6	0.0	0.0	6.617	A
	C-A	281	70				281				
	A-B	91	23				91				
	A-C	582	146				582				
11 - N81 / Russeltown / L8363	B-ACD	0	0		342	0.000	0	0.0	0.0	0.000	A
	A-BCD	27	7		986	0.028	27	0.0	0.0	4.129	A
	A-B	3	0.84				3				
	A-C	551	138				551				
	D-ABC	33	8		495	0.068	33	0.1	0.1	8.576	A
	C-ABD	2	0.44		730	0.002	2	0.0	0.0	5.433	A
	C-D	5	1				5				
	C-A	244	61				244				
12 - N81 / Poulaphouca Lough Parking	B-AC	0	0		399	0.000	0	0.0	0.0	0.000	A
	C-AB	2	0.44		684	0.003	2	0.0	0.0	5.803	A
	C-A	233	58				233				
	A-B	5	1				5				
	A-C	557	139				557				
13 - N81 / Troopersfield	B-AC	97	24		321	0.301	96	0.3	0.5	17.532	C
	C-AB	47	12		831	0.056	46	0.1	0.1	5.048	A
	C-A	472	118				472				
	A-B	93	23				93				
	A-C	686	171				686				

17:30 - 17:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	217	54		391	0.554	217	1.3	1.3	22.606	C
	C-A	543	136	110.10	1559	0.348	543	1.0	1.0	7.440	A
	C-B	123	31	110.10	282	0.437	123	0.3	0.3	9.378	A
	A-B	62	16				62				
	A-C	679	170				679				
10 - N81 / R758	B-AC	69	17		350	0.198	69	0.3	0.3	14.110	B
	C-AB	6	1		604	0.010	6	0.0	0.0	6.617	A
	C-A	281	70				281				
	A-B	91	23				91				
	A-C	582	146				582				
11 - N81 / Russeltown / L8363	B-ACD	0	0		342	0.000	0	0.0	0.0	0.000	A
	A-BCD	27	7		986	0.028	27	0.0	0.0	4.129	A
	A-B	3	0.84				3				
	A-C	551	138				551				
	D-ABC	33	8		495	0.068	33	0.1	0.1	8.578	A
	C-ABD	2	0.44		730	0.002	2	0.0	0.0	5.435	A
	C-D	5	1				5				
	C-A	244	61				244				
	B-AC	0	0		399	0.000	0	0.0	0.0	0.000	A

12 - N81 / Poulaphouca Lough Parking	C-AB	2	0.44		684	0.003	2	0.0	0.0	5.803	A
	C-A	233	58				233				
	A-B	5	1				5				
	A-C	557	139				557				
13 - N81 / Troopersfield	B-AC	97	24		321	0.301	97	0.5	0.5	17.630	C
	C-AB	47	12		831	0.056	47	0.1	0.1	5.051	A
	C-A	472	118				472				
	A-B	93	23				93				
	A-C	686	171				686				

17:45 - 18:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	177	44		430	0.412	179	1.3	0.8	15.935	C
	C-A	443	111	89.90	1627	0.273	445	1.0	0.7	6.524	A
	C-B	101	25	89.90	283	0.356	101	0.3	0.2	7.836	A
	A-B	51	13				51				
	A-C	554	139				554				
10 - N81 / R758	B-AC	56	14		379	0.149	57	0.3	0.2	12.296	B
	C-AB	5	1		637	0.007	5	0.0	0.0	6.266	A
	C-A	230	57				230				
	A-B	74	19				74				
	A-C	475	119				475				
11 - N81 / Russeltown / L8363	B-ACD	0	0		371	0.000	0	0.0	0.0	0.000	A
	A-BCD	19	5		926	0.021	19	0.0	0.0	4.367	A
	A-B	3	0.69				3				
	A-C	454	113				454				
	D-ABC	27	7		512	0.053	27	0.1	0.1	8.176	A
	C-ABD	1	0.33		725	0.002	1	0.0	0.0	5.473	A
	C-D	4	0.94				4				
	C-A	199	50				199				
12 - N81 / Poulaphouca Lough Parking	B-AC	0	0		426	0.000	0	0.0	0.0	0.000	A
	C-AB	1	0.33		675	0.002	1	0.0	0.0	5.879	A
	C-A	191	48				191				
	A-B	4	0.94				4				
	A-C	455	114				455				
13 - N81 / Troopersfield	B-AC	79	20		366	0.216	80	0.5	0.3	13.851	B
	C-AB	31	8		787	0.040	32	0.1	0.1	5.244	A
	C-A	392	98				392				
	A-B	76	19				76				
	A-C	560	140				560				

18:00 - 18:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	148	37		456	0.325	149	0.8	0.5	12.931	B
	C-A	371	93	75.29	1676	0.222	372	0.7	0.6	5.984	A
	C-B	84	21	75.29	284	0.297	85	0.2	0.2	6.960	A
	A-B	43	11				43				
	A-C	464	116				464				
10 - N81 / R758	B-AC	47	12		400	0.118	47	0.2	0.1	11.233	B
	C-AB	4	0.99		660	0.006	4	0.0	0.0	6.036	A
	C-A	192	48				192				
	A-B	62	16				62				
	A-C	398	100				398				
11 - N81 / Russeltown / L8363	B-ACD	0	0		392	0.000	0	0.0	0.0	0.000	A
	A-BCD	14	4		883	0.016	14	0.0	0.0	4.561	A
	A-B	2	0.58				2				
	A-C	382	95				382				
	D-ABC	23	6		524	0.044	23	0.1	0.1	7.909	A
	C-ABD	1	0.26		722	0.001	1	0.0	0.0	5.492	A
	C-D	3	0.79				3				
	C-A	167	42				167				
12 - N81 / Poulaphouca Lough Parking	B-AC	0	0		445	0.000	0	0.0	0.0	0.000	A
	C-AB	1	0.26		669	0.002	1	0.0	0.0	5.927	A
	C-A	160	40				160				
	A-B	3	0.79				3				
	A-C	381	95				381				
13 - N81 / Troopersfield	B-AC	66	17		399	0.166	67	0.3	0.2	11.939	B

13 - N81 / Troopersfield	C-AB	23	6		758	0.031	23	0.1	0.0	5.395	A
	C-A	332	83				332				
	A-B	64	16				64				
	A-C	469	117				469				

2026 Baseline W Dev (Weekday), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D4 - 2026 Baseline W Dev (Weekday), PM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	N81 / Kilbride Road	T-Junction	Two-way	Two-way	Two-way			6.80	A
10	N81 / R758	T-Junction	Two-way	Two-way	Two-way			1.34	A
11	N81 / Russeltown / L8363	Crossroads	Two-way	Two-way	Two-way	Two-way		0.73	A
12	N81 / Poulaphouca Lough Parking	T-Junction	Two-way	Two-way	Two-way			0.11	A
13	N81 / Troopersfield	T-Junction	Two-way	Two-way	Two-way			1.42	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.59	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2026 Baseline W Dev (Weekday)	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2+D3

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - N81 / Kilbride Road	A - N81 (Northern Arm)		ONE HOUR	✓	821	100.000
	B - Kilbride Road		ONE HOUR	✓	197	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	641	100.000
10 - N81 / R758	A - N81 (Northern Arm)		ONE HOUR	✓	690	100.000
	B - R758		ONE HOUR	✓	63	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	367	100.000
11 - N81 / Russeltown / L8363	A - N81 (Northern Arm)		ONE HOUR	✓	575	100.000
	B - Russeltown Car Park		ONE HOUR	✓	4	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	369	100.000
	D - L8363		ONE HOUR	✓	30	100.000
12 - N81 / Poulaphouca Lough Parking	A - N81 (Northern Arm)		ONE HOUR	✓	520	100.000
	B - Poulaphouca Lough Parking		ONE HOUR	✓	3	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	366	100.000
13 - N81 / Troopersfield	A - N81 (Northern Arm)		ONE HOUR	✓	786	100.000
	B - Troopersfield		ONE HOUR	✓	88	100.000

	C - N81 (Southern Arm)		ONE HOUR	✓	507	100.000
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Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - N81 / Kilbride Road	A - N81 (Northern Arm)		
	B - Kilbride Road		
	C - N81 (Southern Arm)	[ONEHOUR]	100.00
10 - N81 / R758	A - N81 (Northern Arm)		
	B - R758		
	C - N81 (Southern Arm)		
11 - N81 / Russeltown / L8363	A - N81 (Northern Arm)		
	B - Russeltown Car Park		
	C - N81 (Southern Arm)		
	D - L8363		
12 - N81 / Poulaphouca Lough Parking	A - N81 (Northern Arm)		
	B - Poulaphouca Lough Parking		
	C - N81 (Southern Arm)		
13 - N81 / Troopersfield	A - N81 (Northern Arm)		
	B - Troopersfield		
	C - N81 (Southern Arm)		

Origin-Destination Data

Demand (PCU/hr)

1 - N81 / Kilbride Road

		To		
		A - N81 (Northern Arm)	B - Kilbride Road	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	119	703
	B - Kilbride Road	59	0	138
	C - N81 (Southern Arm)	493	148	0

Demand (PCU/hr)

13 - N81 / Troopersfield

		To		
		A - N81 (Northern Arm)	B - Troopersfield	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	85	701
	B - Troopersfield	74	0	14
	C - N81 (Southern Arm)	490	17	0

Demand (PCU/hr)

10 - N81 / R758

		To		
		A - N81 (Northern Arm)	B - R758	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	115	575
	B - R758	55	0	7
	C - N81 (Southern Arm)	299	67	0

Demand (PCU/hr)

12 - N81 / Poulaphouca Lough Parking

		To		
		A - N81 (Northern Arm)	B - Poulaphouca Lough Parking	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	14	506
	B - Poulaphouca Lough Parking	2	0	1
	C - N81 (Southern Arm)	355	11	0

Demand (PCU/hr)

11 - N81 / Russeltown / L8363

		To			
		A - N81 (Northern Arm)	B - Russeltown Car Park	C - N81 (Southern Arm)	D - L8363
From	A - N81 (Northern Arm)	0	39	525	10
	B - Russeltown Car Park	4	0	0	0
	C - N81 (Southern Arm)	328	37	0	4
	D - L8363	24	0	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - N81 (Northern Arm)	B - Kilbride Road	C - N81 (Southern Arm)
1 - N81 / Kilbride Road	From			
		A - N81 (Northern Arm)	0	5
		B - Kilbride Road	10	0
		C - N81 (Southern Arm)	10	7

Heavy Vehicle Percentages

		To		
		A - N81 (Northern Arm)	B - Troopersfield	C - N81 (Southern Arm)
13 - N81 / Troopersfield	From			
		A - N81 (Northern Arm)	0	10
		B - Troopersfield	10	0
		C - N81 (Southern Arm)	9	10

Heavy Vehicle Percentages

		To		
		A - N81 (Northern Arm)	B - R758	C - N81 (Southern Arm)
10 - N81 / R758	From			
		A - N81 (Northern Arm)	0	7
		B - R758	10	0
		C - N81 (Southern Arm)	8	1

Heavy Vehicle Percentages

		To		
		A - N81 (Northern Arm)	B - Poulaphouca Lough Parking	C - N81 (Southern Arm)
12 - N81 / Poulaphouca Lough Parking	From			
		A - N81 (Northern Arm)	0	3
		B - Poulaphouca Lough Parking	10	0
		C - N81 (Southern Arm)	6	1

Heavy Vehicle Percentages

		To			
		A - N81 (Northern Arm)	B - Russeltown Car Park	C - N81 (Southern Arm)	D - L8363
11 - N81 / Russeltown / L8363	From				
		A - N81 (Northern Arm)	0	1	10
		B - Russeltown Car Park	10	0	0
		C - N81 (Southern Arm)	7	0	0
		D - L8363	10	0	10

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - N81 / Kilbride Road	B-AC	0.61	27.94	1.6	D	181	271
	C-A	0.38	8.23	1.1	A	453	679
	C-B	0.51	11.67	0.5	B	136	204
	A-B					109	163
	A-C					645	967
10 - N81 / R758	B-AC	0.22	16.29	0.3	C	58	86
	C-AB	0.13	7.14	0.1	A	62	93
	C-A					275	412
	A-B					105	158
	A-C					527	791
11 - N81 / Russeltown / L8363	B-ACD	0.00	0.00	0.0	A	0	0
	A-BCD	0.03	4.55	0.0	A	22	34
	A-B					35	53
	A-C					470	705
	D-ABC	0.07	9.23	0.1	A	28	42

	C-ABD	0.09	5.12	0.2	A	57	86
	C-D					4	5
	C-A					278	417
12 - N81 / Poulaphouca Lough Parking	B-AC	0.00	0.00	0.0	A	0	0
	C-AB	0.03	5.08	0.0	A	18	27
	C-A					317	476
	A-B					13	20
	A-C					464	696
13 - N81 / Troopersfield	B-AC	0.33	19.92	0.5	C	81	121
	C-AB	0.06	5.32	0.1	A	36	55
	C-A					429	643
	A-B					78	117
	A-C					643	965

Main Results for each time segment

16:45 - 17:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	148	37		436	0.340	146	0.0	0.6	13.574	B
	C-A	371	93	75.29	1561	0.238	369	0.0	0.6	6.560	A
	C-B	111	28	75.29	313	0.356	110	0.0	0.3	8.181	A
	A-B	89	22				89				
	A-C	529	132				529				
10 - N81 / R758	B-AC	47	12		375	0.126	47	0.0	0.2	12.044	B
	C-AB	51	13		645	0.079	50	0.0	0.1	6.097	A
	C-A	225	56				225				
	A-B	86	22				86				
	A-C	433	108				433				
11 - N81 / Russelltown / L8363	B-ACD	0	0		371	0.000	0	0.0	0.0	0.000	A
	A-BCD	15	4		882	0.017	15	0.0	0.0	4.549	A
	A-B	29	7				29				
	A-C	389	97				389				
	D-ABC	23	6		502	0.046	23	0.0	0.1	8.253	A
	C-ABD	41	10		767	0.054	41	0.0	0.1	5.072	A
	C-D	3	0.75				3				
C-A	234	58				234					
12 - N81 / Poulaphouca Lough Parking	B-AC	0	0		433	0.000	0	0.0	0.0	0.000	A
	C-AB	13	3		742	0.018	13	0.0	0.0	5.068	A
	C-A	262	66				262				
	A-B	11	3				11				
	A-C	381	95				381				
13 - N81 / Troopersfield	B-AC	66	17		381	0.174	65	0.0	0.2	12.502	B
	C-AB	24	6		766	0.032	24	0.0	0.0	5.317	A
	C-A	358	89				358				
	A-B	64	16				64				
	A-C	528	132				528				

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	177	44		404	0.438	176	0.6	0.8	17.287	C
	C-A	443	111	89.90	1512	0.293	443	0.6	0.8	7.163	A
	C-B	133	33	89.90	317	0.420	133	0.3	0.3	9.389	A
	A-B	107	27				107				
	A-C	632	158				632				
10 - N81 / R758	B-AC	56	14		349	0.162	56	0.2	0.2	13.538	B
	C-AB	60	15		618	0.098	60	0.1	0.1	6.500	A
	C-A	269	67				269				
	A-B	103	26				103				
	A-C	517	129				517				
11 - N81 / Russelltown / L8363	B-ACD	0	0		346	0.000	0	0.0	0.0	0.000	A
	A-BCD	21	5		927	0.023	21	0.0	0.0	4.352	A
	A-B	34	9				34				
	A-C	461	115				461				

	D-ABC	27	7		486	0.056	27	0.1	0.1	8.632	A
	C-ABD	54	14		780	0.069	54	0.1	0.1	5.083	A
	C-D	4	0.88				4				
	C-A	274	69				274				
12 - N81 / Poulaphouca Lough Parking	B-AC	0	0		411	0.000	0	0.0	0.0	0.000	A
	C-AB	17	4		763	0.022	17	0.0	0.0	4.960	A
	C-A	312	78				312				
	A-B	13	3				13				
	A-C	455	114				455				
13 - N81 / Troopersfield	B-AC	79	20		345	0.229	79	0.2	0.3	14.826	B
	C-AB	34	8		799	0.042	34	0.0	0.1	5.155	A
	C-A	422	106				422				
	A-B	76	19				76				
	A-C	630	158				630				

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	217	54		358	0.606	214	0.8	1.6	26.915	D
	C-A	543	136	110.10	1439	0.377	542	0.8	1.1	8.227	A
	C-B	163	41	110.10	320	0.509	162	0.3	0.5	11.665	B
	A-B	131	33				131				
	A-C	774	193				774				
10 - N81 / R758	B-AC	69	17		312	0.222	69	0.2	0.3	16.242	C
	C-AB	74	19		581	0.127	74	0.1	0.1	7.140	A
	C-A	330	82				330				
	A-B	126	32				126				
	A-C	633	158				633				
11 - N81 / Russeltown / L8363	B-ACD	0	0		311	0.000	0	0.0	0.0	0.000	A
	A-BCD	31	8		991	0.031	31	0.0	0.0	4.105	A
	A-B	42	10				42				
	A-C	560	140				560				
	D-ABC	33	8		463	0.072	33	0.1	0.1	9.224	A
	C-ABD	75	19		800	0.094	75	0.1	0.2	5.109	A
	C-D	4	1				4				
	C-A	327	82				327				
12 - N81 / Poulaphouca Lough Parking	B-AC	0	0		381	0.000	0	0.0	0.0	0.000	A
	C-AB	24	6		793	0.030	24	0.0	0.0	4.822	A
	C-A	379	95				379				
	A-B	16	4				16				
	A-C	557	139				557				
13 - N81 / Troopersfield	B-AC	97	24		296	0.328	96	0.3	0.5	19.766	C
	C-AB	51	13		847	0.060	51	0.1	0.1	4.952	A
	C-A	507	127				507				
	A-B	93	23				93				
	A-C	772	193				772				

17:30 - 17:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	217	54		358	0.606	217	1.6	1.6	27.940	D
	C-A	543	136	110.10	1441	0.377	543	1.1	1.1	8.182	A
	C-B	163	41	110.10	323	0.504	163	0.5	0.5	11.563	B
	A-B	131	33				131				
	A-C	774	193				774				
10 - N81 / R758	B-AC	69	17		312	0.222	69	0.3	0.3	16.294	C
	C-AB	74	19		581	0.127	74	0.1	0.1	7.143	A
	C-A	330	82				330				
	A-B	126	32				126				
	A-C	633	158				633				
11 - N81 / Russeltown / L8363	B-ACD	0	0		311	0.000	0	0.0	0.0	0.000	A
	A-BCD	31	8		991	0.031	31	0.0	0.0	4.105	A
	A-B	42	10				42				
	A-C	560	140				560				
	D-ABC	33	8		463	0.072	33	0.1	0.1	9.226	A
	C-ABD	76	19		800	0.094	75	0.2	0.2	5.124	A
	C-D	4	1				4				
	C-A	327	82				327				
	B-AC	0	0		381	0.000	0	0.0	0.0	0.000	A

12 - N81 / Poulaphouca Lough Parking	C-AB	24	6		793	0.030	24	0.0	0.0	4.829	A
	C-A	379	95				379				
	A-B	16	4				16				
	A-C	557	139				557				
13 - N81 / Troopersfield	B-AC	97	24		296	0.328	97	0.5	0.5	19.917	C
	C-AB	51	13		847	0.060	51	0.1	0.1	4.955	A
	C-A	507	127				507				
	A-B	93	23				93				
	A-C	772	193				772				

17:45 - 18:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	177	44		403	0.439	180	1.6	0.9	17.940	C
	C-A	443	111	89.90	1519	0.292	445	1.1	0.8	7.039	A
	C-B	133	33	89.90	325	0.409	134	0.5	0.3	9.138	A
	A-B	107	27				107				
	A-C	632	158				632				
10 - N81 / R758	B-AC	56	14		349	0.162	57	0.3	0.2	13.597	B
	C-AB	60	15		618	0.098	61	0.1	0.1	6.506	A
	C-A	269	67				269				
	A-B	103	26				103				
	A-C	517	129				517				
11 - N81 / Russeltown / L8363	B-ACD	0	0		346	0.000	0	0.0	0.0	0.000	A
	A-BCD	21	5		927	0.023	21	0.0	0.0	4.352	A
	A-B	34	9				34				
	A-C	461	115				461				
	D-ABC	27	7		486	0.056	27	0.1	0.1	8.638	A
	C-ABD	54	14		780	0.070	55	0.2	0.1	5.110	A
	C-D	4	0.88				4				
	C-A	274	69				274				
12 - N81 / Poulaphouca Lough Parking	B-AC	0	0		411	0.000	0	0.0	0.0	0.000	A
	C-AB	17	4		763	0.022	17	0.0	0.0	4.980	A
	C-A	312	78				312				
	A-B	13	3				13				
	A-C	455	114				455				
13 - N81 / Troopersfield	B-AC	79	20		345	0.229	80	0.5	0.3	14.956	B
	C-AB	34	8		799	0.042	34	0.1	0.1	5.155	A
	C-A	422	106				422				
	A-B	76	19				76				
	A-C	630	158				630				

18:00 - 18:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	148	37		435	0.341	149	0.9	0.6	13.921	B
	C-A	371	93	75.29	1571	0.236	372	0.8	0.6	6.432	A
	C-B	111	28	75.29	323	0.345	112	0.3	0.3	7.938	A
	A-B	89	22				89				
	A-C	529	132				529				
10 - N81 / R758	B-AC	47	12		375	0.126	48	0.2	0.2	12.109	B
	C-AB	51	13		645	0.079	51	0.1	0.1	6.106	A
	C-A	225	56				225				
	A-B	86	22				86				
	A-C	433	108				433				
11 - N81 / Russeltown / L8363	B-ACD	0	0		371	0.000	0	0.0	0.0	0.000	A
	A-BCD	15	4		882	0.017	15	0.0	0.0	4.551	A
	A-B	29	7				29				
	A-C	389	97				389				
	D-ABC	23	6		502	0.046	23	0.1	0.1	8.264	A
	C-ABD	42	10		767	0.054	42	0.1	0.1	5.089	A
	C-D	3	0.75				3				
	C-A	233	58				233				
12 - N81 / Poulaphouca Lough Parking	B-AC	0	0		433	0.000	0	0.0	0.0	0.000	A
	C-AB	13	3		742	0.018	13	0.0	0.0	5.077	A
	C-A	262	66				262				
	A-B	11	3				11				
	A-C	381	95				381				
13 - N81 / Troopersfield	B-AC	66	17		381	0.174	67	0.3	0.2	12.605	B

13 - N81 / Troopersfield	C-AB	24	6		766	0.032	25	0.1	0.0	5.319	A
	C-A	357	89				357				
	A-B	64	16				64				
	A-C	528	132				528				

2031 Baseline W/O Dev (Weekday), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D4 - 2026 Baseline W Dev (Weekday), PM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	N81 / Kilbride Road	T-Junction	Two-way	Two-way	Two-way			6.83	A
10	N81 / R758	T-Junction	Two-way	Two-way	Two-way			1.03	A
11	N81 / Russeltown / L8363	Crossroads	Two-way	Two-way	Two-way	Two-way		0.48	A
12	N81 / Poulaphouca Lough Parking	T-Junction	Two-way	Two-way	Two-way			0.01	A
13	N81 / Troopersfield	T-Junction	Two-way	Two-way	Two-way			1.50	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.57	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D5	2031 Baseline W/O Dev (Weekday)	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D1*1.1044

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - N81 / Kilbride Road	A - N81 (Northern Arm)		ONE HOUR	✓	710	100.000
	B - Kilbride Road		ONE HOUR	✓	208	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	638	100.000
10 - N81 / R758	A - N81 (Northern Arm)		ONE HOUR	✓	645	100.000
	B - R758		ONE HOUR	✓	66	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	275	100.000
11 - N81 / Russeltown / L8363	A - N81 (Northern Arm)		ONE HOUR	✓	558	100.000
	B - Russeltown Car Park		ONE HOUR	✓	4	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	240	100.000
	D - L8363		ONE HOUR	✓	32	100.000
12 - N81 / Poulaphouca Lough Parking	A - N81 (Northern Arm)		ONE HOUR	✓	538	100.000
	B - Poulaphouca Lough Parking		ONE HOUR	✓	3	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	225	100.000
13 - N81 / Troopersfield	A - N81 (Northern Arm)		ONE HOUR	✓	747	100.000
	B - Troopersfield		ONE HOUR	✓	93	100.000

	C - N81 (Southern Arm)		ONE HOUR	✓	497	100.000
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Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - N81 / Kilbride Road	A - N81 (Northern Arm)		
	B - Kilbride Road		
	C - N81 (Southern Arm)	[ONEHOUR]	100.00
10 - N81 / R758	A - N81 (Northern Arm)		
	B - R758		
	C - N81 (Southern Arm)		
11 - N81 / Russeltown / L8363	A - N81 (Northern Arm)		
	B - Russeltown Car Park		
	C - N81 (Southern Arm)		
	D - L8363		
12 - N81 / Poulaphouca Lough Parking	A - N81 (Northern Arm)		
	B - Poulaphouca Lough Parking		
	C - N81 (Southern Arm)		
13 - N81 / Troopersfield	A - N81 (Northern Arm)		
	B - Troopersfield		
	C - N81 (Southern Arm)		

Origin-Destination Data

Demand (PCU/hr)

1 - N81 / Kilbride Road

		To		
		A - N81 (Northern Arm)	B - Kilbride Road	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	60	650
	B - Kilbride Road	62	0	146
	C - N81 (Southern Arm)	520	118	0

Demand (PCU/hr)

13 - N81 / Troopersfield

		To		
		A - N81 (Northern Arm)	B - Troopersfield	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	89	657
	B - Troopersfield	78	0	14
	C - N81 (Southern Arm)	479	18	0

Demand (PCU/hr)

10 - N81 / R758

		To		
		A - N81 (Northern Arm)	B - R758	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	87	558
	B - R758	59	0	8
	C - N81 (Southern Arm)	269	6	0

Demand (PCU/hr)

12 - N81 / Poulaphouca Lough Parking

		To		
		A - N81 (Northern Arm)	B - Poulaphouca Lough Parking	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	4	533
	B - Poulaphouca Lough Parking	2	0	1
	C - N81 (Southern Arm)	224	1	0

Demand (PCU/hr)

11 - N81 / Russeltown / L8363

		To			
		A - N81 (Northern Arm)	B - Russeltown Car Park	C - N81 (Southern Arm)	D - L8363
From	A - N81 (Northern Arm)	0	3	543	11
	B - Russeltown Car Park	4	0	0	0
	C - N81 (Southern Arm)	234	1	0	4
	D - L8363	25	0	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - N81 (Northern Arm)	B - Kilbride Road	C - N81 (Southern Arm)
1 - N81 / Kilbride Road	From			
		A - N81 (Northern Arm)	0	10
		B - Kilbride Road	10	0
		C - N81 (Southern Arm)	10	10

Heavy Vehicle Percentages

		To		
		A - N81 (Northern Arm)	B - Troopersfield	C - N81 (Southern Arm)
13 - N81 / Troopersfield	From			
		A - N81 (Northern Arm)	0	10
		B - Troopersfield	10	0
		C - N81 (Southern Arm)	10	10

Heavy Vehicle Percentages

		To		
		A - N81 (Northern Arm)	B - R758	C - N81 (Southern Arm)
10 - N81 / R758	From			
		A - N81 (Northern Arm)	0	10
		B - R758	10	0
		C - N81 (Southern Arm)	10	10

Heavy Vehicle Percentages

		To		
		A - N81 (Northern Arm)	B - Poulaphouca Lough Parking	C - N81 (Southern Arm)
12 - N81 / Poulaphouca Lough Parking	From			
		A - N81 (Northern Arm)	0	10
		B - Poulaphouca Lough Parking	10	0
		C - N81 (Southern Arm)	10	10

Heavy Vehicle Percentages

		To			
		A - N81 (Northern Arm)	B - Russeltown Car Park	C - N81 (Southern Arm)	D - L8363
11 - N81 / Russeltown / L8363	From				
		A - N81 (Northern Arm)	0	10	10
		B - Russeltown Car Park	10	0	0
		C - N81 (Southern Arm)	10	10	0
		D - L8363	10	0	10

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - N81 / Kilbride Road	B-AC	0.60	26.10	1.6	D	191	286
	C-A	0.37	7.74	1.1	A	477	716
	C-B	0.46	9.96	0.4	A	108	163
	A-B					55	82
	A-C					597	895
10 - N81 / R758	B-AC	0.21	14.77	0.3	B	61	91
	C-AB	0.01	6.73	0.0	A	5	8
	C-A					247	371
	A-B					80	120
	A-C					512	768
11 - N81 / Russeltown / L8363	B-ACD	0.00	0.00	0.0	A	0	0
	A-BCD	0.03	4.50	0.0	A	22	33
	A-B					3	4
	A-C					487	730
	D-ABC	0.07	8.71	0.1	A	29	44

	C-ABD	0.00	5.49	0.0	A	1	2
	C-D					4	6
	C-A					214	322
12 - N81 / Poulaphouca Lough Parking	B-AC	0.00	0.00	0.0	A	0	0
	C-AB	0.00	5.91	0.0	A	1	2
	C-A					205	308
	A-B					4	6
	A-C					489	734
13 - N81 / Troopersfield	B-AC	0.33	19.23	0.5	C	85	128
	C-AB	0.06	5.35	0.1	A	37	56
	C-A					419	628
	A-B					82	123
	A-C					603	904

Main Results for each time segment

16:45 - 17:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	156	39		449	0.348	154	0.0	0.6	13.308	B
	C-A	392	98	75.29	1661	0.236	389	0.0	0.6	6.176	A
	C-B	89	22	75.29	278	0.320	88	0.0	0.2	7.304	A
	A-B	45	11				45				
	A-C	490	122				490				
10 - N81 / R758	B-AC	50	12		394	0.127	49	0.0	0.2	11.456	B
	C-AB	4	1		654	0.006	4	0.0	0.0	6.097	A
	C-A	203	51				203				
	A-B	66	16				66				
	A-C	420	105				420				
11 - N81 / Russelltown / L8363	B-ACD	0	0		386	0.000	0	0.0	0.0	0.000	A
	A-BCD	15	4		895	0.017	15	0.0	0.0	4.503	A
	A-B	2	0.61				2				
	A-C	402	101				402				
	D-ABC	24	6		520	0.046	24	0.0	0.1	7.973	A
	C-ABD	1	0.28		723	0.002	1	0.0	0.0	5.486	A
	C-D	3	0.83				3				
C-A	176	44				176					
12 - N81 / Poulaphouca Lough Parking	B-AC	0	0		439	0.000	0	0.0	0.0	0.000	A
	C-AB	1	0.28		671	0.002	1	0.0	0.0	5.911	A
	C-A	169	42				169				
	A-B	3	0.83				3				
	A-C	402	100				402				
13 - N81 / Troopersfield	B-AC	70	17		390	0.179	69	0.0	0.2	12.315	B
	C-AB	25	6		766	0.033	25	0.0	0.0	5.345	A
	C-A	349	87				349				
	A-B	67	17				67				
	A-C	495	124				495				

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	187	47		421	0.444	186	0.6	0.9	16.752	C
	C-A	468	117	89.90	1614	0.290	467	0.6	0.8	6.744	A
	C-B	106	27	89.90	280	0.380	106	0.2	0.2	8.248	A
	A-B	54	13				54				
	A-C	585	146				585				
10 - N81 / R758	B-AC	60	15		372	0.160	59	0.2	0.2	12.660	B
	C-AB	5	1		629	0.008	5	0.0	0.0	6.348	A
	C-A	242	61				242				
	A-B	78	20				78				
	A-C	501	125				501				
11 - N81 / Russelltown / L8363	B-ACD	0	0		364	0.000	0	0.0	0.0	0.000	A
	A-BCD	21	5		940	0.022	21	0.0	0.0	4.306	A
	A-B	3	0.73				3				
	A-C	478	119				478				

	D-ABC	29	7		508	0.057	29	0.1	0.1	8.265	A
	C-ABD	1	0.35		726	0.002	1	0.0	0.0	5.463	A
	C-D	4	0.99				4				
	C-A	210	53				210				
12 - N81 / Poulaphouca Lough Parking	B-AC	0	0		419	0.000	0	0.0	0.0	0.000	A
	C-AB	1	0.35		677	0.002	1	0.0	0.0	5.859	A
	C-A	201	50				201				
	A-B	4	0.99				4				
	A-C	480	120				480				
13 - N81 / Troopersfield	B-AC	83	21		355	0.235	83	0.2	0.3	14.517	B
	C-AB	35	9		797	0.043	35	0.0	0.1	5.191	A
	C-A	412	103				412				
	A-B	80	20				80				
	A-C	591	148				591				

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	229	57		380	0.602	226	0.9	1.6	25.246	D
	C-A	573	143	110.10	1546	0.370	571	0.8	1.1	7.737	A
	C-B	130	33	110.10	281	0.464	130	0.2	0.4	9.958	A
	A-B	66	16				66				
	A-C	716	179				716				
10 - N81 / R758	B-AC	73	18		341	0.214	73	0.2	0.3	14.732	B
	C-AB	6	2		594	0.010	6	0.0	0.0	6.730	A
	C-A	297	74				297				
	A-B	96	24				96				
	A-C	614	154				614				
11 - N81 / Russeltown / L8363	B-ACD	0	0		333	0.000	0	0.0	0.0	0.000	A
	A-BCD	30	8		1005	0.030	30	0.0	0.0	4.064	A
	A-B	4	0.88				4				
	A-C	580	145				580				
	D-ABC	35	9		490	0.072	35	0.1	0.1	8.707	A
	C-ABD	2	0.47		732	0.003	2	0.0	0.0	5.420	A
	C-D	5	1				5				
	C-A	257	64				257				
12 - N81 / Poulaphouca Lough Parking	B-AC	0	0		391	0.000	0	0.0	0.0	0.000	A
	C-AB	2	0.48		687	0.003	2	0.0	0.0	5.780	A
	C-A	246	62				246				
	A-B	5	1				5				
	A-C	587	147				587				
13 - N81 / Troopersfield	B-AC	102	26		308	0.332	101	0.3	0.5	19.080	C
	C-AB	52	13		845	0.062	52	0.1	0.1	4.996	A
	C-A	495	124				495				
	A-B	98	25				98				
	A-C	724	181				724				

17:30 - 17:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	229	57		380	0.602	228	1.6	1.6	26.102	D
	C-A	573	143	110.10	1552	0.369	573	1.1	1.1	7.654	A
	C-B	130	33	110.10	285	0.457	130	0.4	0.4	9.784	A
	A-B	66	16				66				
	A-C	716	179				716				
10 - N81 / R758	B-AC	73	18		341	0.214	73	0.3	0.3	14.770	B
	C-AB	6	2		594	0.010	6	0.0	0.0	6.730	A
	C-A	297	74				297				
	A-B	96	24				96				
	A-C	614	154				614				
11 - N81 / Russeltown / L8363	B-ACD	0	0		333	0.000	0	0.0	0.0	0.000	A
	A-BCD	30	8		1005	0.030	30	0.0	0.0	4.066	A
	A-B	4	0.88				4				
	A-C	580	145				580				
	D-ABC	35	9		490	0.072	35	0.1	0.1	8.709	A
	C-ABD	2	0.48		732	0.003	2	0.0	0.0	5.420	A
	C-D	5	1				5				
	C-A	257	64				257				
12 - N81 / Poulaphouca Lough Parking	B-AC	0	0		391	0.000	0	0.0	0.0	0.000	A

12 - N81 / Poulaphouca Lough Parking	C-AB	2	0.48		687	0.003	2	0.0	0.0	5.780	A
	C-A	246	62				246				
	A-B	5	1				5				
	A-C	587	147				587				
13 - N81 / Troopersfield	B-AC	102	26		308	0.332	102	0.5	0.5	19.235	C
	C-AB	52	13		845	0.062	52	0.1	0.1	4.998	A
	C-A	495	124				495				
	A-B	98	25				98				
	A-C	724	181				724				

17:45 - 18:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	187	47		421	0.444	189	1.6	0.9	17.340	C
	C-A	468	117	89.90	1621	0.288	469	1.1	0.8	6.665	A
	C-B	106	27	89.90	285	0.373	107	0.4	0.2	8.100	A
	A-B	54	13				54				
	A-C	585	146				585				
10 - N81 / R758	B-AC	60	15		372	0.160	60	0.3	0.2	12.702	B
	C-AB	5	1		629	0.008	5	0.0	0.0	6.348	A
	C-A	242	61				242				
	A-B	78	20				78				
11 - N81 / Russeltown / L8363	A-C	501	125				501				
	B-ACD	0	0		364	0.000	0	0.0	0.0	0.000	A
	A-BCD	21	5		940	0.022	21	0.0	0.0	4.307	A
	A-B	3	0.73				3				
	A-C	478	119				478				
	D-ABC	29	7		508	0.057	29	0.1	0.1	8.270	A
	C-ABD	1	0.35		726	0.002	1	0.0	0.0	5.465	A
C-D	4	0.99				4					
12 - N81 / Poulaphouca Lough Parking	C-A	210	53				210				
	B-AC	0	0		419	0.000	0	0.0	0.0	0.000	A
	C-AB	1	0.35		677	0.002	1	0.0	0.0	5.862	A
	C-A	201	50				201				
	A-B	4	0.99				4				
13 - N81 / Troopersfield	A-C	480	120				480				
	B-AC	83	21		355	0.235	84	0.5	0.3	14.642	B
	C-AB	35	9		798	0.044	35	0.1	0.1	5.193	A
	C-A	412	103				412				
	A-B	80	20				80				
A-C	591	148				591					

18:00 - 18:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	156	39		449	0.348	158	0.9	0.6	13.643	B
	C-A	392	98	75.29	1671	0.234	392	0.8	0.6	6.090	A
	C-B	89	22	75.29	284	0.313	89	0.2	0.2	7.152	A
	A-B	45	11				45				
	A-C	490	122				490				
10 - N81 / R758	B-AC	50	12		394	0.127	50	0.2	0.2	11.513	B
	C-AB	4	1		654	0.006	4	0.0	0.0	6.097	A
	C-A	203	51				203				
	A-B	66	16				66				
	A-C	420	105				420				
11 - N81 / Russeltown / L8363	B-ACD	0	0		386	0.000	0	0.0	0.0	0.000	A
	A-BCD	15	4		895	0.017	15	0.0	0.0	4.505	A
	A-B	2	0.61				2				
	A-C	402	100				402				
	D-ABC	24	6		520	0.046	24	0.1	0.1	7.981	A
	C-ABD	1	0.28		723	0.002	1	0.0	0.0	5.487	A
	C-D	3	0.83				3				
12 - N81 / Poulaphouca Lough Parking	C-A	176	44				176				
	B-AC	0	0		439	0.000	0	0.0	0.0	0.000	A
	C-AB	1	0.28		671	0.002	1	0.0	0.0	5.911	A
	C-A	169	42				169				
	A-B	3	0.83				3				
13 - N81 / Troopersfield	A-C	402	100				402				
	B-AC	70	17		389	0.179	70	0.3	0.2	12.421	B

13 - N81 / Troopersfield	C-AB	25	6		766	0.033	25	0.1	0.0	5.349	A
	C-A	349	87				349				
	A-B	67	17				67				
	A-C	495	124				495				

2031 Baseline W Dev (Weekday), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D4 - 2026 Baseline W Dev (Weekday), PM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	N81 / Kilbride Road	T-Junction	Two-way	Two-way	Two-way			7.64	A
10	N81 / R758	T-Junction	Two-way	Two-way	Two-way			1.39	A
11	N81 / Russeltown / L8363	Crossroads	Two-way	Two-way	Two-way	Two-way		0.74	A
12	N81 / Poulaphouca Lough Parking	T-Junction	Two-way	Two-way	Two-way			0.11	A
13	N81 / Troopersfield	T-Junction	Two-way	Two-way	Two-way			1.57	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.86	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D6	2031 Baseline W Dev (Weekday)	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2+D5

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - N81 / Kilbride Road	A - N81 (Northern Arm)		ONE HOUR	✓	858	100.000
	B - Kilbride Road		ONE HOUR	✓	208	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	674	100.000
10 - N81 / R758	A - N81 (Northern Arm)		ONE HOUR	✓	723	100.000
	B - R758		ONE HOUR	✓	66	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	381	100.000
11 - N81 / Russeltown / L8363	A - N81 (Northern Arm)		ONE HOUR	✓	604	100.000
	B - Russeltown Car Park		ONE HOUR	✓	4	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	382	100.000
	D - L8363		ONE HOUR	✓	32	100.000
12 - N81 / Poulaphouca Lough Parking	A - N81 (Northern Arm)		ONE HOUR	✓	548	100.000
	B - Poulaphouca Lough Parking		ONE HOUR	✓	3	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	377	100.000
13 - N81 / Troopersfield	A - N81 (Northern Arm)		ONE HOUR	✓	825	100.000
	B - Troopersfield		ONE HOUR	✓	93	100.000

	C - N81 (Southern Arm)		ONE HOUR	✓	533	100.000
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Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - N81 / Kilbride Road	A - N81 (Northern Arm)		
	B - Kilbride Road		
	C - N81 (Southern Arm)	[ONEHOUR]	100.00
10 - N81 / R758	A - N81 (Northern Arm)		
	B - R758		
	C - N81 (Southern Arm)		
11 - N81 / Russeltown / L8363	A - N81 (Northern Arm)		
	B - Russeltown Car Park		
	C - N81 (Southern Arm)		
	D - L8363		
12 - N81 / Poulaphouca Lough Parking	A - N81 (Northern Arm)		
	B - Poulaphouca Lough Parking		
	C - N81 (Southern Arm)		
13 - N81 / Troopersfield	A - N81 (Northern Arm)		
	B - Troopersfield		
	C - N81 (Southern Arm)		

Origin-Destination Data

Demand (PCU/hr)

1 - N81 / Kilbride Road

		To		
		A - N81 (Northern Arm)	B - Kilbride Road	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	122	736
	B - Kilbride Road	62	0	146
	C - N81 (Southern Arm)	520	154	0

Demand (PCU/hr)

13 - N81 / Troopersfield

		To		
		A - N81 (Northern Arm)	B - Troopersfield	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	89	735
	B - Troopersfield	78	0	14
	C - N81 (Southern Arm)	515	18	0

Demand (PCU/hr)

10 - N81 / R758

		To		
		A - N81 (Northern Arm)	B - R758	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	119	604
	B - R758	59	0	8
	C - N81 (Southern Arm)	313	68	0

Demand (PCU/hr)

12 - N81 / Poulaphouca Lough Parking

		To		
		A - N81 (Northern Arm)	B - Poulaphouca Lough Parking	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	14	533
	B - Poulaphouca Lough Parking	2	0	1
	C - N81 (Southern Arm)	366	11	0

Demand (PCU/hr)

11 - N81 / Russeltown / L8363

		To			
		A - N81 (Northern Arm)	B - Russeltown Car Park	C - N81 (Southern Arm)	D - L8363
From	A - N81 (Northern Arm)	0	39	553	11
	B - Russeltown Car Park	4	0	0	0
	C - N81 (Southern Arm)	340	37	0	4
	D - L8363	25	0	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - N81 (Northern Arm)	B - Kilbride Road	C - N81 (Southern Arm)
1 - N81 / Kilbride Road	From			
		A - N81 (Northern Arm)	0	5
		B - Kilbride Road	10	0
		C - N81 (Southern Arm)	10	7

Heavy Vehicle Percentages

		To		
		A - N81 (Northern Arm)	B - Troopersfield	C - N81 (Southern Arm)
13 - N81 / Troopersfield	From			
		A - N81 (Northern Arm)	0	10
		B - Troopersfield	10	0
		C - N81 (Southern Arm)	9	10

Heavy Vehicle Percentages

		To		
		A - N81 (Northern Arm)	B - R758	C - N81 (Southern Arm)
10 - N81 / R758	From			
		A - N81 (Northern Arm)	0	7
		B - R758	10	0
		C - N81 (Southern Arm)	8	1

Heavy Vehicle Percentages

		To		
		A - N81 (Northern Arm)	B - Poulaphouca Lough Parking	C - N81 (Southern Arm)
12 - N81 / Poulaphouca Lough Parking	From			
		A - N81 (Northern Arm)	0	3
		B - Poulaphouca Lough Parking	10	0
		C - N81 (Southern Arm)	6	1

Heavy Vehicle Percentages

		To			
		A - N81 (Northern Arm)	B - Russeltown Car Park	C - N81 (Southern Arm)	D - L8363
11 - N81 / Russeltown / L8363	From				
		A - N81 (Northern Arm)	0	1	10
		B - Russeltown Car Park	10	0	0
		C - N81 (Southern Arm)	7	0	0
		D - L8363	10	0	10

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - N81 / Kilbride Road	B-AC	0.66	33.59	2.0	D	191	286
	C-A	0.40	8.50	1.2	A	477	716
	C-B	0.53	12.33	0.6	B	141	212
	A-B					112	167
	A-C					676	1014
10 - N81 / R758	B-AC	0.24	17.19	0.3	C	61	91
	C-AB	0.13	7.29	0.1	A	62	93
	C-A					288	431
	A-B					109	164
	A-C					554	831
11 - N81 / Russeltown / L8363	B-ACD	0.00	0.00	0.0	A	0	0
	A-BCD	0.03	4.49	0.1	A	25	37
	A-B					35	53
	A-C					494	741
	D-ABC	0.08	9.38	0.1	A	29	44

	C-ABD	0.10	5.13	0.2	A	59	88
	C-D					4	6
	C-A					288	432
12 - N81 / Poulaphouca Lough Parking	B-AC	0.00	0.00	0.0	A	0	0
	C-AB	0.03	5.07	0.0	A	19	28
	C-A					328	491
	A-B					13	20
	A-C					489	734
13 - N81 / Troopersfield	B-AC	0.36	22.00	0.6	C	85	128
	C-AB	0.07	5.27	0.1	A	40	61
	C-A					449	673
	A-B					82	123
	A-C					675	1012

Main Results for each time segment

16:45 - 17:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	156	39		428	0.365	154	0.0	0.6	14.321	B
	C-A	392	98	75.29	1559	0.251	389	0.0	0.6	6.681	A
	C-B	116	29	75.29	312	0.373	115	0.0	0.3	8.442	A
	A-B	92	23				92				
	A-C	554	139				554				
10 - N81 / R758	B-AC	50	12		369	0.135	49	0.0	0.2	12.362	B
	C-AB	51	13		638	0.080	50	0.0	0.1	6.170	A
	C-A	236	59				236				
	A-B	90	22				90				
	A-C	455	114				455				
11 - N81 / Russelltown / L8363	B-ACD	0	0		365	0.000	0	0.0	0.0	0.000	A
	A-BCD	17	4		895	0.019	16	0.0	0.0	4.492	A
	A-B	29	7				29				
	A-C	409	102				409				
	D-ABC	24	6		499	0.048	24	0.0	0.1	8.333	A
	C-ABD	42	11		768	0.055	42	0.0	0.1	5.076	A
	C-D	3	0.79				3				
C-A	242	60				242					
12 - N81 / Poulaphouca Lough Parking	B-AC	0	0		428	0.000	0	0.0	0.0	0.000	A
	C-AB	13	3		743	0.018	13	0.0	0.0	5.063	A
	C-A	271	68				271				
	A-B	11	3				11				
	A-C	402	100				402				
13 - N81 / Troopersfield	B-AC	70	17		372	0.188	69	0.0	0.2	13.016	B
	C-AB	27	7		775	0.034	26	0.0	0.1	5.272	A
	C-A	375	94				375				
	A-B	67	17				67				
	A-C	553	138				553				

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	187	47		394	0.473	185	0.6	1.0	18.819	C
	C-A	468	117	89.90	1509	0.310	467	0.6	0.9	7.318	A
	C-B	139	35	89.90	317	0.437	138	0.3	0.4	9.738	A
	A-B	109	27				109				
	A-C	662	166				662				
10 - N81 / R758	B-AC	60	15		341	0.174	59	0.2	0.2	14.027	B
	C-AB	61	15		610	0.099	61	0.1	0.1	6.599	A
	C-A	282	70				282				
	A-B	107	27				107				
	A-C	543	136				543				
11 - N81 / Russelltown / L8363	B-ACD	0	0		339	0.000	0	0.0	0.0	0.000	A
	A-BCD	23	6		942	0.024	23	0.0	0.0	4.290	A
	A-B	34	9				34				
	A-C	485	121				485				

	D-ABC	29	7		482	0.060	29	0.1	0.1	8.739	A
	C-ABD	55	14		781	0.071	55	0.1	0.1	5.085	A
	C-D	4	0.92				4				
	C-A	284	71				284				
12 - N81 / Poulaphouca Lough Parking	B-AC	0	0		405	0.000	0	0.0	0.0	0.000	A
	C-AB	18	4		765	0.023	18	0.0	0.0	4.953	A
	C-A	322	80				322				
	A-B	13	3				13				
	A-C	480	120				480				
13 - N81 / Troopersfield	B-AC	83	21		334	0.249	83	0.2	0.4	15.720	C
	C-AB	37	9		810	0.046	37	0.1	0.1	5.108	A
	C-A	442	110				442				
	A-B	80	20				80				
	A-C	661	165				661				

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	229	57		345	0.662	225	1.0	2.0	31.724	D
	C-A	573	143	110.10	1433	0.400	571	0.9	1.2	8.458	A
	C-B	170	42	110.10	321	0.528	169	0.4	0.6	12.214	B
	A-B	134	33				134				
	A-C	811	203				811				
10 - N81 / R758	B-AC	73	18		303	0.240	73	0.2	0.3	17.119	C
	C-AB	74	19		572	0.130	74	0.1	0.1	7.287	A
	C-A	345	86				345				
	A-B	131	33				131				
	A-C	665	166				665				
11 - N81 / Russeltown / L8363	B-ACD	0	0		302	0.000	0	0.0	0.0	0.000	A
	A-BCD	34	9		1010	0.034	34	0.0	0.1	4.039	A
	A-B	42	10				42				
	A-C	588	147				588				
	D-ABC	35	9		457	0.077	35	0.1	0.1	9.378	A
	C-ABD	78	19		803	0.097	77	0.1	0.2	5.117	A
	C-D	4	1				4				
	C-A	338	85				338				
12 - N81 / Poulaphouca Lough Parking	B-AC	0	0		373	0.000	0	0.0	0.0	0.000	A
	C-AB	25	6		797	0.031	25	0.0	0.0	4.811	A
	C-A	391	98				391				
	A-B	16	4				16				
	A-C	587	147				587				
13 - N81 / Troopersfield	B-AC	102	26		282	0.362	101	0.4	0.6	21.774	C
	C-AB	57	14		861	0.067	57	0.1	0.1	4.903	A
	C-A	530	132				530				
	A-B	98	25				98				
	A-C	809	202				809				

17:30 - 17:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	229	57		345	0.662	228	2.0	2.0	33.586	D
	C-A	573	143	110.10	1432	0.400	573	1.2	1.2	8.496	A
	C-B	170	42	110.10	322	0.527	170	0.6	0.6	12.325	B
	A-B	134	33				134				
	A-C	811	203				811				
10 - N81 / R758	B-AC	73	18		303	0.241	73	0.3	0.3	17.186	C
	C-AB	74	19		572	0.130	74	0.1	0.1	7.290	A
	C-A	345	86				345				
	A-B	131	33				131				
	A-C	665	166				665				
11 - N81 / Russeltown / L8363	B-ACD	0	0		302	0.000	0	0.0	0.0	0.000	A
	A-BCD	34	9		1010	0.034	34	0.1	0.1	4.040	A
	A-B	42	10				42				
	A-C	588	147				588				
	D-ABC	35	9		457	0.077	35	0.1	0.1	9.383	A
	C-ABD	78	19		803	0.097	78	0.2	0.2	5.131	A
	C-D	4	1				4				
	C-A	338	84				338				
12 - N81 / Poulaphouca Lough Parking	B-AC	0	0		373	0.000	0	0.0	0.0	0.000	A

12 - N81 / Poulaphouca Lough Parking	C-AB	25	6		797	0.031	25	0.0	0.0	4.819	A
	C-A	391	98				391				
	A-B	16	4				16				
	A-C	587	147				587				
13 - N81 / Troopersfield	B-AC	102	26		282	0.362	102	0.6	0.6	21.997	C
	C-AB	57	14		861	0.067	57	0.1	0.1	4.906	A
	C-A	529	132				529				
	A-B	98	25				98				
	A-C	809	202				809				

17:45 - 18:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	187	47		394	0.474	191	2.0	1.0	19.849	C
	C-A	468	117	89.90	1516	0.308	469	1.2	0.9	7.176	A
	C-B	139	35	89.90	326	0.425	139	0.6	0.4	9.442	A
	A-B	109	27				109				
	A-C	662	166				662				
10 - N81 / R758	B-AC	60	15		341	0.175	60	0.3	0.2	14.096	B
	C-AB	61	15		610	0.099	61	0.1	0.1	6.602	A
	C-A	282	70				282				
	A-B	107	27				107				
	A-C	543	136				543				
11 - N81 / Russeltown / L8363	B-ACD	0	0		339	0.000	0	0.0	0.0	0.000	A
	A-BCD	23	6		942	0.024	23	0.1	0.0	4.288	A
	A-B	34	9				34				
	A-C	485	121				485				
	D-ABC	29	7		482	0.060	29	0.1	0.1	8.748	A
	C-ABD	56	14		782	0.071	56	0.2	0.1	5.116	A
	C-D	4	0.92				4				
	C-A	284	71				284				
12 - N81 / Poulaphouca Lough Parking	B-AC	0	0		405	0.000	0	0.0	0.0	0.000	A
	C-AB	18	4		765	0.023	18	0.0	0.0	4.973	A
	C-A	322	80				322				
	A-B	13	3				13				
	A-C	480	120				480				
13 - N81 / Troopersfield	B-AC	83	21		334	0.249	84	0.6	0.4	15.895	C
	C-AB	37	9		810	0.046	38	0.1	0.1	5.108	A
	C-A	442	110				442				
	A-B	80	20				80				
	A-C	661	165				661				

18:00 - 18:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	156	39		428	0.366	158	1.0	0.6	14.766	B
	C-A	392	98	75.29	1570	0.249	392	0.9	0.6	6.537	A
	C-B	116	29	75.29	322	0.360	116	0.4	0.3	8.163	A
	A-B	92	23				92				
	A-C	554	139				554				
10 - N81 / R758	B-AC	50	12		369	0.135	50	0.2	0.2	12.440	B
	C-AB	51	13		638	0.080	51	0.1	0.1	6.177	A
	C-A	236	59				236				
	A-B	90	22				90				
	A-C	455	114				455				
11 - N81 / Russeltown / L8363	B-ACD	0	0		365	0.000	0	0.0	0.0	0.000	A
	A-BCD	17	4		894	0.019	17	0.0	0.0	4.492	A
	A-B	29	7				29				
	A-C	409	102				409				
	D-ABC	24	6		499	0.048	24	0.1	0.1	8.343	A
	C-ABD	42	11		768	0.055	43	0.1	0.1	5.096	A
	C-D	3	0.79				3				
	C-A	242	60				242				
12 - N81 / Poulaphouca Lough Parking	B-AC	0	0		428	0.000	0	0.0	0.0	0.000	A
	C-AB	13	3		743	0.018	13	0.0	0.0	5.075	A
	C-A	271	68				271				
	A-B	11	3				11				
	A-C	402	100				402				
	B-AC	70	17		372	0.188	70	0.4	0.3	13.146	B

13 - N81 / Troopersfield	C-AB	27	7		775	0.035	27	0.1	0.1	5.274	A
	C-A	374	94				374				
	A-B	67	17				67				
	A-C	553	138				553				

2041 Baseline W/O Dev (Weekday), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D4 - 2026 Baseline W Dev (Weekday), PM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	N81 / Kilbride Road	T-Junction	Two-way	Two-way	Two-way			7.47	A
10	N81 / R758	T-Junction	Two-way	Two-way	Two-way			1.07	A
11	N81 / Russeltown / L8363	Crossroads	Two-way	Two-way	Two-way	Two-way		0.49	A
12	N81 / Poulaphouca Lough Parking	T-Junction	Two-way	Two-way	Two-way			0.01	A
13	N81 / Troopersfield	T-Junction	Two-way	Two-way	Two-way			1.62	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.79	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2041 Baseline W/O Dev (Weekday)	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D1*1.1546

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - N81 / Kilbride Road	A - N81 (Northern Arm)		ONE HOUR	✓	742	100.000
	B - Kilbride Road		ONE HOUR	✓	217	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	667	100.000
10 - N81 / R758	A - N81 (Northern Arm)		ONE HOUR	✓	674	100.000
	B - R758		ONE HOUR	✓	69	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	287	100.000
11 - N81 / Russeltown / L8363	A - N81 (Northern Arm)		ONE HOUR	✓	583	100.000
	B - Russeltown Car Park		ONE HOUR	✓	5	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	251	100.000
	D - L8363		ONE HOUR	✓	33	100.000
12 - N81 / Poulaphouca Lough Parking	A - N81 (Northern Arm)		ONE HOUR	✓	562	100.000
	B - Poulaphouca Lough Parking		ONE HOUR	✓	3	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	236	100.000
13 - N81 / Troopersfield	A - N81 (Northern Arm)		ONE HOUR	✓	781	100.000
	B - Troopersfield		ONE HOUR	✓	97	100.000

	C - N81 (Southern Arm)		ONE HOUR	✓	520	100.000
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Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - N81 / Kilbride Road	A - N81 (Northern Arm)		
	B - Kilbride Road		
	C - N81 (Southern Arm)	[ONEHOUR]	100.00
10 - N81 / R758	A - N81 (Northern Arm)		
	B - R758		
	C - N81 (Southern Arm)		
11 - N81 / Russeltown / L8363	A - N81 (Northern Arm)		
	B - Russeltown Car Park		
	C - N81 (Southern Arm)		
	D - L8363		
12 - N81 / Poulaphouca Lough Parking	A - N81 (Northern Arm)		
	B - Poulaphouca Lough Parking		
	C - N81 (Southern Arm)		
13 - N81 / Troopersfield	A - N81 (Northern Arm)		
	B - Troopersfield		
	C - N81 (Southern Arm)		

Origin-Destination Data

Demand (PCU/hr)

1 - N81 / Kilbride Road

		To		
		A - N81 (Northern Arm)	B - Kilbride Road	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	62	680
	B - Kilbride Road	65	0	152
	C - N81 (Southern Arm)	544	124	0

Demand (PCU/hr)

13 - N81 / Troopersfield

		To		
		A - N81 (Northern Arm)	B - Troopersfield	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	94	687
	B - Troopersfield	82	0	15
	C - N81 (Southern Arm)	501	18	0

Demand (PCU/hr)

10 - N81 / R758

		To		
		A - N81 (Northern Arm)	B - R758	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	91	583
	B - R758	61	0	8
	C - N81 (Southern Arm)	282	6	0

Demand (PCU/hr)

12 - N81 / Poulaphouca Lough Parking

		To		
		A - N81 (Northern Arm)	B - Poulaphouca Lough Parking	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	5	558
	B - Poulaphouca Lough Parking	2	0	1
	C - N81 (Southern Arm)	234	1	0

Demand (PCU/hr)

11 - N81 / Russeltown / L8363

		To			
		A - N81 (Northern Arm)	B - Russeltown Car Park	C - N81 (Southern Arm)	D - L8363
From	A - N81 (Northern Arm)	0	3	568	12
	B - Russeltown Car Park	5	0	0	0
	C - N81 (Southern Arm)	245	1	0	5
	D - L8363	27	0	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - N81 (Northern Arm)	B - Kilbride Road	C - N81 (Southern Arm)
1 - N81 / Kilbride Road	From			
		A - N81 (Northern Arm)	0	10
		B - Kilbride Road	10	0
		C - N81 (Southern Arm)	10	10

Heavy Vehicle Percentages

		To		
		A - N81 (Northern Arm)	B - Troopersfield	C - N81 (Southern Arm)
13 - N81 / Troopersfield	From			
		A - N81 (Northern Arm)	0	10
		B - Troopersfield	10	0
		C - N81 (Southern Arm)	10	10

Heavy Vehicle Percentages

		To		
		A - N81 (Northern Arm)	B - R758	C - N81 (Southern Arm)
10 - N81 / R758	From			
		A - N81 (Northern Arm)	0	10
		B - R758	10	0
		C - N81 (Southern Arm)	10	10

Heavy Vehicle Percentages

		To		
		A - N81 (Northern Arm)	B - Poulaphouca Lough Parking	C - N81 (Southern Arm)
12 - N81 / Poulaphouca Lough Parking	From			
		A - N81 (Northern Arm)	0	10
		B - Poulaphouca Lough Parking	10	0
		C - N81 (Southern Arm)	10	10

Heavy Vehicle Percentages

		To			
		A - N81 (Northern Arm)	B - Russeltown Car Park	C - N81 (Southern Arm)	D - L8363
11 - N81 / Russeltown / L8363	From				
		A - N81 (Northern Arm)	0	10	10
		B - Russeltown Car Park	10	0	0
		C - N81 (Southern Arm)	10	10	0
		D - L8363	10	0	10

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - N81 / Kilbride Road	B-AC	0.65	30.21	1.9	D	199	299
	C-A	0.39	7.94	1.2	A	499	749
	C-B	0.48	10.36	0.4	B	113	170
	A-B					57	86
	A-C					624	936
10 - N81 / R758	B-AC	0.23	15.40	0.3	C	64	95
	C-AB	0.01	6.83	0.0	A	5	8
	C-A					259	388
	A-B					84	126
	A-C					535	803
11 - N81 / Russeltown / L8363	B-ACD	0.00	0.00	0.0	A	0	0
	A-BCD	0.03	4.46	0.0	A	24	36
	A-B					3	5
	A-C					508	762
	D-ABC	0.08	8.83	0.1	A	31	46

	C-ABD	0.00	5.48	0.0	A	2	2
	C-D					4	6
	C-A					224	336
12 - N81 / Poulaphouca Lough Parking	B-AC	0.00	0.00	0.0	A	0	0
	C-AB	0.00	5.90	0.0	A	2	2
	C-A					215	322
	A-B					4	6
	A-C					512	768
13 - N81 / Troopersfield	B-AC	0.36	20.91	0.6	C	89	133
	C-AB	0.07	5.31	0.1	A	41	61
	C-A					436	654
	A-B					86	129
	A-C					630	946

Main Results for each time segment

16:45 - 17:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	163	41		443	0.369	161	0.0	0.6	13.928	B
	C-A	409	102	75.29	1656	0.247	407	0.0	0.6	6.283	A
	C-B	93	23	75.29	278	0.335	92	0.0	0.2	7.504	A
	A-B	47	12				47				
	A-C	512	128				512				
10 - N81 / R758	B-AC	52	13		389	0.134	51	0.0	0.2	11.703	B
	C-AB	4	1		648	0.007	4	0.0	0.0	6.154	A
	C-A	212	53				212				
	A-B	69	17				69				
	A-C	439	110				439				
11 - N81 / Russelltown / L8363	B-ACD	0	0		381	0.000	0	0.0	0.0	0.000	A
	A-BCD	17	4		905	0.018	16	0.0	0.0	4.455	A
	A-B	3	0.64				3				
	A-C	420	105				420				
	D-ABC	25	6		517	0.049	25	0.0	0.1	8.038	A
	C-ABD	1	0.29		724	0.002	1	0.0	0.0	5.481	A
	C-D	3	0.87				3				
C-A	184	46				184					
12 - N81 / Poulaphouca Lough Parking	B-AC	0	0		435	0.000	0	0.0	0.0	0.000	A
	C-AB	1	0.29		672	0.002	1	0.0	0.0	5.900	A
	C-A	176	44				176				
	A-B	3	0.87				3				
	A-C	420	105				420				
13 - N81 / Troopersfield	B-AC	73	18		382	0.191	72	0.0	0.3	12.750	B
	C-AB	27	7		773	0.035	27	0.0	0.1	5.307	A
	C-A	364	91				364				
	A-B	70	18				70				
	A-C	517	129				517				

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	195	49		413	0.473	194	0.6	1.0	17.985	C
	C-A	489	122	89.90	1609	0.304	488	0.6	0.8	6.882	A
	C-B	111	28	89.90	281	0.396	111	0.2	0.3	8.511	A
	A-B	56	14				56				
	A-C	611	153				611				
10 - N81 / R758	B-AC	62	16		366	0.170	62	0.2	0.2	13.031	B
	C-AB	5	1		622	0.008	5	0.0	0.0	6.421	A
	C-A	253	63				253				
	A-B	82	20				82				
	A-C	524	131				524				
11 - N81 / Russelltown / L8363	B-ACD	0	0		358	0.000	0	0.0	0.0	0.000	A
	A-BCD	23	6		953	0.024	23	0.0	0.0	4.254	A
	A-B	3	0.76				3				
	A-C	499	125				499				

	D-ABC	30	8		504	0.060	30	0.1	0.1	8.350	A
	C-ABD	2	0.38		727	0.002	2	0.0	0.0	5.455	A
	C-D	4	1				4				
	C-A	220	55				220				
12 - N81 / Poulaphouca Lough Parking	B-AC	0	0		414	0.000	0	0.0	0.0	0.000	A
	C-AB	2	0.38		679	0.002	2	0.0	0.0	5.844	A
	C-A	210	53				210				
	A-B	4	1				4				
	A-C	501	125				501				
13 - N81 / Troopersfield	B-AC	87	22		346	0.252	87	0.3	0.4	15.258	C
	C-AB	38	9		807	0.047	38	0.1	0.1	5.149	A
	C-A	429	107				429				
	A-B	84	21				84				
	A-C	618	154				618				

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	239	60		369	0.647	235	1.0	1.9	28.815	D
	C-A	599	150	110.10	1540	0.389	597	0.8	1.2	7.942	A
	C-B	136	34	110.10	283	0.481	136	0.3	0.4	10.359	B
	A-B	69	17				69				
	A-C	749	187				749				
10 - N81 / R758	B-AC	76	19		333	0.229	76	0.2	0.3	15.355	C
	C-AB	6	2		586	0.011	6	0.0	0.0	6.832	A
	C-A	310	78				310				
	A-B	100	25				100				
11 - N81 / Russeltown / L8363	A-C	642	160				642				
	B-ACD	0	0		325	0.000	0	0.0	0.0	0.000	A
	A-BCD	33	8		1021	0.033	33	0.0	0.0	4.009	A
	A-B	4	0.92				4				
	A-C	605	151				605				
	D-ABC	37	9		485	0.076	37	0.1	0.1	8.827	A
	C-ABD	2	0.51		734	0.003	2	0.0	0.0	5.408	A
	C-D	5	1				5				
C-A	269	67				269					
12 - N81 / Poulaphouca Lough Parking	B-AC	0	0		384	0.000	0	0.0	0.0	0.000	A
	C-AB	2	0.51		690	0.003	2	0.0	0.0	5.759	A
	C-A	257	64				257				
	A-B	5	1				5				
13 - N81 / Troopersfield	A-C	614	154				614				
	B-AC	107	27		296	0.361	106	0.4	0.6	20.711	C
	C-AB	57	14		857	0.067	57	0.1	0.1	4.952	A
	C-A	515	129				515				
	A-B	103	26				103				
A-C	756	189				756					

17:30 - 17:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	239	60		369	0.648	239	1.9	1.9	30.208	D
	C-A	599	150	110.10	1545	0.388	599	1.2	1.2	7.847	A
	C-B	136	34	110.10	287	0.474	136	0.4	0.4	10.153	B
	A-B	69	17				69				
	A-C	749	187				749				
10 - N81 / R758	B-AC	76	19		333	0.229	76	0.3	0.3	15.398	C
	C-AB	6	2		586	0.011	6	0.0	0.0	6.832	A
	C-A	310	78				310				
	A-B	100	25				100				
	A-C	642	160				642				
11 - N81 / Russeltown / L8363	B-ACD	0	0		325	0.000	0	0.0	0.0	0.000	A
	A-BCD	33	8		1021	0.033	33	0.0	0.0	4.011	A
	A-B	4	0.92				4				
	A-C	605	151				605				
	D-ABC	37	9		485	0.076	37	0.1	0.1	8.828	A
	C-ABD	2	0.51		734	0.003	2	0.0	0.0	5.408	A
	C-D	5	1				5				
C-A	269	67				269					
	B-AC	0	0		384	0.000	0	0.0	0.0	0.000	A

12 - N81 / Poulaphouca Lough Parking	C-AB	2	0.51		690	0.003	2	0.0	0.0	5.761	A
	C-A	257	64				257				
	A-B	5	1				5				
	A-C	614	154				614				
13 - N81 / Troopersfield	B-AC	107	27		296	0.361	107	0.6	0.6	20.907	C
	C-AB	57	14		857	0.067	57	0.1	0.1	4.954	A
	C-A	515	129				515				
	A-B	103	26				103				
	A-C	756	189				756				

17:45 - 18:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	195	49		412	0.473	199	1.9	1.0	18.837	C
	C-A	489	122	89.90	1616	0.303	490	1.2	0.8	6.793	A
	C-B	111	28	89.90	286	0.388	112	0.4	0.3	8.342	A
	A-B	56	14				56				
	A-C	611	153				611				
10 - N81 / R758	B-AC	62	16		366	0.170	63	0.3	0.2	13.084	B
	C-AB	5	1		622	0.008	5	0.0	0.0	6.422	A
	C-A	253	63				253				
	A-B	82	20				82				
	A-C	524	131				524				
11 - N81 / Russeltown / L8363	B-ACD	0	0		358	0.000	0	0.0	0.0	0.000	A
	A-BCD	23	6		953	0.024	23	0.0	0.0	4.255	A
	A-B	3	0.76				3				
	A-C	499	125				499				
	D-ABC	30	8		504	0.060	30	0.1	0.1	8.356	A
	C-ABD	2	0.38		727	0.002	2	0.0	0.0	5.455	A
	C-D	4	1				4				
C-A	220	55				220					
12 - N81 / Poulaphouca Lough Parking	B-AC	0	0		414	0.000	0	0.0	0.0	0.000	A
	C-AB	2	0.38		679	0.002	2	0.0	0.0	5.844	A
	C-A	210	53				210				
	A-B	4	1				4				
	A-C	501	125				501				
13 - N81 / Troopersfield	B-AC	87	22		346	0.252	88	0.6	0.4	15.422	C
	C-AB	38	9		807	0.047	38	0.1	0.1	5.152	A
	C-A	429	107				429				
	A-B	84	21				84				
	A-C	618	154				618				

18:00 - 18:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	163	41		442	0.369	165	1.0	0.7	14.342	B
	C-A	409	102	75.29	1667	0.246	410	0.8	0.6	6.185	A
	C-B	93	23	75.29	285	0.326	93	0.3	0.2	7.328	A
	A-B	47	12				47				
	A-C	512	128				512				
10 - N81 / R758	B-AC	52	13		389	0.134	52	0.2	0.2	11.769	B
	C-AB	4	1		648	0.007	4	0.0	0.0	6.154	A
	C-A	212	53				212				
	A-B	69	17				69				
	A-C	439	110				439				
11 - N81 / Russeltown / L8363	B-ACD	0	0		381	0.000	0	0.0	0.0	0.000	A
	A-BCD	17	4		905	0.018	17	0.0	0.0	4.457	A
	A-B	3	0.64				3				
	A-C	420	105				420				
	D-ABC	25	6		517	0.049	25	0.1	0.1	8.046	A
	C-ABD	1	0.29		723	0.002	1	0.0	0.0	5.481	A
	C-D	3	0.87				3				
C-A	184	46				184					
12 - N81 / Poulaphouca Lough Parking	B-AC	0	0		435	0.000	0	0.0	0.0	0.000	A
	C-AB	1	0.30		672	0.002	1	0.0	0.0	5.902	A
	C-A	176	44				176				
	A-B	3	0.87				3				
	A-C	420	105				420				
B-AC	73	18		382	0.191	73	0.4	0.3	12.874	B	

13 - N81 / Troopersfield	C-AB	27	7		773	0.035	27	0.1	0.1	5.311	A
	C-A	364	91				364				
	A-B	70	18				70				
	A-C	517	129				517				

2041 Baseline W Dev (Weekday), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D4 - 2026 Baseline W Dev (Weekday), PM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	N81 / Kilbride Road	T-Junction	Two-way	Two-way	Two-way			8.69	A
10	N81 / R758	T-Junction	Two-way	Two-way	Two-way			1.44	A
11	N81 / Russelltown / L8363	Crossroads	Two-way	Two-way	Two-way	Two-way		0.74	A
12	N81 / Poulaphouca Lough Parking	T-Junction	Two-way	Two-way	Two-way			0.11	A
13	N81 / Troopersfield	T-Junction	Two-way	Two-way	Two-way			1.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.20	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2041 Baseline W Dev (Weekday)	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2+D7

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - N81 / Kilbride Road	A - N81 (Northern Arm)		ONE HOUR	✓	890	100.000
	B - Kilbride Road		ONE HOUR	✓	217	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	703	100.000
10 - N81 / R758	A - N81 (Northern Arm)		ONE HOUR	✓	752	100.000
	B - R758		ONE HOUR	✓	69	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	393	100.000
11 - N81 / Russelltown / L8363	A - N81 (Northern Arm)		ONE HOUR	✓	629	100.000
	B - Russeltown Car Park		ONE HOUR	✓	5	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	393	100.000
	D - L8363		ONE HOUR	✓	33	100.000
12 - N81 / Poulaphouca Lough Parking	A - N81 (Northern Arm)		ONE HOUR	✓	572	100.000
	B - Poulaphouca Lough Parking		ONE HOUR	✓	3	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	388	100.000
13 - N81 / Troopersfield	A - N81 (Northern Arm)		ONE HOUR	✓	859	100.000
	B - Troopersfield		ONE HOUR	✓	97	100.000

	C - N81 (Southern Arm)		ONE HOUR	✓	556	100.000
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Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - N81 / Kilbride Road	A - N81 (Northern Arm)		
	B - Kilbride Road		
	C - N81 (Southern Arm)	[ONEHOUR]	100.00
10 - N81 / R758	A - N81 (Northern Arm)		
	B - R758		
	C - N81 (Southern Arm)		
11 - N81 / Russeltown / L8363	A - N81 (Northern Arm)		
	B - Russeltown Car Park		
	C - N81 (Southern Arm)		
	D - L8363		
12 - N81 / Poulaphouca Lough Parking	A - N81 (Northern Arm)		
	B - Poulaphouca Lough Parking		
	C - N81 (Southern Arm)		
13 - N81 / Troopersfield	A - N81 (Northern Arm)		
	B - Troopersfield		
	C - N81 (Southern Arm)		

Origin-Destination Data

Demand (PCU/hr)

1 - N81 / Kilbride Road

		To		
		A - N81 (Northern Arm)	B - Kilbride Road	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	124	766
	B - Kilbride Road	65	0	152
	C - N81 (Southern Arm)	544	160	0

Demand (PCU/hr)

13 - N81 / Troopersfield

		To		
		A - N81 (Northern Arm)	B - Troopersfield	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	94	765
	B - Troopersfield	82	0	15
	C - N81 (Southern Arm)	537	18	0

Demand (PCU/hr)

10 - N81 / R758

		To		
		A - N81 (Northern Arm)	B - R758	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	123	629
	B - R758	61	0	8
	C - N81 (Southern Arm)	326	68	0

Demand (PCU/hr)

12 - N81 / Poulaphouca Lough Parking

		To		
		A - N81 (Northern Arm)	B - Poulaphouca Lough Parking	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	15	558
	B - Poulaphouca Lough Parking	2	0	1
	C - N81 (Southern Arm)	376	11	0

Demand (PCU/hr)

11 - N81 / Russeltown / L8363

		To			
		A - N81 (Northern Arm)	B - Russeltown Car Park	C - N81 (Southern Arm)	D - L8363
From	A - N81 (Northern Arm)	0	39	578	12
	B - Russeltown Car Park	5	0	0	0
	C - N81 (Southern Arm)	351	37	0	5
	D - L8363	27	0	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - N81 (Northern Arm)	B - Kilbride Road	C - N81 (Southern Arm)	
1 - N81 / Kilbride Road	From				
		A - N81 (Northern Arm)	0	5	9
		B - Kilbride Road	10	0	10
		C - N81 (Southern Arm)	10	8	0

Heavy Vehicle Percentages

		To			
		A - N81 (Northern Arm)	B - Troopersfield	C - N81 (Southern Arm)	
13 - N81 / Troopersfield	From				
		A - N81 (Northern Arm)	0	10	9
		B - Troopersfield	10	0	10
		C - N81 (Southern Arm)	9	10	0

Heavy Vehicle Percentages

		To			
		A - N81 (Northern Arm)	B - R758	C - N81 (Southern Arm)	
10 - N81 / R758	From				
		A - N81 (Northern Arm)	0	7	9
		B - R758	10	0	10
		C - N81 (Southern Arm)	9	1	0

Heavy Vehicle Percentages

		To			
		A - N81 (Northern Arm)	B - Poulaphouca Lough Parking	C - N81 (Southern Arm)	
12 - N81 / Poulaphouca Lough Parking	From				
		A - N81 (Northern Arm)	0	3	10
		B - Poulaphouca Lough Parking	10	0	10
		C - N81 (Southern Arm)	6	1	0

Heavy Vehicle Percentages

		To				
		A - N81 (Northern Arm)	B - Russeltown Car Park	C - N81 (Southern Arm)	D - L8363	
11 - N81 / Russeltown / L8363	From					
		A - N81 (Northern Arm)	0	1	10	10
		B - Russeltown Car Park	10	0	0	0
		C - N81 (Southern Arm)	7	0	0	10
		D - L8363	10	0	10	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - N81 / Kilbride Road	B-AC	0.72	40.76	2.6	E	199	299
	C-A	0.42	8.81	1.3	A	499	749
	C-B	0.55	13.11	0.6	B	146	220
	A-B					114	171
	A-C					703	1054
10 - N81 / R758	B-AC	0.26	18.05	0.4	C	64	95
	C-AB	0.13	7.42	0.2	A	62	93
	C-A					299	448
	A-B					113	170
	A-C					577	866
11 - N81 / Russeltown / L8363	B-ACD	0.00	0.00	0.0	A	0	0
	A-BCD	0.04	4.44	0.1	A	27	40
	A-B					35	53
	A-C					515	773
	D-ABC	0.08	9.53	0.1	A	31	46

	C-ABD	0.10	5.14	0.2	A	60	90
	C-D					4	6
	C-A					296	445
12 - N81 / Poulaphouca Lough Parking	B-AC	0.00	0.00	0.0	A	0	0
	C-AB	0.03	5.07	0.0	A	19	29
	C-A					337	505
	A-B					13	20
	A-C					512	768
13 - N81 / Troopersfield	B-AC	0.40	24.22	0.7	C	89	133
	C-AB	0.07	5.24	0.1	A	44	66
	C-A					466	698
	A-B					86	129
	A-C					702	1053

Main Results for each time segment

16:45 - 17:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	163	41		421	0.388	161	0.0	0.7	15.048	C
	C-A	409	102	75.29	1556	0.263	407	0.0	0.7	6.790	A
	C-B	120	30	75.29	310	0.387	119	0.0	0.3	8.681	A
	A-B	94	23				94				
	A-C	577	144				577				
10 - N81 / R758	B-AC	52	13		364	0.143	51	0.0	0.2	12.655	B
	C-AB	51	13		632	0.081	51	0.0	0.1	6.234	A
	C-A	245	61				245				
	A-B	93	23				93				
	A-C	474	118				474				
11 - N81 / Russelltown / L8363	B-ACD	0	0		360	0.000	0	0.0	0.0	0.000	A
	A-BCD	18	4		906	0.020	18	0.0	0.0	4.443	A
	A-B	29	7				29				
	A-C	427	107				427				
	D-ABC	25	6		496	0.051	25	0.0	0.1	8.403	A
	C-ABD	43	11		769	0.056	43	0.0	0.1	5.079	A
	C-D	3	0.82				3				
C-A	249	62				249					
12 - N81 / Poulaphouca Lough Parking	B-AC	0	0		423	0.000	0	0.0	0.0	0.000	A
	C-AB	14	3		745	0.018	13	0.0	0.0	5.059	A
	C-A	278	70				278				
	A-B	11	3				11				
	A-C	420	105				420				
13 - N81 / Troopersfield	B-AC	73	18		364	0.201	72	0.0	0.3	13.504	B
	C-AB	29	7		782	0.037	29	0.0	0.1	5.234	A
	C-A	389	97				389				
	A-B	70	18				70				
	A-C	576	144				576				

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	195	49		386	0.506	194	0.7	1.1	20.401	C
	C-A	489	122	89.90	1505	0.325	488	0.7	0.9	7.459	A
	C-B	143	36	89.90	317	0.453	143	0.3	0.4	10.060	B
	A-B	112	28				112				
	A-C	689	172				689				
10 - N81 / R758	B-AC	62	16		335	0.186	62	0.2	0.2	14.482	B
	C-AB	61	15		603	0.101	61	0.1	0.1	6.688	A
	C-A	293	73				293				
	A-B	111	28				111				
	A-C	566	141				566				
11 - N81 / Russelltown / L8363	B-ACD	0	0		333	0.000	0	0.0	0.0	0.000	A
	A-BCD	25	6		955	0.026	25	0.0	0.0	4.237	A
	A-B	35	9				35				
	A-C	506	127				506				

	D-ABC	30	8		478	0.063	30	0.1	0.1	8.836	A
	C-ABD	57	14		783	0.072	56	0.1	0.1	5.090	A
	C-D	4	0.96				4				
	C-A	292	73				292				
12 - N81 / Poulaphouca Lough Parking	B-AC	0	0		399	0.000	0	0.0	0.0	0.000	A
	C-AB	18	4		767	0.023	18	0.0	0.0	4.947	A
	C-A	330	83				330				
	A-B	13	3				13				
	A-C	501	125				501				
13 - N81 / Troopersfield	B-AC	87	22		325	0.268	87	0.3	0.4	16.591	C
	C-AB	41	10		819	0.050	41	0.1	0.1	5.067	A
	C-A	459	115				459				
	A-B	84	21				84				
	A-C	688	172				688				

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	239	60		334	0.715	234	1.1	2.4	37.438	E
	C-A	599	150	110.10	1425	0.420	597	0.9	1.3	8.765	A
	C-B	176	44	110.10	320	0.549	175	0.4	0.6	12.968	B
	A-B	137	34				137				
	A-C	843	211				843				
10 - N81 / R758	B-AC	76	19		296	0.258	76	0.2	0.4	17.981	C
	C-AB	75	19		563	0.132	74	0.1	0.2	7.420	A
	C-A	359	90				359				
	A-B	136	34				136				
	A-C	693	173				693				
11 - N81 / Russeltown / L8363	B-ACD	0	0		294	0.000	0	0.0	0.0	0.000	A
	A-BCD	38	9		1027	0.037	38	0.0	0.1	3.984	A
	A-B	42	10				42				
	A-C	613	153				613				
	D-ABC	37	9		453	0.081	37	0.1	0.1	9.520	A
	C-ABD	80	20		805	0.099	80	0.1	0.2	5.120	A
	C-D	5	1				5				
	C-A	348	87				348				
12 - N81 / Poulaphouca Lough Parking	B-AC	0	0		366	0.000	0	0.0	0.0	0.000	A
	C-AB	26	6		800	0.032	25	0.0	0.0	4.802	A
	C-A	401	100				401				
	A-B	16	4				16				
	A-C	614	154				614				
13 - N81 / Troopersfield	B-AC	107	27		270	0.395	106	0.4	0.7	23.894	C
	C-AB	63	16		874	0.072	63	0.1	0.1	4.863	A
	C-A	548	137				548				
	A-B	103	26				103				
	A-C	842	211				842				

17:30 - 17:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	239	60		334	0.715	238	2.4	2.6	40.765	E
	C-A	599	150	110.10	1423	0.421	599	1.3	1.3	8.813	A
	C-B	176	44	110.10	320	0.548	176	0.6	0.6	13.112	B
	A-B	137	34				137				
	A-C	843	211				843				
10 - N81 / R758	B-AC	76	19		296	0.258	76	0.4	0.4	18.049	C
	C-AB	75	19		563	0.132	75	0.2	0.2	7.423	A
	C-A	359	90				359				
	A-B	136	34				136				
	A-C	693	173				693				
11 - N81 / Russeltown / L8363	B-ACD	0	0		294	0.000	0	0.0	0.0	0.000	A
	A-BCD	38	9		1027	0.037	38	0.1	0.1	3.983	A
	A-B	42	10				42				
	A-C	613	153				613				
	D-ABC	37	9		453	0.081	37	0.1	0.1	9.526	A
	C-ABD	80	20		805	0.099	80	0.2	0.2	5.136	A
	C-D	5	1				5				
	C-A	348	87				348				
	B-AC	0	0		366	0.000	0	0.0	0.0	0.000	A

12 - N81 / Poulaphouca Lough Parking	C-AB	26	6		800	0.032	26	0.0	0.0	4.812	A
	C-A	401	100				401				
	A-B	16	4				16				
	A-C	614	154				614				
13 - N81 / Troopersfield	B-AC	107	27		270	0.395	107	0.7	0.7	24.217	C
	C-AB	63	16		874	0.072	63	0.1	0.1	4.864	A
	C-A	548	137				548				
	A-B	103	26				103				
	A-C	842	211				842				

17:45 - 18:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	195	49		386	0.506	201	2.6	1.2	22.015	C
	C-A	489	122	89.90	1511	0.323	491	1.3	0.9	7.342	A
	C-B	143	36	89.90	325	0.442	144	0.6	0.4	9.824	A
	A-B	112	28				112				
	A-C	689	172				689				
10 - N81 / R758	B-AC	62	16		335	0.186	63	0.4	0.3	14.571	B
	C-AB	61	15		603	0.101	61	0.2	0.1	6.692	A
	C-A	293	73				293				
	A-B	111	28				111				
	A-C	566	141				566				
11 - N81 / Russeltown / L8363	B-ACD	0	0		332	0.000	0	0.0	0.0	0.000	A
	A-BCD	25	6		955	0.026	25	0.1	0.0	4.236	A
	A-B	35	9				35				
	A-C	506	127				506				
	D-ABC	30	8		478	0.063	30	0.1	0.1	8.844	A
	C-ABD	57	14		783	0.072	57	0.2	0.1	5.122	A
	C-D	4	0.96				4				
	C-A	292	73				292				
12 - N81 / Poulaphouca Lough Parking	B-AC	0	0		399	0.000	0	0.0	0.0	0.000	A
	C-AB	18	5		767	0.023	18	0.0	0.0	4.967	A
	C-A	330	83				330				
	A-B	13	3				13				
	A-C	501	125				501				
13 - N81 / Troopersfield	B-AC	87	22		325	0.268	88	0.7	0.4	16.829	C
	C-AB	41	10		819	0.050	41	0.1	0.1	5.070	A
	C-A	459	115				459				
	A-B	84	21				84				
	A-C	688	172				688				

18:00 - 18:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	163	41		421	0.388	165	1.2	0.7	15.605	C
	C-A	409	102	75.29	1568	0.261	410	0.9	0.7	6.629	A
	C-B	120	30	75.29	322	0.373	121	0.4	0.3	8.366	A
	A-B	94	23				94				
	A-C	577	144				577				
10 - N81 / R758	B-AC	52	13		364	0.143	52	0.3	0.2	12.743	B
	C-AB	51	13		632	0.081	51	0.1	0.1	6.243	A
	C-A	245	61				245				
	A-B	93	23				93				
	A-C	474	118				474				
11 - N81 / Russeltown / L8363	B-ACD	0	0		360	0.000	0	0.0	0.0	0.000	A
	A-BCD	18	4		905	0.020	18	0.0	0.0	4.445	A
	A-B	29	7				29				
	A-C	427	107				427				
	D-ABC	25	6		496	0.051	25	0.1	0.1	8.417	A
	C-ABD	43	11		769	0.056	43	0.1	0.1	5.098	A
	C-D	3	0.82				3				
	C-A	249	62				249				
12 - N81 / Poulaphouca Lough Parking	B-AC	0	0		423	0.000	0	0.0	0.0	0.000	A
	C-AB	14	3		745	0.018	14	0.0	0.0	5.071	A
	C-A	278	70				278				
	A-B	11	3				11				
	A-C	420	105				420				
13 - N81 / Troopersfield	B-AC	73	18		364	0.201	74	0.4	0.3	13.658	B

13 - N81 / Troopersfield	C-AB	29	7		782	0.037	29	0.1	0.1	5.239	A
	C-A	389	97				389				
	A-B	70	18				70				
	A-C	576	144				576				

Junctions 10
PICADY 10 - Priority Intersection Module
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Filename: Junction 1,10,11,12,13 (Weekend).j10

Path: L:\Legacy\iedbl2fp001\UFI\Jobs\PR-447455_Blessington_Greenway\400_Technical\430_TechnicalArea_X\Traffic and Transport Assessment\03. Junction Models

Report generation date: 01/12/2023 17:12:21

- »2023 Baseline (Weekend),
- »2026 Baseline W/O Dev (Weekend),
- »2026 Baseline W Dev (Weekend),
- »2031 Baseline W/O Dev (Weekend),
- »2031 Baseline W Dev (Weekend),
- »2041 Baseline W/O Dev (Weekend),
- »2041 Baseline W Dev (Weekend),

Summary of junction performance

	Queue (PCU)	RFC
2023 Baseline (Weekend)		
1 - N81 / Kilbride Road - Stream B-AC	1.0	0.48
1 - N81 / Kilbride Road - Stream C-A	1.3	0.40
1 - N81 / Kilbride Road - Stream C-B	0.3	0.46
10 - N81 / R758 - Stream B-AC	0.7	0.41
10 - N81 / R758 - Stream C-AB	0.0	0.03
11 - N81 / Russeltown / L8363 - Stream B-ACD	0.1	0.09
11 - N81 / Russeltown / L8363 - Stream A-BCD	0.8	0.33
11 - N81 / Russeltown / L8363 - Stream D-ABC	0.1	0.05
11 - N81 / Russeltown / L8363 - Stream C-ABD	0.0	0.01
12 - N81 / Poulaphouca Lough Parking - Stream B-AC	0.1	0.04
12 - N81 / Poulaphouca Lough Parking - Stream C-AB	0.0	0.02
13 - N81 / Troopersfield - Stream B-AC	0.6	0.36
13 - N81 / Troopersfield - Stream C-AB	0.1	0.03
2026 Baseline W/O Dev (Weekend)		
1 - N81 / Kilbride Road - Stream B-AC	1.2	0.52
1 - N81 / Kilbride Road - Stream C-A	1.4	0.42
1 - N81 / Kilbride Road - Stream C-B	0.3	0.48
10 - N81 / R758 - Stream B-AC	0.8	0.44
10 - N81 / R758 - Stream C-AB	0.0	0.03
11 - N81 / Russeltown / L8363 - Stream B-ACD	0.1	0.10
11 - N81 / Russeltown / L8363 - Stream A-BCD	0.9	0.35
11 - N81 / Russeltown / L8363 - Stream D-ABC	0.1	0.06
11 - N81 / Russeltown / L8363 - Stream C-ABD	0.0	0.01
12 - N81 / Poulaphouca Lough Parking - Stream B-AC	0.1	0.05
12 - N81 / Poulaphouca Lough Parking - Stream C-AB	0.0	0.02
13 - N81 / Troopersfield - Stream B-AC	0.7	0.39

13 - N81 / Troopersfield - Stream C-AB	0.1	0.04
2026 Baseline W Dev (Weekend)		
1 - N81 / Kilbride Road - Stream B-AC	1.5	0.59
1 - N81 / Kilbride Road - Stream C-A	1.6	0.47
1 - N81 / Kilbride Road - Stream C-B	0.6	0.56
10 - N81 / R758 - Stream B-AC	1.1	0.51
10 - N81 / R758 - Stream C-AB	0.2	0.17
11 - N81 / Russelstown / L8363 - Stream B-ACD	0.1	0.11
11 - N81 / Russelstown / L8363 - Stream A-BCD	1.3	0.41
11 - N81 / Russelstown / L8363 - Stream D-ABC	0.1	0.07
11 - N81 / Russelstown / L8363 - Stream C-ABD	0.5	0.17
12 - N81 / Poulaphouca Lough Parking - Stream B-AC	0.1	0.05
12 - N81 / Poulaphouca Lough Parking - Stream C-AB	0.1	0.06
13 - N81 / Troopersfield - Stream B-AC	0.8	0.44
13 - N81 / Troopersfield - Stream C-AB	0.1	0.04
2031 Baseline W/O Dev (Weekend)		
1 - N81 / Kilbride Road - Stream B-AC	1.4	0.57
1 - N81 / Kilbride Road - Stream C-A	1.5	0.45
1 - N81 / Kilbride Road - Stream C-B	0.3	0.50
10 - N81 / R758 - Stream B-AC	1.0	0.48
10 - N81 / R758 - Stream C-AB	0.0	0.03
11 - N81 / Russelstown / L8363 - Stream B-ACD	0.1	0.10
11 - N81 / Russelstown / L8363 - Stream A-BCD	1.0	0.38
11 - N81 / Russelstown / L8363 - Stream D-ABC	0.1	0.06
11 - N81 / Russelstown / L8363 - Stream C-ABD	0.0	0.01
12 - N81 / Poulaphouca Lough Parking - Stream B-AC	0.1	0.05
12 - N81 / Poulaphouca Lough Parking - Stream C-AB	0.0	0.02
13 - N81 / Troopersfield - Stream B-AC	0.8	0.43
13 - N81 / Troopersfield - Stream C-AB	0.1	0.04
2031 Baseline W Dev (Weekend)		
1 - N81 / Kilbride Road - Stream B-AC	2.0	0.66
1 - N81 / Kilbride Road - Stream C-A	1.8	0.50
1 - N81 / Kilbride Road - Stream C-B	0.6	0.58
10 - N81 / R758 - Stream B-AC	1.4	0.56
10 - N81 / R758 - Stream C-AB	0.2	0.18
11 - N81 / Russelstown / L8363 - Stream B-ACD	0.1	0.12
11 - N81 / Russelstown / L8363 - Stream A-BCD	1.5	0.45
11 - N81 / Russelstown / L8363 - Stream D-ABC	0.1	0.07
11 - N81 / Russelstown / L8363 - Stream C-ABD	0.6	0.18
12 - N81 / Poulaphouca Lough Parking - Stream B-AC	0.1	0.05
12 - N81 / Poulaphouca Lough Parking - Stream C-AB	0.1	0.06
13 - N81 / Troopersfield - Stream B-AC	1.0	0.49
13 - N81 / Troopersfield - Stream C-AB	0.1	0.05
2041 Baseline W/O Dev (Weekend)		
1 - N81 / Kilbride Road - Stream B-AC	1.7	0.62
1 - N81 / Kilbride Road - Stream C-A	1.7	0.47
1 - N81 / Kilbride Road - Stream C-B	0.3	0.52
10 - N81 / R758 - Stream B-AC	1.1	0.51
10 - N81 / R758 - Stream C-AB	0.0	0.03
11 - N81 / Russelstown / L8363 - Stream B-ACD	0.1	0.11
11 - N81 / Russelstown / L8363 - Stream A-BCD	1.2	0.41
11 - N81 / Russelstown / L8363 - Stream D-ABC	0.1	0.07
11 - N81 / Russelstown / L8363 - Stream C-ABD	0.0	0.01
12 - N81 / Poulaphouca Lough Parking - Stream B-AC	0.1	0.05
12 - N81 / Poulaphouca Lough Parking - Stream C-AB	0.0	0.02
13 - N81 / Troopersfield - Stream B-AC	1.0	0.48

13 - N81 / Troopersfield - Stream C-AB	0.1	0.05
2041 Baseline W Dev (Weekend)		
1 - N81 / Kilbride Road - Stream B-AC	2.6	0.72
1 - N81 / Kilbride Road - Stream C-A	2.0	0.52
1 - N81 / Kilbride Road - Stream C-B	0.7	0.60
10 - N81 / R758 - Stream B-AC	1.6	0.61
10 - N81 / R758 - Stream C-AB	0.2	0.18
11 - N81 / Russelltown / L8363 - Stream B-ACD	0.2	0.13
11 - N81 / Russelltown / L8363 - Stream A-BCD	1.7	0.48
11 - N81 / Russelltown / L8363 - Stream D-ABC	0.1	0.08
11 - N81 / Russelltown / L8363 - Stream C-ABD	0.6	0.19
12 - N81 / Poulaphouca Lough Parking - Stream B-AC	0.1	0.06
12 - N81 / Poulaphouca Lough Parking - Stream C-AB	0.1	0.07
13 - N81 / Troopersfield - Stream B-AC	1.2	0.54
13 - N81 / Troopersfield - Stream C-AB	0.1	0.05

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

File summary

File Description

Title	
Location	
Site number	
Date	26/07/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EU\Zac.Cave
Description	

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2023 Baseline (Weekend)	ONE HOUR	13:00	14:30	15	✓		
D2	Dev Flows Weekend	ONE HOUR	13:00	14:30	15			
D3	2026 Baseline W/O Dev (Weekend)	ONE HOUR	13:00	14:30	15	✓	Simple	D1*1.0471
D4	2026 Baseline W Dev (Weekend)	ONE HOUR	13:00	14:30	15	✓	Simple	D2+D3
D5	2031 Baseline W/O Dev (Weekend)	ONE HOUR	13:00	14:30	15	✓	Simple	D1*1.1044
D6	2031 Baseline W Dev (Weekend)	ONE HOUR	13:00	14:30	15	✓	Simple	D2+D5
D7	2041 Baseline W/O Dev (Weekend)	ONE HOUR	13:00	14:30	15	✓	Simple	D1*1.1546
D8	2041 Baseline W Dev (Weekend)	ONE HOUR	13:00	14:30	15	✓	Simple	D2+D7

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2023 Baseline (Weekend),

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D4 - 2026 Baseline W Dev (Weekend),	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	N81 / Kilbride Road	T-Junction	Two-way	Two-way	Two-way			5.72	A
10	N81 / R758	T-Junction	Two-way	Two-way	Two-way			2.25	A
11	N81 / Russelltown / L8363	Crossroads	Two-way	Two-way	Two-way	Two-way		2.19	A
12	N81 / Poulaphouca Lough Parking	T-Junction	Two-way	Two-way	Two-way			0.31	A
13	N81 / Troopersfield	T-Junction	Two-way	Two-way	Two-way			1.51	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.72	A

Arms

Arms

Junction	Arm	Name	Description	Arm type
1 - N81 / Kilbride Road	A	N81 (Northern Arm)		Major
	B	Kilbride Road		Minor
	C	N81 (Southern Arm)		Major
10 - N81 / R758	A	N81 (Northern Arm)		Major
	B	R758		Minor
	C	N81 (Southern Arm)		Major
11 - N81 / Russelltown / L8363	A	N81 (Northern Arm)		Major
	B	Russeltown Car Park		Minor
	C	N81 (Southern Arm)		Major
	D	L8363		Minor
12 - N81 / Poulaphouca Lough Parking	A	N81 (Northern Arm)		Major
	B	Poulaphouca Lough Parking		Minor
	C	N81 (Southern Arm)		Major
13 - N81 / Troopersfield	A	N81 (Northern Arm)		Major
	B	Troopersfield		Minor
	C	N81 (Southern Arm)		Major

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
1 - N81 / Kilbride Road	C - N81 (Southern Arm)	10.00		✓	2.36	150.0		-
10 - N81 / R758	C - N81 (Southern Arm)	9.00		✓	3.00	250.0	✓	6.00
11 - N81 / Russelltown / L8363	A - N81 (Northern Arm)	6.50				170.0	✓	0.00
	C - N81 (Southern Arm)	6.50				250.0	✓	0.00
12 - N81 / Poulaphouca Lough Parking	C - N81 (Southern Arm)	7.50				130.0	✓	0.00
13 - N81 / Troopersfield	C - N81 (Southern Arm)	8.00				100.0	✓	0.00

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
1 - N81 / Kilbride Road	B - Kilbride Road	One lane	3.00	25	18
10 - N81 / R758	B - R758	One lane	3.00	22	22
11 - N81 / Russelltown / L8363	B - Russelltown Car Park	One lane	2.50	24	22
	D - L8363	One lane	2.50	17	40
12 - N81 / Poulaphouca Lough Parking	B - Poulaphouca Lough Parking	One lane	2.50	35	40
13 - N81 / Troopersfield	B - Troopersfield	One lane	4.00	20	20

Pelican/Puffin Crossings

Junction	Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
1 - N81 / Kilbride Road	C - N81 (Southern Arm)	1.00	3.00	2.90	1.00	6.00	6.00	7.00

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 - N81 / Kilbride Road	B-A	495	0.074	0.188	0.118	0.269
	B-C	635	0.080	0.203	-	-
	C-B	672	0.215	0.215	-	-

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
13 - N81 / Troopersfield	B-A	543	0.090	0.228	0.144	0.326
	B-C	700	0.098	0.248	-	-
	C-B	632	0.224	0.224	-	-

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
10 - N81 / R758	B-A	496	0.078	0.198	0.125	0.283
	B-C	638	0.085	0.215	-	-
	C-B	781	0.263	0.263	-	-

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
12 - N81 / Poulaphouca Lough Parking	B-A	483	0.082	0.208	0.131	0.297
	B-C	617	0.088	0.223	-	-
	C-B	649	0.235	0.235	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
11 - N81 / Russeltown / L8363	A-D	672	-	-	-	-	-	-	0.255	0.364	0.255	-	-	-
	B-A	471	0.084	0.212	0.212	-	-	-	0.134	0.303	-	0.212	0.212	0.106
	B-C	606	0.091	0.230	-	-	-	-	-	-	-	-	-	-
	B-D, nearside lane	471	0.084	0.212	0.212	-	-	-	0.134	0.303	0.134	-	-	-
	B-D, offside lane	471	0.084	0.212	0.212	-	-	-	0.134	0.303	0.134	-	-	-
	C-B	719	0.272	0.272	0.389	-	-	-	-	-	-	-	-	-
	D-A	617	-	-	-	-	-	-	0.234	-	0.092	-	-	-
	D-B, nearside lane	478	0.135	0.135	0.307	-	-	-	0.215	0.215	0.085	-	-	-
	D-B, offside lane	478	0.135	0.135	0.307	-	-	-	0.215	0.215	0.085	-	-	-
	D-C	478	-	0.135	0.307	0.108	0.215	0.215	0.215	0.215	0.085	-	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Baseline (Weekend)	ONE HOUR	13:00	14:30	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - N81 / Kilbride Road	A - N81 (Northern Arm)		ONE HOUR	✓	669	100.000
	B - Kilbride Road		ONE HOUR	✓	163	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	701	100.000
10 - N81 / R758	A - N81 (Northern Arm)		ONE HOUR	✓	545	100.000
	B - R758		ONE HOUR	✓	125	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	485	100.000
11 - N81 / Russeltown / L8363	A - N81 (Northern Arm)		ONE HOUR	✓	433	100.000
	B - Russeltown Car Park		ONE HOUR	✓	28	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	516	100.000
	D - L8363		ONE HOUR	✓	19	100.000
12 - N81 / Poulaphouca Lough Parking	A - N81 (Northern Arm)		ONE HOUR	✓	411	100.000
	B - Poulaphouca Lough Parking		ONE HOUR	✓	17	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	321	100.000
13 - N81 / Troopersfield	A - N81 (Northern Arm)		ONE HOUR	✓	699	100.000
	B - Troopersfield		ONE HOUR	✓	101	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	619	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - N81 / Kilbride Road	A - N81 (Northern Arm)		
	B - Kilbride Road		
	C - N81 (Southern Arm)	[ONEHOUR]	100.00
10 - N81 / R758	A - N81 (Northern Arm)		
	B - R758		
	C - N81 (Southern Arm)		
11 - N81 / Russeltown / L8363	A - N81 (Northern Arm)		
	B - Russeltown Car Park		
	C - N81 (Southern Arm)		
	D - L8363		
12 - N81 / Poulaphouca Lough Parking	A - N81 (Northern Arm)		
	B - Poulaphouca Lough Parking		
	C - N81 (Southern Arm)		
13 - N81 / Troopersfield	A - N81 (Northern Arm)		
	B - Troopersfield		
	C - N81 (Southern Arm)		

Origin-Destination Data

Demand (PCU/hr)

1 - N81 / Kilbride Road

		To		
		A - N81 (Northern Arm)	B - Kilbride Road	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	74	595
	B - Kilbride Road	58	0	105
	C - N81 (Southern Arm)	604	97	0

Demand (PCU/hr)

13 - N81 / Troopersfield

		To		
		A - N81 (Northern Arm)	B - Troopersfield	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	162	537
	B - Troopersfield	89	0	12
	C - N81 (Southern Arm)	610	9	0

Demand (PCU/hr)

10 - N81 / R758

		To		
		A - N81 (Northern Arm)	B - R758	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	118	427
	B - R758	112	0	13
	C - N81 (Southern Arm)	469	16	0

Demand (PCU/hr)

12 - N81 / Poulaphouca Lough Parking

		To		
		A - N81 (Northern Arm)	B - Poulaphouca Lough Parking	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	15	396
	B - Poulaphouca Lough Parking	8	0	9
	C - N81 (Southern Arm)	314	7	0

Demand (PCU/hr)

11 - N81 / Russeltown / L8363

		To			
		A - N81 (Northern Arm)	B - Russeltown Car Park	C - N81 (Southern Arm)	D - L8363
From	A - N81 (Northern Arm)	0	21	286	126
	B - Russeltown Car Park	18	0	8	2
	C - N81 (Southern Arm)	452	3	0	61
	D - L8363	12	4	3	0

Vehicle Mix

Heavy Vehicle Percentages

1 - N81 / Kilbride Road

		To		
		A - N81 (Northern Arm)	B - Kilbride Road	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	10	10	10
	B - Kilbride Road	10	10	10
	C - N81 (Southern Arm)	10	10	10

Heavy Vehicle Percentages

13 - N81 / Troopersfield

		To		
		A - N81 (Northern Arm)	B - Troopersfield	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	10	10	10
	B - Troopersfield	10	10	10
	C - N81 (Southern Arm)	10	10	10

Heavy Vehicle Percentages

10 - N81 / R758

		To		
		A - N81 (Northern Arm)	B - R758	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	10	10	10
	B - R758	10	10	10
	C - N81 (Southern Arm)	10	10	10

Heavy Vehicle Percentages

12 - N81 / Poulaphouca Lough Parking

		To		
		A - N81 (Northern Arm)	B - Poulaphouca Lough Parking	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	10	10	10
	B - Poulaphouca Lough Parking	10	10	10
	C - N81 (Southern Arm)	10	10	10

Heavy Vehicle Percentages

11 - N81 / Russeltown / L8363

		To			
		A - N81 (Northern Arm)	B - Russeltown Car Park	C - N81 (Southern Arm)	D - L8363
From	A - N81 (Northern Arm)	10	10	10	10
	B - Russeltown Car Park	10	10	10	10
	C - N81 (Southern Arm)	10	10	10	10
	D - L8363	10	10	10	10

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - N81 / Kilbride Road	B-AC	0.48	20.48	1.0	C	150	224
	C-A	0.40	7.53	1.3	A	554	831
	C-B	0.46	9.05	0.3	A	89	134
	A-B					68	102
	A-C					546	819
10 - N81 / R758	B-AC	0.41	19.93	0.7	C	115	172
	C-AB	0.03	6.54	0.0	A	15	22
	C-A					430	646
	A-B					108	162
	A-C					392	588
11 - N81 / Russeltown / L8363	B-ACD	0.09	12.69	0.1	B	26	39
	A-BCD	0.33	7.68	0.8	A	190	285
	A-B					14	21
	A-C					193	290
	D-ABC	0.05	10.98	0.1	B	17	26
	C-ABD	0.01	4.56	0.0	A	6	9
	C-D					56	83
12 - N81 / Poulaphouca Lough Parking	C-A					412	618
	B-AC	0.04	9.92	0.1	A	16	23
	C-AB	0.02	5.43	0.0	A	11	16
	C-A					284	426
	A-B					14	21
13 - N81 / Troopersfield	A-C					363	545
	B-AC	0.36	19.99	0.6	C	93	139
	C-AB	0.03	4.79	0.1	A	23	35
	C-A					545	817
	A-B					149	223
	A-C					493	739

Main Results for each time segment

13:00 - 13:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	123	31		442	0.278	121	0.0	0.4	12.281	B
	C-A	455	114	75.29	1774	0.256	452	0.0	0.7	5.910	A
	C-B	73	18	75.29	231	0.316	72	0.0	0.1	6.709	A
	A-B	56	14				56				
	A-C	448	112				448				
10 - N81 / R758	B-AC	94	24		391	0.241	93	0.0	0.3	13.232	B
	C-AB	12	3		673	0.018	12	0.0	0.0	5.987	A
	C-A	353	88				353				
	A-B	89	22				89				
	A-C	321	80				321				
11 - N81 / Russelltown / L8363	B-ACD	21	5		396	0.053	21	0.0	0.1	10.558	B
	A-BCD	139	35		731	0.190	137	0.0	0.4	6.668	A
	A-B	13	3				13				
	A-C	174	44				174				
	D-ABC	14	4		440	0.032	14	0.0	0.0	9.291	A
	C-ABD	4	1		872	0.005	4	0.0	0.0	4.560	A
	C-D	46	11				46				
12 - N81 / Poulaphouca Lough Parking	C-A	339	85				339				
	B-AC	13	3		459	0.028	13	0.0	0.0	8.867	A
	C-AB	8	2		737	0.011	8	0.0	0.0	5.428	A
	C-A	234	58				234				
	A-B	11	3				11				
13 - N81 / Troopersfield	A-C	298	75				298				
	B-AC	76	19		389	0.196	75	0.0	0.3	12.578	B
	C-AB	15	4		842	0.018	15	0.0	0.0	4.785	A
	C-A	451	113				451				
	A-B	122	30				122				
A-C	404	101					404				

13:15 - 13:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	147	37		413	0.354	146	0.4	0.6	14.756	B
	C-A	543	136	89.90	1728	0.314	542	0.7	0.9	6.499	A
	C-B	87	22	89.90	232	0.375	87	0.1	0.2	7.550	A
	A-B	67	17				67				
	A-C	535	134				535				
10 - N81 / R758	B-AC	112	28		368	0.306	112	0.3	0.5	15.437	C
	C-AB	14	4		652	0.022	14	0.0	0.0	6.206	A
	C-A	422	105				422				
	A-B	106	27				106				
	A-C	384	96				384				
11 - N81 / Russelltown / L8363	B-ACD	25	6		374	0.067	25	0.1	0.1	11.355	B
	A-BCD	181	45		745	0.242	180	0.4	0.5	7.011	A
	A-B	14	4				14				
	A-C	194	49				194				
	D-ABC	17	4		416	0.041	17	0.0	0.0	9.924	A
	C-ABD	6	1		907	0.006	5	0.0	0.0	4.393	A
	C-D	55	14				55				
C-A	404	101				404					
12 - N81 / Poulaphouca Lough Parking	B-AC	15	4		442	0.035	15	0.0	0.0	9.279	A
	C-AB	10	3		756	0.013	10	0.0	0.0	5.304	A
	C-A	279	70				279				
	A-B	13	3				13				
	A-C	356	89				356				
13 - N81 / Troopersfield	B-AC	91	23		356	0.255	90	0.3	0.4	14.912	B
	C-AB	21	5		890	0.024	21	0.0	0.0	4.556	A
	C-A	535	134				535				
	A-B	146	36				146				
	A-C	483	121				483				

13:30 - 13:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	179	45		373	0.481	178	0.6	1.0	20.159	C
	C-A	665	166	110.10	1662	0.400	663	0.9	1.3	7.533	A
	C-B	107	27	110.10	233	0.459	106	0.2	0.3	9.046	A
	A-B	81	20				81				
	A-C	655	164				655				
10 - N81 / R758	B-AC	138	34		336	0.409	137	0.5	0.7	19.733	C
	C-AB	18	4		623	0.028	18	0.0	0.0	6.536	A
	C-A	516	129				516				
	A-B	130	32				130				
	A-C	470	118				470				
11 - N81 / Russelltown / L8363	B-ACD	31	8		343	0.090	31	0.1	0.1	12.669	B
	A-BCD	249	62		767	0.325	248	0.5	0.8	7.648	A
	A-B	16	4				16				
	A-C	212	53				212				
	D-ABC	21	5		382	0.055	21	0.0	0.1	10.974	B
	C-ABD	8	2		957	0.008	8	0.0	0.0	4.171	A
	C-D	67	17				67				
12 - N81 / Poulaphouca Lough Parking	C-A	493	123				493				
	B-AC	19	5		418	0.045	19	0.0	0.1	9.913	A
	C-AB	14	3		784	0.018	14	0.0	0.0	5.138	A
	C-A	340	85				340				
	A-B	17	4				17				
13 - N81 / Troopersfield	A-C	436	109				436				
	B-AC	111	28		309	0.360	110	0.4	0.6	19.817	C
	C-AB	33	8		960	0.034	33	0.0	0.1	4.272	A
	C-A	648	162				648				
	A-B	178	45				178				
13 - N81 / Troopersfield	A-C	591	148				591				

13:45 - 14:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	179	45		373	0.482	179	1.0	1.0	20.478	C
	C-A	665	166	110.10	1668	0.399	665	1.3	1.3	7.469	A
	C-B	107	27	110.10	235	0.454	107	0.3	0.3	8.924	A
	A-B	81	20				81				
	A-C	655	164				655				
10 - N81 / R758	B-AC	138	34		336	0.409	138	0.7	0.7	19.932	C
	C-AB	18	4		623	0.028	18	0.0	0.0	6.536	A
	C-A	516	129				516				
	A-B	130	32				130				
	A-C	470	118				470				
11 - N81 / Russelltown / L8363	B-ACD	31	8		343	0.090	31	0.1	0.1	12.687	B
	A-BCD	250	62		767	0.325	250	0.8	0.8	7.681	A
	A-B	16	4				16				
	A-C	211	53				211				
	D-ABC	21	5		382	0.055	21	0.1	0.1	10.980	B
	C-ABD	8	2		957	0.008	8	0.0	0.0	4.172	A
	C-D	67	17				67				
12 - N81 / Poulaphouca Lough Parking	C-A	493	123				493				
	B-AC	19	5		418	0.045	19	0.1	0.1	9.915	A
	C-AB	14	3		784	0.018	14	0.0	0.0	5.141	A
	C-A	340	85				340				
	A-B	17	4				17				
13 - N81 / Troopersfield	A-C	436	109				436				
	B-AC	111	28		309	0.360	111	0.6	0.6	19.990	C
	C-AB	33	8		960	0.035	33	0.1	0.1	4.272	A
	C-A	648	162				648				
	A-B	178	45				178				
13 - N81 / Troopersfield	A-C	591	148				591				

14:00 - 14:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	147	37		413	0.355	148	1.0	0.6	15.023	C
	C-A	543	136	89.90	1735	0.313	545	1.3	0.9	6.443	A
	C-B	87	22	89.90	236	0.370	88	0.3	0.2	7.448	A
	A-B	67	17				67				
	A-C	535	134				535				
10 - N81 / R758	B-AC	112	28		368	0.306	113	0.7	0.5	15.628	C
	C-AB	14	4		652	0.022	14	0.0	0.0	6.209	A
	C-A	422	105				422				
	A-B	106	27				106				
	A-C	384	96				384				
11 - N81 / Russelltown / L8363	B-ACD	25	6		373	0.067	25	0.1	0.1	11.382	B
	A-BCD	181	45		746	0.243	182	0.8	0.5	7.053	A
	A-B	14	4				14				
	A-C	194	48				194				
	D-ABC	17	4		416	0.041	17	0.1	0.0	9.935	A
	C-ABD	6	1		906	0.006	6	0.0	0.0	4.396	A
	C-D	55	14				55				
C-A	404	101				404					
12 - N81 / Poulaphouca Lough Parking	B-AC	15	4		442	0.035	15	0.1	0.0	9.281	A
	C-AB	10	3		756	0.013	10	0.0	0.0	5.305	A
	C-A	279	70				279				
	A-B	13	3				13				
	A-C	356	89				356				
13 - N81 / Troopersfield	B-AC	91	23		355	0.255	92	0.6	0.4	15.060	C
	C-AB	21	5		890	0.024	21	0.1	0.0	4.559	A
	C-A	535	134				535				
	A-B	146	36				146				
	A-C	483	121				483				

14:15 - 14:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	123	31		442	0.278	123	0.6	0.4	12.479	B
	C-A	455	114	75.29	1784	0.255	456	0.9	0.7	5.847	A
	C-B	73	18	75.29	235	0.310	73	0.2	0.1	6.601	A
	A-B	56	14				56				
	A-C	448	112				448				
10 - N81 / R758	B-AC	94	24		391	0.241	95	0.5	0.4	13.408	B
	C-AB	12	3		673	0.018	12	0.0	0.0	5.988	A
	C-A	353	88				353				
	A-B	89	22				89				
	A-C	321	80				321				
11 - N81 / Russelltown / L8363	B-ACD	21	5		395	0.053	21	0.1	0.1	10.589	B
	A-BCD	139	35		731	0.191	140	0.5	0.4	6.713	A
	A-B	13	3				13				
	A-C	174	43				174				
	D-ABC	14	4		440	0.033	14	0.0	0.0	9.308	A
	C-ABD	4	1		872	0.005	4	0.0	0.0	4.563	A
	C-D	46	11				46				
C-A	339	85				339					
12 - N81 / Poulaphouca Lough Parking	B-AC	13	3		459	0.028	13	0.0	0.0	8.872	A
	C-AB	8	2		737	0.011	8	0.0	0.0	5.428	A
	C-A	234	58				234				
	A-B	11	3				11				
	A-C	298	75				298				
13 - N81 / Troopersfield	B-AC	76	19		389	0.196	76	0.4	0.3	12.700	B
	C-AB	15	4		842	0.018	15	0.0	0.0	4.788	A
	C-A	451	113				451				
	A-B	122	30				122				
	A-C	404	101				404				

2026 Baseline W/O Dev (Weekend),

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D4 - 2026 Baseline W Dev (Weekend),	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	N81 / Kilbride Road	T-Junction	Two-way	Two-way	Two-way			6.07	A
10	N81 / R758	T-Junction	Two-way	Two-way	Two-way			2.42	A
11	N81 / Russelltown / L8363	Crossroads	Two-way	Two-way	Two-way	Two-way		2.30	A
12	N81 / Poulaphouca Lough Parking	T-Junction	Two-way	Two-way	Two-way			0.31	A
13	N81 / Troopersfield	T-Junction	Two-way	Two-way	Two-way			1.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.90	A

Traffic Demand

Demand Set Details

ID	Scenario name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D3	2026 Baseline W/O Dev (Weekend)	ONE HOUR	13:00	14:30	15	✓	Simple	D1*1.0471

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - N81 / Kilbride Road	A - N81 (Northern Arm)		ONE HOUR	✓	701	100.000
	B - Kilbride Road		ONE HOUR	✓	171	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	734	100.000
10 - N81 / R758	A - N81 (Northern Arm)		ONE HOUR	✓	571	100.000
	B - R758		ONE HOUR	✓	131	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	508	100.000
11 - N81 / Russeltown / L8363	A - N81 (Northern Arm)		ONE HOUR	✓	453	100.000
	B - Russeltown Car Park		ONE HOUR	✓	29	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	540	100.000
	D - L8363		ONE HOUR	✓	20	100.000
12 - N81 / Poulaphouca Lough Parking	A - N81 (Northern Arm)		ONE HOUR	✓	430	100.000
	B - Poulaphouca Lough Parking		ONE HOUR	✓	18	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	336	100.000
13 - N81 / Troopersfield	A - N81 (Northern Arm)		ONE HOUR	✓	732	100.000
	B - Troopersfield		ONE HOUR	✓	106	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	648	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - N81 / Kilbride Road	A - N81 (Northern Arm)		
	B - Kilbride Road		
	C - N81 (Southern Arm)	[ONEHOUR]	100.00
10 - N81 / R758	A - N81 (Northern Arm)		
	B - R758		
	C - N81 (Southern Arm)		
11 - N81 / Russeltown / L8363	A - N81 (Northern Arm)		
	B - Russeltown Car Park		
	C - N81 (Southern Arm)		
	D - L8363		
12 - N81 / Poulaphouca Lough Parking	A - N81 (Northern Arm)		
	B - Poulaphouca Lough Parking		
	C - N81 (Southern Arm)		
13 - N81 / Troopersfield	A - N81 (Northern Arm)		
	B - Troopersfield		
	C - N81 (Southern Arm)		

Origin-Destination Data

Demand (PCU/hr)

1 - N81 / Kilbride Road

		To		
		A - N81 (Northern Arm)	B - Kilbride Road	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	77	623
	B - Kilbride Road	61	0	110
	C - N81 (Southern Arm)	632	102	0

Demand (PCU/hr)

13 - N81 / Troopersfield

		To		
		A - N81 (Northern Arm)	B - Troopersfield	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	170	562
	B - Troopersfield	93	0	13
	C - N81 (Southern Arm)	639	9	0

Demand (PCU/hr)

10 - N81 / R758

		To		
		A - N81 (Northern Arm)	B - R758	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	124	447
	B - R758	117	0	14
	C - N81 (Southern Arm)	491	17	0

Demand (PCU/hr)

12 - N81 / Poulaphouca Lough Parking

		To		
		A - N81 (Northern Arm)	B - Poulaphouca Lough Parking	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	16	415
	B - Poulaphouca Lough Parking	8	0	9
	C - N81 (Southern Arm)	329	7	0

Demand (PCU/hr)

11 - N81 / Russeltown / L8363

		To			
		A - N81 (Northern Arm)	B - Russeltown Car Park	C - N81 (Southern Arm)	D - L8363
From	A - N81 (Northern Arm)	0	22	299	132
	B - Russeltown Car Park	19	0	8	2
	C - N81 (Southern Arm)	473	3	0	64
	D - L8363	13	4	3	0

Vehicle Mix

Heavy Vehicle Percentages

1 - N81 / Kilbride Road

		To		
		A - N81 (Northern Arm)	B - Kilbride Road	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	10	10
	B - Kilbride Road	10	0	10
	C - N81 (Southern Arm)	10	10	0

Heavy Vehicle Percentages

13 - N81 / Troopersfield

		To		
From		A - N81 (Northern Arm)	B - Troopersfield	C - N81 (Southern Arm)
	A - N81 (Northern Arm)	0	10	10
	B - Troopersfield	10	0	10
	C - N81 (Southern Arm)	10	10	0

Heavy Vehicle Percentages

10 - N81 / R758

		To		
From		A - N81 (Northern Arm)	B - R758	C - N81 (Southern Arm)
	A - N81 (Northern Arm)	0	10	10
	B - R758	10	0	10
	C - N81 (Southern Arm)	10	10	0

Heavy Vehicle Percentages

12 - N81 / Poulaphouca Lough Parking

		To		
From		A - N81 (Northern Arm)	B - Poulaphouca Lough Parking	C - N81 (Southern Arm)
	A - N81 (Northern Arm)	0	10	10
	B - Poulaphouca Lough Parking	10	0	10
	C - N81 (Southern Arm)	10	10	0

Heavy Vehicle Percentages

11 - N81 / Russeltown / L8363

		To			
From		A - N81 (Northern Arm)	B - Russeltown Car Park	C - N81 (Southern Arm)	D - L8363
	A - N81 (Northern Arm)	0	10	10	10
	B - Russeltown Car Park	10	0	10	10
	C - N81 (Southern Arm)	10	10	0	10
	D - L8363	10	10	10	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - N81 / Kilbride Road	B-AC	0.52	22.74	1.2	C	157	235
	C-A	0.42	7.76	1.4	A	580	871
	C-B	0.48	9.40	0.3	A	93	140
	A-B					71	107
	A-C					572	858
10 - N81 / R758	B-AC	0.44	21.51	0.8	C	120	180
	C-AB	0.03	6.63	0.0	A	15	23
	C-A					451	676
	A-B					113	170
	A-C					410	615
11 - N81 / Russeltown / L8363	B-ACD	0.10	13.08	0.1	B	27	40
	A-BCD	0.35	7.91	0.9	A	204	306
	A-B					14	22
	A-C					197	296
	D-ABC	0.06	11.30	0.1	B	18	27
	C-ABD	0.01	4.52	0.0	A	6	10
	C-D					58	87
12 - N81 / Poulaphouca Lough Parking	C-A					431	647
	B-AC	0.05	10.09	0.1	B	16	25
	C-AB	0.02	5.40	0.0	A	11	17
	C-A					297	446
	A-B					14	22
13 - N81 / Troopersfield	A-C					380	571
	B-AC	0.39	21.89	0.7	C	97	146
	C-AB	0.04	4.73	0.1	A	26	38
	C-A					569	854
	A-B					156	233
	A-C					516	774

Main Results for each time segment

13:00 - 13:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	128	32		435	0.295	127	0.0	0.5	12.765	B
	C-A	476	119	75.29	1770	0.269	473	0.0	0.7	6.018	A
	C-B	76	19	75.29	231	0.330	76	0.0	0.1	6.882	A
	A-B	58	15				58				
	A-C	469	117				469				
10 - N81 / R758	B-AC	99	25		385	0.256	97	0.0	0.4	13.680	B
	C-AB	13	3		668	0.019	13	0.0	0.0	6.039	A
	C-A	370	92				370				
	A-B	93	23				93				
	A-C	337	84				337				
11 - N81 / Russelltown / L8363	B-ACD	22	6		390	0.057	22	0.0	0.1	10.734	B
	A-BCD	148	37		734	0.202	147	0.0	0.4	6.734	A
	A-B	13	3				13				
	A-C	180	45				180				
	D-ABC	15	4		434	0.034	15	0.0	0.0	9.434	A
	C-ABD	4	1		881	0.005	4	0.0	0.0	4.519	A
	C-D	48	12				48				
12 - N81 / Poulaphouca Lough Parking	C-A	355	89				355				
	B-AC	13	3		455	0.029	13	0.0	0.0	8.961	A
	C-AB	8	2		742	0.011	8	0.0	0.0	5.398	A
	C-A	245	61				245				
	A-B	12	3				12				
13 - N81 / Troopersfield	A-C	312	78				312				
	B-AC	80	20		381	0.209	78	0.0	0.3	13.054	B
	C-AB	16	4		854	0.019	16	0.0	0.0	4.728	A
	C-A	472	118				472				
	A-B	128	32				128				
A-C	423	106				423					

13:15 - 13:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	153	38		405	0.379	153	0.5	0.7	15.632	C
	C-A	569	142	89.90	1723	0.330	568	0.7	1.0	6.646	A
	C-B	91	23	89.90	233	0.392	91	0.1	0.2	7.782	A
	A-B	70	17				70				
	A-C	560	140				560				
10 - N81 / R758	B-AC	118	29		361	0.326	117	0.4	0.5	16.180	C
	C-AB	15	4		646	0.023	15	0.0	0.0	6.272	A
	C-A	441	110				441				
	A-B	111	28				111				
	A-C	402	100				402				
11 - N81 / Russelltown / L8363	B-ACD	26	7		367	0.072	26	0.1	0.1	11.607	B
	A-BCD	194	48		750	0.258	193	0.4	0.6	7.123	A
	A-B	15	4				15				
	A-C	199	50				199				
	D-ABC	18	4		409	0.044	18	0.0	0.0	10.124	B
	C-ABD	6	1		917	0.007	6	0.0	0.0	4.346	A
	C-D	57	14				57				
12 - N81 / Poulaphouca Lough Parking	C-A	423	106				423				
	B-AC	16	4		437	0.037	16	0.0	0.0	9.405	A
	C-AB	11	3		762	0.014	11	0.0	0.0	5.269	A
	C-A	291	73				291				
	A-B	14	4				14				
13 - N81 / Troopersfield	A-C	373	93				373				
	B-AC	95	24		346	0.275	95	0.3	0.4	15.730	C
	C-AB	23	6		904	0.026	23	0.0	0.0	4.493	A
	C-A	559	140				559				
	A-B	152	38				152				
A-C	505	126					505				

13:30 - 13:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	188	47		362	0.519	186	0.7	1.1	22.266	C
	C-A	696	174	110.10	1657	0.420	695	1.0	1.4	7.760	A
	C-B	112	28	110.10	234	0.477	111	0.2	0.3	9.398	A
	A-B	85	21				85				
	A-C	686	171				686				
10 - N81 / R758	B-AC	144	36		328	0.439	143	0.5	0.8	21.243	C
	C-AB	18	5		616	0.030	18	0.0	0.0	6.626	A
	C-A	541	135				541				
	A-B	136	34				136				
	A-C	492	123				492				
11 - N81 / Russelltown / L8363	B-ACD	32	8		335	0.096	32	0.1	0.1	13.060	B
	A-BCD	269	67		773	0.349	268	0.6	0.9	7.866	A
	A-B	16	4				16				
	A-C	214	54				214				
	D-ABC	22	5		373	0.059	22	0.0	0.1	11.284	B
	C-ABD	9	2		971	0.009	9	0.0	0.0	4.116	A
	C-D	70	17				70				
12 - N81 / Poulaphouca Lough Parking	C-A	516	129				516				
	B-AC	20	5		412	0.048	20	0.0	0.1	10.092	B
	C-AB	15	4		792	0.019	15	0.0	0.0	5.097	A
	C-A	355	89				355				
	A-B	17	4				17				
13 - N81 / Troopersfield	A-C	457	114				457				
	B-AC	116	29		297	0.392	115	0.4	0.7	21.640	C
	C-AB	37	9		979	0.038	37	0.0	0.1	4.205	A
	C-A	677	169				677				
	A-B	187	47				187				
A-C	619	155					619				

13:45 - 14:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	188	47		362	0.520	188	1.1	1.2	22.738	C
	C-A	696	174	110.10	1663	0.419	696	1.4	1.4	7.689	A
	C-B	112	28	110.10	237	0.471	112	0.3	0.3	9.254	A
	A-B	85	21				85				
	A-C	686	171				686				
10 - N81 / R758	B-AC	144	36		328	0.439	144	0.8	0.8	21.509	C
	C-AB	18	5		616	0.030	18	0.0	0.0	6.626	A
	C-A	541	135				541				
	A-B	136	34				136				
	A-C	492	123				492				
11 - N81 / Russelltown / L8363	B-ACD	32	8		335	0.096	32	0.1	0.1	13.083	B
	A-BCD	270	67		773	0.349	270	0.9	0.9	7.907	A
	A-B	16	4				16				
	A-C	214	53				214				
	D-ABC	22	5		372	0.059	22	0.1	0.1	11.295	B
	C-ABD	9	2		971	0.009	9	0.0	0.0	4.119	A
	C-D	70	17				70				
12 - N81 / Poulaphouca Lough Parking	C-A	516	129				516				
	B-AC	20	5		412	0.048	20	0.1	0.1	10.094	B
	C-AB	15	4		792	0.019	15	0.0	0.0	5.097	A
	C-A	355	89				355				
	A-B	17	4				17				
13 - N81 / Troopersfield	A-C	457	114				457				
	B-AC	116	29		297	0.392	116	0.7	0.7	21.886	C
	C-AB	37	9		979	0.038	37	0.1	0.1	4.205	A
	C-A	677	169				677				
	A-B	187	47				187				
A-C	619	155					619				

14:00 - 14:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	153	38		405	0.379	155	1.2	0.7	15.991	C
	C-A	569	142	89.90	1731	0.328	570	1.4	1.0	6.581	A
	C-B	91	23	89.90	237	0.386	92	0.3	0.2	7.664	A
	A-B	70	17				70				
	A-C	560	140				560				
10 - N81 / R758	B-AC	118	29		361	0.326	119	0.8	0.5	16.422	C
	C-AB	15	4		646	0.023	15	0.0	0.0	6.273	A
	C-A	441	110				441				
	A-B	111	28				111				
	A-C	402	100				402				
11 - N81 / Russelltown / L8363	B-ACD	26	7		367	0.072	26	0.1	0.1	11.635	B
	A-BCD	194	49		750	0.259	196	0.9	0.6	7.172	A
	A-B	15	4				15				
	A-C	199	50				199				
	D-ABC	18	4		409	0.044	18	0.1	0.1	10.137	B
	C-ABD	6	1		917	0.007	6	0.0	0.0	4.348	A
	C-D	57	14				57				
12 - N81 / Poulaphouca Lough Parking	C-A	423	106				423				
	B-AC	16	4		437	0.037	16	0.1	0.0	9.409	A
	C-AB	11	3		762	0.014	11	0.0	0.0	5.272	A
	C-A	291	73				291				
	A-B	14	4				14				
13 - N81 / Troopersfield	A-C	373	93				373				
	B-AC	95	24		346	0.275	96	0.7	0.4	15.928	C
	C-AB	23	6		904	0.026	23	0.1	0.0	4.496	A
	C-A	559	140				559				
	A-B	152	38				152				
A-C	505	126					505				

14:15 - 14:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	128	32		435	0.296	129	0.7	0.5	13.007	B
	C-A	476	119	75.29	1780	0.267	477	1.0	0.7	5.947	A
	C-B	76	19	75.29	236	0.324	77	0.2	0.1	6.758	A
	A-B	58	15				58				
	A-C	469	117				469				
10 - N81 / R758	B-AC	99	25		385	0.256	99	0.5	0.4	13.883	B
	C-AB	13	3		668	0.019	13	0.0	0.0	6.042	A
	C-A	370	92				370				
	A-B	93	23				93				
	A-C	337	84				337				
11 - N81 / Russelltown / L8363	B-ACD	22	6		390	0.057	22	0.1	0.1	10.770	B
	A-BCD	149	37		735	0.203	150	0.6	0.4	6.788	A
	A-B	13	3				13				
	A-C	179	45				179				
	D-ABC	15	4		434	0.035	15	0.1	0.0	9.451	A
	C-ABD	4	1		880	0.005	4	0.0	0.0	4.522	A
	C-D	48	12				48				
C-A	355	89				355					
12 - N81 / Poulaphouca Lough Parking	B-AC	13	3		455	0.029	13	0.0	0.0	8.968	A
	C-AB	8	2		742	0.011	8	0.0	0.0	5.400	A
	C-A	245	61				245				
	A-B	12	3				12				
	A-C	312	78				312				
13 - N81 / Troopersfield	B-AC	80	20		381	0.209	80	0.4	0.3	13.196	B
	C-AB	16	4		854	0.019	16	0.0	0.0	4.728	A
	C-A	472	118				472				
	A-B	128	32				128				
	A-C	423	106				423				

2026 Baseline W Dev (Weekend),

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D4 - 2026 Baseline W Dev (Weekend),	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	N81 / Kilbride Road	T-Junction	Two-way	Two-way	Two-way			6.93	A
10	N81 / R758	T-Junction	Two-way	Two-way	Two-way			3.11	A
11	N81 / Russelltown / L8363	Crossroads	Two-way	Two-way	Two-way	Two-way		2.74	A
12	N81 / Poulaphouca Lough Parking	T-Junction	Two-way	Two-way	Two-way			0.41	A
13	N81 / Troopersfield	T-Junction	Two-way	Two-way	Two-way			1.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.36	A

Traffic Demand

Demand Set Details

ID	Scenario name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2026 Baseline W Dev (Weekend)	ONE HOUR	13:00	14:30	15	✓	Simple	D2+D3

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - N81 / Kilbride Road	A - N81 (Northern Arm)		ONE HOUR	✓	892	100.000
	B - Kilbride Road		ONE HOUR	✓	171	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	780	100.000
10 - N81 / R758	A - N81 (Northern Arm)		ONE HOUR	✓	668	100.000
	B - R758		ONE HOUR	✓	131	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	639	100.000
11 - N81 / Russeltown / L8363	A - N81 (Northern Arm)		ONE HOUR	✓	512	100.000
	B - Russeltown Car Park		ONE HOUR	✓	29	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	717	100.000
	D - L8363		ONE HOUR	✓	20	100.000
12 - N81 / Poulaphouca Lough Parking	A - N81 (Northern Arm)		ONE HOUR	✓	443	100.000
	B - Poulaphouca Lough Parking		ONE HOUR	✓	18	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	526	100.000
13 - N81 / Troopersfield	A - N81 (Northern Arm)		ONE HOUR	✓	829	100.000
	B - Troopersfield		ONE HOUR	✓	106	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	694	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - N81 / Kilbride Road	A - N81 (Northern Arm)		
	B - Kilbride Road		
	C - N81 (Southern Arm)	[ONEHOUR]	100.00
10 - N81 / R758	A - N81 (Northern Arm)		
	B - R758		
	C - N81 (Southern Arm)		
11 - N81 / Russeltown / L8363	A - N81 (Northern Arm)		
	B - Russeltown Car Park		
	C - N81 (Southern Arm)		
	D - L8363		
12 - N81 / Poulaphouca Lough Parking	A - N81 (Northern Arm)		
	B - Poulaphouca Lough Parking		
	C - N81 (Southern Arm)		
13 - N81 / Troopersfield	A - N81 (Northern Arm)		
	B - Troopersfield		
	C - N81 (Southern Arm)		

Origin-Destination Data

Demand (PCU/hr)

1 - N81 / Kilbride Road

		To		
		A - N81 (Northern Arm)	B - Kilbride Road	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	161	730
	B - Kilbride Road	61	0	110
	C - N81 (Southern Arm)	632	148	0

Demand (PCU/hr)

13 - N81 / Troopersfield

		To		
		A - N81 (Northern Arm)	B - Troopersfield	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	170	659
	B - Troopersfield	93	0	13
	C - N81 (Southern Arm)	685	9	0

Demand (PCU/hr)

10 - N81 / R758

		To		
		A - N81 (Northern Arm)	B - R758	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	162	506
	B - R758	117	0	14
	C - N81 (Southern Arm)	547	92	0

Demand (PCU/hr)

12 - N81 / Poulaphouca Lough Parking

		To		
		A - N81 (Northern Arm)	B - Poulaphouca Lough Parking	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	29	415
	B - Poulaphouca Lough Parking	8	0	9
	C - N81 (Southern Arm)	506	20	0

Demand (PCU/hr)

11 - N81 / Russeltown / L8363

		To			
		A - N81 (Northern Arm)	B - Russeltown Car Park	C - N81 (Southern Arm)	D - L8363
From	A - N81 (Northern Arm)	0	68	312	132
	B - Russeltown Car Park	19	0	8	2
	C - N81 (Southern Arm)	604	49	0	64
	D - L8363	13	4	3	0

Vehicle Mix

Heavy Vehicle Percentages

1 - N81 / Kilbride Road

		To		
		A - N81 (Northern Arm)	B - Kilbride Road	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	5	8
	B - Kilbride Road	10	0	10
	C - N81 (Southern Arm)	10	7	0

Heavy Vehicle Percentages

13 - N81 / Troopersfield

		To		
From		A - N81 (Northern Arm)	B - Troopersfield	C - N81 (Southern Arm)
	A - N81 (Northern Arm)	0	10	8
	B - Troopersfield	10	0	10
	C - N81 (Southern Arm)	9	10	0

Heavy Vehicle Percentages

10 - N81 / R758

		To		
From		A - N81 (Northern Arm)	B - R758	C - N81 (Southern Arm)
	A - N81 (Northern Arm)	0	7	9
	B - R758	10	0	10
	C - N81 (Southern Arm)	9	2	0

Heavy Vehicle Percentages

12 - N81 / Poulaphouca Lough Parking

		To		
From		A - N81 (Northern Arm)	B - Poulaphouca Lough Parking	C - N81 (Southern Arm)
	A - N81 (Northern Arm)	0	5	10
	B - Poulaphouca Lough Parking	10	0	10
	C - N81 (Southern Arm)	6	3	0

Heavy Vehicle Percentages

11 - N81 / Russeltown / L8363

		To			
From		A - N81 (Northern Arm)	B - Russeltown Car Park	C - N81 (Southern Arm)	D - L8363
	A - N81 (Northern Arm)	0	3	10	10
	B - Russeltown Car Park	10	0	10	10
	C - N81 (Southern Arm)	8	1	0	10
	D - L8363	10	10	10	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - N81 / Kilbride Road	B-AC	0.59	30.68	1.5	D	157	235
	C-A	0.47	9.00	1.6	A	580	871
	C-B	0.56	12.51	0.6	B	135	203
	A-B					148	222
	A-C					670	1005
10 - N81 / R758	B-AC	0.51	28.89	1.1	D	120	180
	C-AB	0.17	7.52	0.2	A	84	126
	C-A					502	753
	A-B					148	222
	A-C					464	697
11 - N81 / Russeltown / L8363	B-ACD	0.11	15.17	0.1	C	27	40
	A-BCD	0.41	8.64	1.3	A	234	351
	A-B					42	63
	A-C					194	291
	D-ABC	0.07	13.14	0.1	B	18	27
	C-ABD	0.17	4.41	0.5	A	124	186
	C-D					51	77
12 - N81 / Poulaphouca Lough Parking	C-A					483	724
	B-AC	0.05	10.72	0.1	B	16	25
	C-AB	0.06	4.70	0.1	A	41	62
	C-A					442	663
	A-B					26	40
13 - N81 / Troopersfield	A-C					380	571
	B-AC	0.44	26.63	0.8	D	97	146
	C-AB	0.04	4.64	0.1	A	28	43
	C-A					609	913
	A-B					156	233
	A-C					605	907

Main Results for each time segment

13:00 - 13:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	128	32		407	0.316	127	0.0	0.5	14.015	B
	C-A	476	119	75.29	1625	0.293	473	0.0	0.8	6.689	A
	C-B	111	28	75.29	282	0.394	110	0.0	0.3	8.255	A
	A-B	122	30				122				
	A-C	550	137				550				
10 - N81 / R758	B-AC	99	25		353	0.279	97	0.0	0.4	15.347	C
	C-AB	69	17		649	0.106	69	0.0	0.1	6.301	A
	C-A	412	103				412				
	A-B	122	30				122				
	A-C	381	95				381				
11 - N81 / Russelltown / L8363	B-ACD	22	6		364	0.061	22	0.0	0.1	11.570	B
	A-BCD	163	41		733	0.223	161	0.0	0.5	6.882	A
	A-B	40	10				40				
	A-C	183	46				183				
	D-ABC	15	4		404	0.037	15	0.0	0.0	10.177	B
	C-ABD	80	20		937	0.085	79	0.0	0.2	4.381	A
	C-D	44	11				44				
12 - N81 / Poulaphouca Lough Parking	C-A	416	104				416				
	B-AC	13	3		440	0.030	13	0.0	0.0	9.269	A
	C-AB	28	7		831	0.034	28	0.0	0.0	4.695	A
	C-A	368	92				368				
	A-B	22	5				22				
13 - N81 / Troopersfield	A-C	312	78				312				
	B-AC	80	20		359	0.222	78	0.0	0.3	14.059	B
	C-AB	18	4		867	0.020	17	0.0	0.0	4.643	A
	C-A	505	126				505				
	A-B	128	32				128				
A-C	496	124					496				

13:15 - 13:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	153	38		370	0.414	152	0.5	0.8	18.078	C
	C-A	569	142	89.90	1574	0.361	567	0.8	1.1	7.434	A
	C-B	133	33	89.90	288	0.460	132	0.3	0.4	9.576	A
	A-B	145	36				145				
	A-C	656	164				656				
10 - N81 / R758	B-AC	118	29		323	0.364	117	0.4	0.6	19.142	C
	C-AB	82	21		623	0.132	82	0.1	0.2	6.765	A
	C-A	492	123				492				
	A-B	145	36				145				
	A-C	455	114				455				
11 - N81 / Russelltown / L8363	B-ACD	26	7		335	0.079	26	0.1	0.1	12.835	B
	A-BCD	219	55		750	0.292	218	0.5	0.7	7.412	A
	A-B	43	11				43				
	A-C	198	50				198				
	D-ABC	18	4		371	0.048	18	0.0	0.1	11.210	B
	C-ABD	113	28		987	0.115	113	0.2	0.3	4.318	A
	C-D	51	13				51				
C-A	481	120				481					
12 - N81 / Poulaphouca Lough Parking	B-AC	16	4		419	0.038	16	0.0	0.0	9.826	A
	C-AB	38	10		870	0.044	38	0.0	0.1	4.536	A
	C-A	435	109				435				
	A-B	26	6				26				
	A-C	373	93				373				
13 - N81 / Troopersfield	B-AC	95	24		320	0.297	94	0.3	0.5	17.543	C
	C-AB	26	6		922	0.028	26	0.0	0.0	4.399	A
	C-A	598	150				598				
	A-B	152	38				152				
	A-C	593	148				593				

13:30 - 13:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	188	47		317	0.594	185	0.8	1.5	29.430	D
	C-A	696	174	110.10	1492	0.467	694	1.1	1.6	8.943	A
	C-B	162	41	110.10	291	0.558	162	0.4	0.6	12.380	B
	A-B	178	44				178				
	A-C	804	201				804				
10 - N81 / R758	B-AC	144	36		281	0.513	142	0.6	1.1	28.173	D
	C-AB	101	25		588	0.172	101	0.2	0.2	7.512	A
	C-A	602	151				602				
	A-B	178	44				178				
	A-C	557	139				557				
11 - N81 / Russelltown / L8363	B-ACD	32	8		294	0.110	32	0.1	0.1	15.120	C
	A-BCD	318	79		777	0.409	316	0.7	1.2	8.560	A
	A-B	44	11				44				
	A-C	202	51				202				
	D-ABC	22	5		324	0.068	22	0.1	0.1	13.106	B
	C-ABD	178	45		1060	0.168	177	0.3	0.5	4.302	A
	C-D	58	15				58				
12 - N81 / Poulaphouca Lough Parking	C-A	553	138				553				
	B-AC	20	5		389	0.050	20	0.0	0.1	10.721	B
	C-AB	56	14		926	0.061	56	0.1	0.1	4.346	A
	C-A	523	131				523				
	A-B	32	8				32				
13 - N81 / Troopersfield	A-C	457	114				457				
	B-AC	116	29		265	0.440	115	0.5	0.8	26.163	D
	C-AB	42	10		1003	0.042	42	0.0	0.1	4.102	A
	C-A	722	181				722				
	A-B	187	47				187				
13 - N81 / Troopersfield	A-C	726	181				726				

13:45 - 14:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	188	47		316	0.594	188	1.5	1.5	30.677	D
	C-A	696	174	110.10	1490	0.467	696	1.6	1.6	8.999	A
	C-B	162	41	110.10	292	0.557	162	0.6	0.6	12.514	B
	A-B	178	44				178				
	A-C	804	201				804				
10 - N81 / R758	B-AC	144	36		281	0.513	144	1.1	1.1	28.888	D
	C-AB	101	25		588	0.172	101	0.2	0.2	7.518	A
	C-A	602	151				602				
	A-B	178	44				178				
	A-C	557	139				557				
11 - N81 / Russelltown / L8363	B-ACD	32	8		293	0.110	32	0.1	0.1	15.174	C
	A-BCD	319	80		777	0.410	319	1.2	1.3	8.637	A
	A-B	44	11				44				
	A-C	201	50				201				
	D-ABC	22	5		323	0.068	22	0.1	0.1	13.139	B
	C-ABD	179	45		1060	0.169	179	0.5	0.5	4.325	A
	C-D	58	15				58				
12 - N81 / Poulaphouca Lough Parking	C-A	552	138				552				
	B-AC	20	5		389	0.050	20	0.1	0.1	10.724	B
	C-AB	56	14		926	0.061	56	0.1	0.1	4.351	A
	C-A	523	131				523				
	A-B	32	8				32				
13 - N81 / Troopersfield	A-C	457	114				457				
	B-AC	116	29		265	0.440	116	0.8	0.8	26.635	D
	C-AB	42	11		1003	0.042	42	0.1	0.1	4.101	A
	C-A	722	181				722				
	A-B	187	47				187				
13 - N81 / Troopersfield	A-C	726	181				726				

14:00 - 14:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	153	38		370	0.415	156	1.5	0.8	18.798	C
	C-A	569	142	89.90	1580	0.360	571	1.6	1.1	7.347	A
	C-B	133	33	89.90	294	0.451	134	0.6	0.4	9.403	A
	A-B	145	36				145				
	A-C	656	164				656				
10 - N81 / R758	B-AC	118	29		323	0.364	120	1.1	0.7	19.657	C
	C-AB	82	21		623	0.132	83	0.2	0.2	6.773	A
	C-A	492	123				492				
	A-B	145	36				145				
	A-C	455	114				455				
11 - N81 / Russelltown / L8363	B-ACD	26	7		334	0.079	27	0.1	0.1	12.893	B
	A-BCD	220	55		751	0.293	222	1.3	0.7	7.488	A
	A-B	43	11				43				
	A-C	197	49				197				
	D-ABC	18	4		370	0.048	18	0.1	0.1	11.244	B
	C-ABD	114	29		987	0.116	115	0.5	0.3	4.364	A
	C-D	51	13				51				
12 - N81 / Poulaphouca Lough Parking	C-A	480	120				480				
	B-AC	16	4		419	0.038	16	0.1	0.0	9.831	A
	C-AB	38	10		870	0.044	39	0.1	0.1	4.550	A
	C-A	434	109				434				
	A-B	26	6				26				
13 - N81 / Troopersfield	A-C	373	93				373				
	B-AC	95	24		320	0.297	97	0.8	0.5	17.866	C
	C-AB	26	6		922	0.028	26	0.1	0.0	4.399	A
	C-A	598	150				598				
	A-B	152	38				152				
13 - N81 / Troopersfield	A-C	593	148				593				

14:15 - 14:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	128	32		407	0.316	130	0.8	0.5	14.361	B
	C-A	476	119	75.29	1638	0.291	477	1.1	0.8	6.543	A
	C-B	111	28	75.29	292	0.381	112	0.4	0.3	7.977	A
	A-B	122	30				122				
	A-C	550	137				550				
10 - N81 / R758	B-AC	99	25		353	0.279	99	0.7	0.4	15.658	C
	C-AB	69	17		649	0.106	69	0.2	0.1	6.317	A
	C-A	412	103				412				
	A-B	122	30				122				
	A-C	381	95				381				
11 - N81 / Russelltown / L8363	B-ACD	22	6		363	0.061	22	0.1	0.1	11.624	B
	A-BCD	164	41		733	0.224	165	0.7	0.5	6.948	A
	A-B	40	10				40				
	A-C	182	45				182				
	D-ABC	15	4		403	0.037	15	0.1	0.0	10.208	B
	C-ABD	81	20		937	0.086	81	0.3	0.2	4.413	A
	C-D	44	11				44				
C-A	416	104				416					
12 - N81 / Poulaphouca Lough Parking	B-AC	13	3		440	0.030	13	0.0	0.0	9.279	A
	C-AB	28	7		831	0.034	28	0.1	0.0	4.702	A
	C-A	368	92				368				
	A-B	22	5				22				
	A-C	312	78				312				
13 - N81 / Troopersfield	B-AC	80	20		359	0.222	80	0.5	0.3	14.247	B
	C-AB	18	4		867	0.020	18	0.0	0.0	4.642	A
	C-A	505	126				505				
	A-B	128	32				128				
	A-C	496	124				496				

2031 Baseline W/O Dev (Weekend),

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D4 - 2026 Baseline W Dev (Weekend),	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	N81 / Kilbride Road	T-Junction	Two-way	Two-way	Two-way			6.59	A
10	N81 / R758	T-Junction	Two-way	Two-way	Two-way			2.67	A
11	N81 / Russelltown / L8363	Crossroads	Two-way	Two-way	Two-way	Two-way		2.45	A
12	N81 / Poulaphouca Lough Parking	T-Junction	Two-way	Two-way	Two-way			0.32	A
13	N81 / Troopersfield	T-Junction	Two-way	Two-way	Two-way			1.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.16	A

Traffic Demand

Demand Set Details

ID	Scenario name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D5	2031 Baseline W/O Dev (Weekend)	ONE HOUR	13:00	14:30	15	✓	Simple	D1*1.1044

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - N81 / Kilbride Road	A - N81 (Northern Arm)		ONE HOUR	✓	739	100.000
	B - Kilbride Road		ONE HOUR	✓	180	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	774	100.000
10 - N81 / R758	A - N81 (Northern Arm)		ONE HOUR	✓	602	100.000
	B - R758		ONE HOUR	✓	138	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	536	100.000
11 - N81 / Russeltown / L8363	A - N81 (Northern Arm)		ONE HOUR	✓	478	100.000
	B - Russeltown Car Park		ONE HOUR	✓	31	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	570	100.000
	D - L8363		ONE HOUR	✓	21	100.000
12 - N81 / Poulaphouca Lough Parking	A - N81 (Northern Arm)		ONE HOUR	✓	454	100.000
	B - Poulaphouca Lough Parking		ONE HOUR	✓	19	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	355	100.000
13 - N81 / Troopersfield	A - N81 (Northern Arm)		ONE HOUR	✓	772	100.000
	B - Troopersfield		ONE HOUR	✓	112	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	684	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - N81 / Kilbride Road	A - N81 (Northern Arm)		
	B - Kilbride Road		
	C - N81 (Southern Arm)	[ONEHOUR]	100.00
10 - N81 / R758	A - N81 (Northern Arm)		
	B - R758		
	C - N81 (Southern Arm)		
11 - N81 / Russeltown / L8363	A - N81 (Northern Arm)		
	B - Russeltown Car Park		
	C - N81 (Southern Arm)		
	D - L8363		
12 - N81 / Poulaphouca Lough Parking	A - N81 (Northern Arm)		
	B - Poulaphouca Lough Parking		
	C - N81 (Southern Arm)		
13 - N81 / Troopersfield	A - N81 (Northern Arm)		
	B - Troopersfield		
	C - N81 (Southern Arm)		

Origin-Destination Data

Demand (PCU/hr)

1 - N81 / Kilbride Road

		To		
		A - N81 (Northern Arm)	B - Kilbride Road	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	82	657
	B - Kilbride Road	64	0	116
	C - N81 (Southern Arm)	667	107	0

Demand (PCU/hr)

13 - N81 / Troopersfield

		To		
		A - N81 (Northern Arm)	B - Troopersfield	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	179	593
	B - Troopersfield	98	0	13
	C - N81 (Southern Arm)	674	10	0

Demand (PCU/hr)

10 - N81 / R758

		To		
		A - N81 (Northern Arm)	B - R758	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	130	472
	B - R758	124	0	14
	C - N81 (Southern Arm)	518	18	0

Demand (PCU/hr)

12 - N81 / Poulaphouca Lough Parking

		To		
		A - N81 (Northern Arm)	B - Poulaphouca Lough Parking	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	17	437
	B - Poulaphouca Lough Parking	9	0	10
	C - N81 (Southern Arm)	347	8	0

Demand (PCU/hr)

11 - N81 / Russeltown / L8363

		To			
		A - N81 (Northern Arm)	B - Russeltown Car Park	C - N81 (Southern Arm)	D - L8363
From	A - N81 (Northern Arm)	0	23	316	139
	B - Russeltown Car Park	20	0	9	2
	C - N81 (Southern Arm)	499	3	0	67
	D - L8363	13	4	3	0

Vehicle Mix

Heavy Vehicle Percentages

1 - N81 / Kilbride Road

		To		
		A - N81 (Northern Arm)	B - Kilbride Road	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	10	10
	B - Kilbride Road	10	0	10
	C - N81 (Southern Arm)	10	10	0

Heavy Vehicle Percentages

13 - N81 / Troopersfield

		To		
From		A - N81 (Northern Arm)	B - Troopersfield	C - N81 (Southern Arm)
	A - N81 (Northern Arm)	0	10	10
	B - Troopersfield	10	0	10
	C - N81 (Southern Arm)	10	10	0

Heavy Vehicle Percentages

10 - N81 / R758

		To		
From		A - N81 (Northern Arm)	B - R758	C - N81 (Southern Arm)
	A - N81 (Northern Arm)	0	10	10
	B - R758	10	0	10
	C - N81 (Southern Arm)	10	10	0

Heavy Vehicle Percentages

12 - N81 / Poulaphouca Lough Parking

		To		
From		A - N81 (Northern Arm)	B - Poulaphouca Lough Parking	C - N81 (Southern Arm)
	A - N81 (Northern Arm)	0	10	10
	B - Poulaphouca Lough Parking	10	0	10
	C - N81 (Southern Arm)	10	10	0

Heavy Vehicle Percentages

11 - N81 / Russeltown / L8363

		To			
From		A - N81 (Northern Arm)	B - Russeltown Car Park	C - N81 (Southern Arm)	D - L8363
	A - N81 (Northern Arm)	0	10	10	10
	B - Russeltown Car Park	10	0	10	10
	C - N81 (Southern Arm)	10	10	0	10
	D - L8363	10	10	10	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - N81 / Kilbride Road	B-AC	0.57	26.30	1.4	D	165	248
	C-A	0.45	8.05	1.5	A	612	918
	C-B	0.50	9.85	0.3	A	98	147
	A-B					75	112
	A-C					603	904
10 - N81 / R758	B-AC	0.48	23.80	1.0	C	127	190
	C-AB	0.03	6.74	0.0	A	16	24
	C-A					475	713
	A-B					120	179
	A-C					433	649
11 - N81 / Russeltown / L8363	B-ACD	0.10	13.60	0.1	B	28	43
	A-BCD	0.38	8.22	1.0	A	223	334
	A-B					15	22
	A-C					202	302
	D-ABC	0.06	11.71	0.1	B	19	29
	C-ABD	0.01	4.47	0.0	A	7	11
	C-D					61	92
12 - N81 / Poulaphouca Lough Parking	C-A					454	682
	B-AC	0.05	10.32	0.1	B	17	26
	C-AB	0.02	5.36	0.0	A	12	18
	C-A					313	469
	A-B					15	23
13 - N81 / Troopersfield	A-C					401	602
	B-AC	0.43	24.74	0.8	C	102	154
	C-AB	0.04	4.66	0.1	A	29	43
	C-A					598	898
	A-B					164	246
	A-C					544	816

Main Results for each time segment

13:00 - 13:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	136	34		427	0.317	134	0.0	0.5	13.406	B
	C-A	502	126	75.29	1764	0.285	499	0.0	0.8	6.154	A
	C-B	81	20	75.29	232	0.348	80	0.0	0.2	7.098	A
	A-B	62	15				62				
	A-C	495	124				495				
10 - N81 / R758	B-AC	104	26		378	0.275	102	0.0	0.4	14.264	B
	C-AB	13	3		662	0.020	13	0.0	0.0	6.103	A
	C-A	390	97				390				
	A-B	98	25				98				
	A-C	355	89				355				
11 - N81 / Russelltown / L8363	B-ACD	23	6		384	0.061	23	0.0	0.1	10.960	B
	A-BCD	160	40		738	0.217	158	0.0	0.4	6.822	A
	A-B	14	3				14				
	A-C	186	47				186				
	D-ABC	16	4		427	0.037	16	0.0	0.0	9.610	A
	C-ABD	5	1		891	0.005	5	0.0	0.0	4.469	A
	C-D	50	13				50				
12 - N81 / Poulaphouca Lough Parking	C-A	374	93				374				
	B-AC	14	4		450	0.031	14	0.0	0.0	9.080	A
	C-AB	9	2		747	0.012	9	0.0	0.0	5.361	A
	C-A	258	64				258				
	A-B	12	3				12				
13 - N81 / Troopersfield	A-C	329	82				329				
	B-AC	84	21		371	0.226	83	0.0	0.3	13.683	B
	C-AB	18	5		868	0.021	18	0.0	0.0	4.660	A
	C-A	497	124				497				
	A-B	135	34				135				
13 - N81 / Troopersfield	A-C	446	112				446				

13:15 - 13:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	162	40		395	0.410	161	0.5	0.7	16.854	C
	C-A	600	150	89.90	1718	0.349	599	0.8	1.0	6.833	A
	C-B	96	24	89.90	234	0.411	96	0.2	0.2	8.078	A
	A-B	73	18				73				
	A-C	591	148				591				
10 - N81 / R758	B-AC	124	31		353	0.351	123	0.4	0.6	17.185	C
	C-AB	16	4		639	0.025	16	0.0	0.0	6.355	A
	C-A	466	116				466				
	A-B	117	29				117				
	A-C	424	106				424				
11 - N81 / Russelltown / L8363	B-ACD	28	7		360	0.077	28	0.1	0.1	11.929	B
	A-BCD	211	53		755	0.279	210	0.4	0.6	7.276	A
	A-B	15	4				15				
	A-C	204	51				204				
	D-ABC	19	5		400	0.047	19	0.0	0.1	10.380	B
	C-ABD	7	2		930	0.007	7	0.0	0.0	4.288	A
	C-D	60	15				60				
12 - N81 / Poulaphouca Lough Parking	C-A	446	111				446				
	B-AC	17	4		431	0.039	17	0.0	0.0	9.563	A
	C-AB	12	3		769	0.015	12	0.0	0.0	5.227	A
	C-A	307	77				307				
	A-B	15	4				15				
13 - N81 / Troopersfield	A-C	393	98				393				
	B-AC	100	25		334	0.300	100	0.3	0.5	16.856	C
	C-AB	26	7		922	0.028	26	0.0	0.0	4.419	A
	C-A	588	147				588				
	A-B	161	40				161				
13 - N81 / Troopersfield	A-C	533	133				533				

13:30 - 13:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	198	50		348	0.569	196	0.7	1.4	25.506	D
	C-A	734	184	110.10	1650	0.445	733	1.0	1.5	8.053	A
	C-B	118	29	110.10	237	0.499	118	0.2	0.3	9.847	A
	A-B	90	22				90				
	A-C	724	181				724				
10 - N81 / R758	B-AC	152	38		318	0.478	150	0.6	1.0	23.413	C
	C-AB	19	5		607	0.032	19	0.0	0.0	6.740	A
	C-A	570	143				570				
	A-B	143	36				143				
	A-C	519	130				519				
11 - N81 / Russelltown / L8363	B-ACD	34	9		325	0.105	34	0.1	0.1	13.573	B
	A-BCD	296	74		780	0.379	294	0.6	1.0	8.169	A
	A-B	16	4				16				
	A-C	215	54				215				
	D-ABC	23	6		362	0.064	23	0.1	0.1	11.696	B
	C-ABD	10	2		987	0.010	10	0.0	0.0	4.050	A
	C-D	73	18				73				
C-A	544	136				544					
12 - N81 / Poulaphouca Lough Parking	B-AC	21	5		404	0.051	21	0.0	0.1	10.319	B
	C-AB	16	4		801	0.020	16	0.0	0.0	5.047	A
	C-A	374	94				374				
	A-B	18	5				18				
	A-C	482	120				482				
13 - N81 / Troopersfield	B-AC	123	31		283	0.435	121	0.5	0.8	24.350	C
	C-AB	42	11		1002	0.042	42	0.0	0.1	4.127	A
	C-A	710	178				710				
	A-B	197	49				197				
	A-C	653	163				653				

13:45 - 14:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	198	50		348	0.569	198	1.4	1.4	26.296	D
	C-A	734	184	110.10	1653	0.444	734	1.5	1.5	8.021	A
	C-B	118	29	110.10	238	0.495	118	0.3	0.3	9.777	A
	A-B	90	22				90				
	A-C	724	181				724				
10 - N81 / R758	B-AC	152	38		318	0.478	152	1.0	1.0	23.800	C
	C-AB	19	5		607	0.032	19	0.0	0.0	6.740	A
	C-A	570	143				570				
	A-B	143	36				143				
	A-C	519	130				519				
11 - N81 / Russelltown / L8363	B-ACD	34	9		325	0.105	34	0.1	0.1	13.603	B
	A-BCD	296	74		781	0.380	296	1.0	1.0	8.223	A
	A-B	16	4				16				
	A-C	214	54				214				
	D-ABC	23	6		361	0.064	23	0.1	0.1	11.709	B
	C-ABD	10	2		987	0.010	10	0.0	0.0	4.052	A
	C-D	73	18				73				
C-A	544	136				544					
12 - N81 / Poulaphouca Lough Parking	B-AC	21	5		404	0.051	21	0.1	0.1	10.321	B
	C-AB	16	4		801	0.020	16	0.0	0.0	5.047	A
	C-A	374	94				374				
	A-B	18	5				18				
	A-C	482	120				482				
13 - N81 / Troopersfield	B-AC	123	31		283	0.435	123	0.8	0.8	24.740	C
	C-AB	42	11		1002	0.042	42	0.1	0.1	4.128	A
	C-A	710	178				710				
	A-B	197	49				197				
	A-C	653	163				653				

14:00 - 14:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	162	40		394	0.410	164	1.4	0.8	17.386	C
	C-A	600	150	89.90	1726	0.347	602	1.5	1.1	6.757	A
	C-B	96	24	89.90	238	0.404	97	0.3	0.2	7.936	A
	A-B	73	18				73				
	A-C	591	148				591				
10 - N81 / R758	B-AC	124	31		353	0.351	126	1.0	0.6	17.516	C
	C-AB	16	4		639	0.025	16	0.0	0.0	6.358	A
	C-A	466	116				466				
	A-B	117	29				117				
	A-C	424	106				424				
11 - N81 / Russelltown / L8363	B-ACD	28	7		359	0.077	28	0.1	0.1	11.965	B
	A-BCD	211	53		756	0.280	213	1.0	0.6	7.335	A
	A-B	15	4				15				
	A-C	204	51				204				
	D-ABC	19	5		400	0.047	19	0.1	0.1	10.396	B
	C-ABD	7	2		929	0.007	7	0.0	0.0	4.293	A
	C-D	60	15				60				
C-A	446	111				446					
12 - N81 / Poulaphouca Lough Parking	B-AC	17	4		431	0.039	17	0.1	0.0	9.568	A
	C-AB	12	3		769	0.015	12	0.0	0.0	5.227	A
	C-A	307	77				307				
	A-B	15	4				15				
	A-C	393	98				393				
13 - N81 / Troopersfield	B-AC	100	25		334	0.300	102	0.8	0.5	17.141	C
	C-AB	26	7		922	0.028	26	0.1	0.0	4.422	A
	C-A	588	147				588				
	A-B	161	40				161				
	A-C	533	133				533				

14:15 - 14:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	136	34		426	0.318	137	0.8	0.5	13.712	B
	C-A	502	126	75.29	1776	0.283	503	1.1	0.8	6.075	A
	C-B	81	20	75.29	237	0.340	81	0.2	0.2	6.959	A
	A-B	62	15				62				
	A-C	495	124				495				
10 - N81 / R758	B-AC	104	26		378	0.275	105	0.6	0.4	14.509	B
	C-AB	13	3		662	0.020	13	0.0	0.0	6.103	A
	C-A	390	97				390				
	A-B	98	25				98				
	A-C	355	89				355				
11 - N81 / Russelltown / L8363	B-ACD	23	6		384	0.061	23	0.1	0.1	10.997	B
	A-BCD	161	40		739	0.218	162	0.6	0.4	6.882	A
	A-B	14	3				14				
	A-C	185	46				185				
	D-ABC	16	4		427	0.037	16	0.1	0.0	9.632	A
	C-ABD	5	1		890	0.005	5	0.0	0.0	4.474	A
	C-D	50	13				50				
C-A	374	93				374					
12 - N81 / Poulaphouca Lough Parking	B-AC	14	4		450	0.031	14	0.0	0.0	9.089	A
	C-AB	9	2		747	0.012	9	0.0	0.0	5.364	A
	C-A	258	64				258				
	A-B	12	3				12				
	A-C	329	82				329				
13 - N81 / Troopersfield	B-AC	84	21		371	0.226	85	0.5	0.3	13.863	B
	C-AB	18	5		868	0.021	18	0.0	0.0	4.662	A
	C-A	497	124				497				
	A-B	135	34				135				
	A-C	446	112				446				

2031 Baseline W Dev (Weekend),

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D4 - 2026 Baseline W Dev (Weekend),	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	N81 / Kilbride Road	T-Junction	Two-way	Two-way	Two-way			7.87	A
10	N81 / R758	T-Junction	Two-way	Two-way	Two-way			3.52	A
11	N81 / Russelltown / L8363	Crossroads	Two-way	Two-way	Two-way	Two-way		2.96	A
12	N81 / Poulaphouca Lough Parking	T-Junction	Two-way	Two-way	Two-way			0.41	A
13	N81 / Troopersfield	T-Junction	Two-way	Two-way	Two-way			2.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.79	A

Traffic Demand

Demand Set Details

ID	Scenario name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D6	2031 Baseline W Dev (Weekend)	ONE HOUR	13:00	14:30	15	✓	Simple	D2+D5

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - N81 / Kilbride Road	A - N81 (Northern Arm)		ONE HOUR	✓	930	100.000
	B - Kilbride Road		ONE HOUR	✓	180	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	820	100.000
10 - N81 / R758	A - N81 (Northern Arm)		ONE HOUR	✓	699	100.000
	B - R758		ONE HOUR	✓	138	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	667	100.000
11 - N81 / Russeltown / L8363	A - N81 (Northern Arm)		ONE HOUR	✓	537	100.000
	B - Russeltown Car Park		ONE HOUR	✓	31	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	747	100.000
	D - L8363		ONE HOUR	✓	21	100.000
12 - N81 / Poulaphouca Lough Parking	A - N81 (Northern Arm)		ONE HOUR	✓	467	100.000
	B - Poulaphouca Lough Parking		ONE HOUR	✓	19	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	545	100.000
13 - N81 / Troopersfield	A - N81 (Northern Arm)		ONE HOUR	✓	869	100.000
	B - Troopersfield		ONE HOUR	✓	112	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	730	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - N81 / Kilbride Road	A - N81 (Northern Arm)		
	B - Kilbride Road		
	C - N81 (Southern Arm)	[ONEHOUR]	100.00
10 - N81 / R758	A - N81 (Northern Arm)		
	B - R758		
	C - N81 (Southern Arm)		
11 - N81 / Russeltown / L8363	A - N81 (Northern Arm)		
	B - Russeltown Car Park		
	C - N81 (Southern Arm)		
	D - L8363		
12 - N81 / Poulaphouca Lough Parking	A - N81 (Northern Arm)		
	B - Poulaphouca Lough Parking		
	C - N81 (Southern Arm)		
13 - N81 / Troopersfield	A - N81 (Northern Arm)		
	B - Troopersfield		
	C - N81 (Southern Arm)		

Origin-Destination Data

Demand (PCU/hr)
1 - N81 / Kilbride Road

		To		
		A - N81 (Northern Arm)	B - Kilbride Road	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	166	764
	B - Kilbride Road	64	0	116
	C - N81 (Southern Arm)	667	153	0

Demand (PCU/hr)
13 - N81 / Troopersfield

		To		
		A - N81 (Northern Arm)	B - Troopersfield	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	179	690
	B - Troopersfield	98	0	13
	C - N81 (Southern Arm)	720	10	0

Demand (PCU/hr)
10 - N81 / R758

		To		
		A - N81 (Northern Arm)	B - R758	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	168	531
	B - R758	124	0	14
	C - N81 (Southern Arm)	574	93	0

Demand (PCU/hr)
12 - N81 / Poulaphouca Lough Parking

		To		
		A - N81 (Northern Arm)	B - Poulaphouca Lough Parking	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	30	437
	B - Poulaphouca Lough Parking	9	0	10
	C - N81 (Southern Arm)	524	21	0

Demand (PCU/hr)
11 - N81 / Russeltown / L8363

		To			
		A - N81 (Northern Arm)	B - Russeltown Car Park	C - N81 (Southern Arm)	D - L8363
From	A - N81 (Northern Arm)	0	69	329	139
	B - Russeltown Car Park	20	0	9	2
	C - N81 (Southern Arm)	630	49	0	67
	D - L8363	13	4	3	0

Vehicle Mix

Heavy Vehicle Percentages
1 - N81 / Kilbride Road

		To		
		A - N81 (Northern Arm)	B - Kilbride Road	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	5	8
	B - Kilbride Road	10	0	10
	C - N81 (Southern Arm)	10	7	0

Heavy Vehicle Percentages

13 - N81 / Troopersfield

		To		
From		A - N81 (Northern Arm)	B - Troopersfield	C - N81 (Southern Arm)
	A - N81 (Northern Arm)	0	10	8
	B - Troopersfield	10	0	10
	C - N81 (Southern Arm)	9	10	0

Heavy Vehicle Percentages

10 - N81 / R758

		To		
From		A - N81 (Northern Arm)	B - R758	C - N81 (Southern Arm)
	A - N81 (Northern Arm)	0	8	9
	B - R758	10	0	10
	C - N81 (Southern Arm)	9	2	0

Heavy Vehicle Percentages

12 - N81 / Poulaphouca Lough Parking

		To		
From		A - N81 (Northern Arm)	B - Poulaphouca Lough Parking	C - N81 (Southern Arm)
	A - N81 (Northern Arm)	0	5	10
	B - Poulaphouca Lough Parking	10	0	10
	C - N81 (Southern Arm)	6	4	0

Heavy Vehicle Percentages

11 - N81 / Russeltown / L8363

		To			
From		A - N81 (Northern Arm)	B - Russeltown Car Park	C - N81 (Southern Arm)	D - L8363
	A - N81 (Northern Arm)	0	3	10	10
	B - Russeltown Car Park	10	0	10	10
	C - N81 (Southern Arm)	8	1	0	10
	D - L8363	10	10	10	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - N81 / Kilbride Road	B-AC	0.66	37.75	2.0	E	165	248
	C-A	0.50	9.49	1.8	A	612	918
	C-B	0.58	13.48	0.6	B	141	211
	A-B					152	228
	A-C					701	1052
10 - N81 / R758	B-AC	0.56	33.17	1.4	D	127	190
	C-AB	0.18	7.68	0.2	A	85	128
	C-A					527	790
	A-B					154	232
	A-C					487	730
11 - N81 / Russeltown / L8363	B-ACD	0.12	15.91	0.1	C	28	43
	A-BCD	0.45	9.13	1.5	A	256	384
	A-B					41	62
	A-C					196	294
	D-ABC	0.07	13.75	0.1	B	19	29
	C-ABD	0.18	4.39	0.6	A	131	197
	C-D					53	80
12 - N81 / Poulaphouca Lough Parking	C-A					500	751
	B-AC	0.05	10.99	0.1	B	17	26
	C-AB	0.06	4.68	0.1	A	43	65
	C-A					456	685
	A-B					27	41
13 - N81 / Troopersfield	A-C					401	602
	B-AC	0.49	30.99	1.0	D	102	154
	C-AB	0.05	4.58	0.1	A	32	48
	C-A					637	956
	A-B					164	246
A-C					633	950	

Main Results for each time segment

13:00 - 13:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	136	34		399	0.340	133	0.0	0.6	14.808	B
	C-A	502	126	75.29	1623	0.309	499	0.0	0.9	6.836	A
	C-B	115	29	75.29	280	0.411	114	0.0	0.3	8.532	A
	A-B	125	31				125				
	A-C	575	144				575				
10 - N81 / R758	B-AC	104	26		347	0.300	102	0.0	0.5	16.083	C
	C-AB	70	17		643	0.109	69	0.0	0.1	6.382	A
	C-A	432	108				432				
	A-B	127	32				127				
	A-C	399	100				399				
11 - N81 / Russelltown / L8363	B-ACD	23	6		357	0.065	23	0.0	0.1	11.835	B
	A-BCD	176	44		737	0.239	174	0.0	0.5	6.985	A
	A-B	40	10				40				
	A-C	188	47				188				
	D-ABC	16	4		396	0.040	16	0.0	0.0	10.393	B
	C-ABD	83	21		948	0.088	83	0.0	0.2	4.351	A
	C-D	46	12				46				
12 - N81 / Poulaphouca Lough Parking	C-A	433	108				433				
	B-AC	14	4		435	0.032	14	0.0	0.0	9.398	A
	C-AB	30	7		837	0.035	29	0.0	0.1	4.675	A
	C-A	380	95				380				
	A-B	22	6				22				
13 - N81 / Troopersfield	A-C	329	82				329				
	B-AC	84	21		349	0.241	83	0.0	0.3	14.789	B
	C-AB	19	5		881	0.022	19	0.0	0.0	4.576	A
	C-A	530	132				530				
	A-B	135	34				135				
A-C	520	130					520				

13:15 - 13:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	162	40		360	0.450	161	0.6	0.9	19.761	C
	C-A	600	150	89.90	1571	0.382	598	0.9	1.2	7.633	A
	C-B	138	34	89.90	288	0.478	137	0.3	0.4	9.947	A
	A-B	149	37				149				
	A-C	687	172				687				
10 - N81 / R758	B-AC	124	31		315	0.394	123	0.5	0.7	20.560	C
	C-AB	83	21		616	0.135	83	0.1	0.2	6.874	A
	C-A	516	129				516				
	A-B	151	38				151				
	A-C	477	119				477				
11 - N81 / Russelltown / L8363	B-ACD	28	7		327	0.085	28	0.1	0.1	13.240	B
	A-BCD	239	60		756	0.316	238	0.5	0.8	7.608	A
	A-B	42	11				42				
	A-C	202	50				202				
	D-ABC	19	5		362	0.052	19	0.0	0.1	11.538	B
	C-ABD	119	30		1000	0.119	119	0.2	0.3	4.288	A
	C-D	53	13				53				
C-A	499	125				499					
12 - N81 / Poulaphouca Lough Parking	B-AC	17	4		413	0.041	17	0.0	0.0	10.000	B
	C-AB	40	10		877	0.046	40	0.1	0.1	4.513	A
	C-A	449	112				449				
	A-B	27	7				27				
	A-C	393	98				393				
13 - N81 / Troopersfield	B-AC	100	25		308	0.326	100	0.3	0.5	18.954	C
	C-AB	29	7		940	0.031	29	0.0	0.0	4.327	A
	C-A	627	157				627				
	A-B	161	40				161				
	A-C	620	155				620				

13:30 - 13:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	198	50		302	0.656	194	0.9	1.9	35.366	E
	C-A	734	184	110.10	1482	0.495	732	1.2	1.8	9.410	A
	C-B	169	42	110.10	289	0.582	168	0.4	0.6	13.302	B
	A-B	182	46				182				
	A-C	841	210				841				
10 - N81 / R758	B-AC	152	38		271	0.561	150	0.7	1.3	32.018	D
	C-AB	102	26		579	0.176	102	0.2	0.2	7.676	A
	C-A	632	158				632				
	A-B	185	46				185				
	A-C	584	146				584				
11 - N81 / Russelltown / L8363	B-ACD	34	9		284	0.120	34	0.1	0.1	15.837	C
	A-BCD	350	87		785	0.446	347	0.8	1.5	9.033	A
	A-B	42	10				42				
	A-C	200	50				200				
	D-ABC	23	6		312	0.074	23	0.1	0.1	13.704	B
	C-ABD	190	48		1077	0.177	189	0.3	0.6	4.284	A
	C-D	61	15				61				
C-A	571	143				571					
12 - N81 / Poulaphouca Lough Parking	B-AC	21	5		381	0.054	21	0.0	0.1	10.986	B
	C-AB	60	15		936	0.064	60	0.1	0.1	4.321	A
	C-A	540	135				540				
	A-B	33	8				33				
	A-C	482	120				482				
13 - N81 / Troopersfield	B-AC	123	31		250	0.491	121	0.5	1.0	30.183	D
	C-AB	48	12		1026	0.047	48	0.0	0.1	4.028	A
	C-A	755	189				755				
	A-B	197	49				197				
	A-C	760	190				760				

13:45 - 14:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	198	50		302	0.657	198	1.9	2.0	37.753	E
	C-A	734	184	110.10	1481	0.496	734	1.8	1.8	9.486	A
	C-B	169	42	110.10	290	0.581	169	0.6	0.6	13.481	B
	A-B	182	46				182				
	A-C	841	210				841				
10 - N81 / R758	B-AC	152	38		271	0.562	152	1.3	1.4	33.173	D
	C-AB	102	26		579	0.176	102	0.2	0.2	7.683	A
	C-A	632	158				632				
	A-B	185	46				185				
	A-C	584	146				584				
11 - N81 / Russelltown / L8363	B-ACD	34	9		283	0.120	34	0.1	0.1	15.906	C
	A-BCD	351	88		786	0.447	351	1.5	1.5	9.135	A
	A-B	42	10				42				
	A-C	198	50				198				
	D-ABC	23	6		311	0.074	23	0.1	0.1	13.745	B
	C-ABD	191	48		1078	0.178	191	0.6	0.6	4.311	A
	C-D	61	15				61				
12 - N81 / Poulaphouca Lough Parking	C-A	570	143				570				
	B-AC	21	5		381	0.054	21	0.1	0.1	10.989	B
	C-AB	60	15		936	0.064	60	0.1	0.1	4.326	A
	C-A	540	135				540				
	A-B	33	8				33				
13 - N81 / Troopersfield	A-C	482	120				482				
	B-AC	123	31		250	0.491	123	1.0	1.0	30.991	D
	C-AB	48	12		1027	0.047	48	0.1	0.1	4.029	A
	C-A	755	189				755				
	A-B	197	49				197				
13 - N81 / Troopersfield	A-C	760	190				760				

14:00 - 14:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	162	40		359	0.451	166	2.0	0.9	20.931	C
	C-A	600	150	89.90	1575	0.381	602	1.8	1.2	7.593	A
	C-B	138	34	89.90	293	0.471	139	0.6	0.4	9.871	A
	A-B	149	37				149				
	A-C	687	172				687				
10 - N81 / R758	B-AC	124	31		315	0.394	127	1.4	0.7	21.307	C
	C-AB	83	21		616	0.135	84	0.2	0.2	6.883	A
	C-A	516	129				516				
	A-B	151	38				151				
	A-C	477	119				477				
11 - N81 / Russelltown / L8363	B-ACD	28	7		326	0.085	28	0.1	0.1	13.314	B
	A-BCD	240	60		757	0.317	243	1.5	0.8	7.709	A
	A-B	42	11				42				
	A-C	200	50				200				
	D-ABC	19	5		361	0.052	19	0.1	0.1	11.580	B
	C-ABD	120	30		1000	0.120	121	0.6	0.3	4.337	A
	C-D	53	13				53				
C-A	498	124				498					
12 - N81 / Poulaphouca Lough Parking	B-AC	17	4		413	0.041	17	0.1	0.0	10.008	B
	C-AB	40	10		878	0.046	41	0.1	0.1	4.525	A
	C-A	449	112				449				
	A-B	27	7				27				
	A-C	393	98				393				
13 - N81 / Troopersfield	B-AC	100	25		308	0.326	102	1.0	0.5	19.438	C
	C-AB	29	7		940	0.031	29	0.1	0.0	4.326	A
	C-A	627	157				627				
	A-B	161	40				161				
	A-C	620	155				620				

14:15 - 14:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	136	34		398	0.341	137	0.9	0.6	15.250	C
	C-A	502	126	75.29	1637	0.307	503	1.2	0.9	6.670	A
	C-B	115	29	75.29	291	0.396	116	0.4	0.3	8.208	A
	A-B	125	31				125				
	A-C	575	144				575				
10 - N81 / R758	B-AC	104	26		346	0.300	105	0.7	0.5	16.472	C
	C-AB	70	17		643	0.109	70	0.2	0.1	6.397	A
	C-A	432	108				432				
	A-B	127	32				127				
	A-C	399	100				399				
11 - N81 / Russelltown / L8363	B-ACD	23	6		356	0.065	23	0.1	0.1	11.896	B
	A-BCD	178	44		738	0.241	179	0.8	0.5	7.066	A
	A-B	39	10				39				
	A-C	187	47				187				
	D-ABC	16	4		396	0.040	16	0.1	0.0	10.425	B
	C-ABD	84	21		947	0.089	84	0.3	0.2	4.385	A
	C-D	46	12				46				
12 - N81 / Poulaphouca Lough Parking	C-A	432	108				432				
	B-AC	14	4		435	0.032	14	0.0	0.0	9.407	A
	C-AB	30	7		837	0.035	30	0.1	0.1	4.684	A
	C-A	380	95				380				
	A-B	22	6				22				
13 - N81 / Troopersfield	A-C	329	82				329				
	B-AC	84	21		349	0.241	85	0.5	0.4	15.029	C
	C-AB	20	5		881	0.022	20	0.0	0.0	4.575	A
	C-A	530	132				530				
	A-B	135	34				135				
A-C	520	130					520				

2041 Baseline W/O Dev (Weekend),

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D4 - 2026 Baseline W Dev (Weekend),	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	N81 / Kilbride Road	T-Junction	Two-way	Two-way	Two-way			7.18	A
10	N81 / R758	T-Junction	Two-way	Two-way	Two-way			2.94	A
11	N81 / Russelltown / L8363	Crossroads	Two-way	Two-way	Two-way	Two-way		2.60	A
12	N81 / Poulaphouca Lough Parking	T-Junction	Two-way	Two-way	Two-way			0.33	A
13	N81 / Troopersfield	T-Junction	Two-way	Two-way	Two-way			2.09	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.45	A

Traffic Demand

Demand Set Details

ID	Scenario name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2041 Baseline W/O Dev (Weekend)	ONE HOUR	13:00	14:30	15	✓	Simple	D1*1.1546

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - N81 / Kilbride Road	A - N81 (Northern Arm)		ONE HOUR	✓	772	100.000
	B - Kilbride Road		ONE HOUR	✓	188	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	809	100.000
10 - N81 / R758	A - N81 (Northern Arm)		ONE HOUR	✓	629	100.000
	B - R758		ONE HOUR	✓	144	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	560	100.000
11 - N81 / Russeltown / L8363	A - N81 (Northern Arm)		ONE HOUR	✓	500	100.000
	B - Russeltown Car Park		ONE HOUR	✓	32	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	596	100.000
	D - L8363		ONE HOUR	✓	22	100.000
12 - N81 / Poulaphouca Lough Parking	A - N81 (Northern Arm)		ONE HOUR	✓	475	100.000
	B - Poulaphouca Lough Parking		ONE HOUR	✓	20	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	371	100.000
13 - N81 / Troopersfield	A - N81 (Northern Arm)		ONE HOUR	✓	807	100.000
	B - Troopersfield		ONE HOUR	✓	117	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	715	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - N81 / Kilbride Road	A - N81 (Northern Arm)		
	B - Kilbride Road		
	C - N81 (Southern Arm)	[ONEHOUR]	100.00
10 - N81 / R758	A - N81 (Northern Arm)		
	B - R758		
	C - N81 (Southern Arm)		
11 - N81 / Russeltown / L8363	A - N81 (Northern Arm)		
	B - Russeltown Car Park		
	C - N81 (Southern Arm)		
	D - L8363		
12 - N81 / Poulaphouca Lough Parking	A - N81 (Northern Arm)		
	B - Poulaphouca Lough Parking		
	C - N81 (Southern Arm)		
13 - N81 / Troopersfield	A - N81 (Northern Arm)		
	B - Troopersfield		
	C - N81 (Southern Arm)		

Origin-Destination Data

Demand (PCU/hr)

1 - N81 / Kilbride Road

		To		
		A - N81 (Northern Arm)	B - Kilbride Road	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	85	687
	B - Kilbride Road	67	0	121
	C - N81 (Southern Arm)	697	112	0

Demand (PCU/hr)

13 - N81 / Troopersfield

		To		
		A - N81 (Northern Arm)	B - Troopersfield	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	187	620
	B - Troopersfield	103	0	14
	C - N81 (Southern Arm)	704	10	0

Demand (PCU/hr)

10 - N81 / R758

		To		
		A - N81 (Northern Arm)	B - R758	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	136	493
	B - R758	129	0	15
	C - N81 (Southern Arm)	542	18	0

Demand (PCU/hr)

12 - N81 / Poulaphouca Lough Parking

		To		
		A - N81 (Northern Arm)	B - Poulaphouca Lough Parking	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	17	457
	B - Poulaphouca Lough Parking	9	0	10
	C - N81 (Southern Arm)	363	8	0

Demand (PCU/hr)

11 - N81 / Russeltown / L8363

		To			
		A - N81 (Northern Arm)	B - Russeltown Car Park	C - N81 (Southern Arm)	D - L8363
From	A - N81 (Northern Arm)	0	24	330	145
	B - Russeltown Car Park	21	0	9	2
	C - N81 (Southern Arm)	522	3	0	70
	D - L8363	14	5	3	0

Vehicle Mix

Heavy Vehicle Percentages

1 - N81 / Kilbride Road

		To		
		A - N81 (Northern Arm)	B - Kilbride Road	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	10	10
	B - Kilbride Road	10	0	10
	C - N81 (Southern Arm)	10	10	0

Heavy Vehicle Percentages

13 - N81 / Troopersfield

		To		
		A - N81 (Northern Arm)	B - Troopersfield	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	10	10
	B - Troopersfield	10	0	10
	C - N81 (Southern Arm)	10	10	0

Heavy Vehicle Percentages

10 - N81 / R758

		To		
		A - N81 (Northern Arm)	B - R758	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	10	10
	B - R758	10	0	10
	C - N81 (Southern Arm)	10	10	0

Heavy Vehicle Percentages

12 - N81 / Poulaphouca Lough Parking

		To		
		A - N81 (Northern Arm)	B - Poulaphouca Lough Parking	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	10	10
	B - Poulaphouca Lough Parking	10	0	10
	C - N81 (Southern Arm)	10	10	0

Heavy Vehicle Percentages

11 - N81 / Russeltown / L8363

		To			
		A - N81 (Northern Arm)	B - Russeltown Car Park	C - N81 (Southern Arm)	D - L8363
From	A - N81 (Northern Arm)	0	10	10	10
	B - Russeltown Car Park	10	0	10	10
	C - N81 (Southern Arm)	10	10	0	10
	D - L8363	10	10	10	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - N81 / Kilbride Road	B-AC	0.62	30.51	1.7	D	173	259
	C-A	0.47	8.35	1.7	A	640	960
	C-B	0.52	10.29	0.3	B	103	154
	A-B					78	118
	A-C					630	946
10 - N81 / R758	B-AC	0.51	26.25	1.1	D	132	199
	C-AB	0.03	6.84	0.0	A	17	25
	C-A					497	745
	A-B					125	188
	A-C					452	679
11 - N81 / Russeltown / L8363	B-ACD	0.11	14.10	0.1	B	30	44
	A-BCD	0.41	8.55	1.2	A	240	359
	A-B					15	22
	A-C					204	306
	D-ABC	0.07	12.10	0.1	B	20	30
	C-ABD	0.01	4.43	0.0	A	8	12
	C-D					64	96
12 - N81 / Poulaphouca Lough Parking	C-A					475	712
	B-AC	0.05	10.53	0.1	B	18	27
	C-AB	0.02	5.33	0.0	A	13	20
	C-A					327	490
	A-B					16	24
13 - N81 / Troopersfield	A-C					420	629
	B-AC	0.48	27.93	1.0	D	107	161
	C-AB	0.05	4.60	0.1	A	32	48
	C-A					624	936
	A-B					172	257
	A-C					569	853

Main Results for each time segment

13:00 - 13:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	142	35		420	0.338	139	0.0	0.5	14.035	B
	C-A	525	131	75.29	1759	0.298	522	0.0	0.8	6.278	A
	C-B	84	21	75.29	232	0.363	84	0.0	0.2	7.299	A
	A-B	64	16				64				
	A-C	517	129				517				
10 - N81 / R758	B-AC	109	27		372	0.292	107	0.0	0.4	14.815	B
	C-AB	14	3		657	0.021	14	0.0	0.0	6.160	A
	C-A	408	102				408				
	A-B	103	26				103				
	A-C	371	93				371				
11 - N81 / Russelltown / L8363	B-ACD	24	6		378	0.064	24	0.0	0.1	11.164	B
	A-BCD	171	43		742	0.231	169	0.0	0.5	6.905	A
	A-B	14	4				14				
	A-C	191	48				191				
	D-ABC	17	4		421	0.039	16	0.0	0.0	9.777	A
	C-ABD	5	1		900	0.006	5	0.0	0.0	4.425	A
	C-D	53	13				53				
12 - N81 / Poulaphouca Lough Parking	C-A	391	98				391				
	B-AC	15	4		446	0.033	15	0.0	0.0	9.187	A
	C-AB	10	2		752	0.013	9	0.0	0.0	5.329	A
	C-A	269	67				269				
	A-B	13	3				13				
13 - N81 / Troopersfield	A-C	344	86				344				
	B-AC	88	22		362	0.242	86	0.0	0.3	14.286	B
	C-AB	20	5		880	0.022	20	0.0	0.0	4.601	A
	C-A	518	130				518				
	A-B	141	35				141				
A-C	467	117					467				

13:15 - 13:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	169	42		386	0.439	168	0.5	0.8	18.098	C
	C-A	627	157	89.90	1712	0.366	626	0.8	1.1	7.002	A
	C-B	101	25	89.90	235	0.428	100	0.2	0.2	8.349	A
	A-B	77	19				77				
	A-C	618	154				618				
10 - N81 / R758	B-AC	130	32		346	0.375	129	0.4	0.6	18.172	C
	C-AB	17	4		632	0.026	17	0.0	0.0	6.429	A
	C-A	487	122				487				
	A-B	122	31				122				
	A-C	443	111				443				
11 - N81 / Russelltown / L8363	B-ACD	29	7		353	0.082	29	0.1	0.1	12.227	B
	A-BCD	226	57		760	0.298	225	0.5	0.7	7.422	A
	A-B	15	4				15				
	A-C	208	52				208				
	D-ABC	20	5		393	0.050	20	0.0	0.1	10.618	B
	C-ABD	7	2		941	0.008	7	0.0	0.0	4.239	A
	C-D	63	16				63				
12 - N81 / Poulaphouca Lough Parking	C-A	466	116				466				
	B-AC	18	4		426	0.041	18	0.0	0.0	9.705	A
	C-AB	13	3		775	0.016	13	0.0	0.0	5.190	A
	C-A	321	80				321				
	A-B	16	4				16				
13 - N81 / Troopersfield	A-C	411	103				411				
	B-AC	105	26		324	0.324	104	0.3	0.5	17.926	C
	C-AB	29	7		938	0.031	29	0.0	0.0	4.356	A
	C-A	614	153				614				
	A-B	168	42				168				
13 - N81 / Troopersfield	A-C	557	139				557				

13:30 - 13:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	207	52		336	0.616	204	0.8	1.6	29.205	D
	C-A	768	192	110.10	1644	0.467	766	1.1	1.7	8.325	A
	C-B	123	31	110.10	239	0.517	123	0.2	0.3	10.258	B
	A-B	94	24				94				
	A-C	756	189				756				
10 - N81 / R758	B-AC	159	40		309	0.514	157	0.6	1.1	25.674	D
	C-AB	20	5		599	0.034	20	0.0	0.0	6.843	A
	C-A	596	149				596				
	A-B	150	38				150				
	A-C	543	136				543				
11 - N81 / Russelltown / L8363	B-ACD	36	9		317	0.112	35	0.1	0.1	14.062	B
	A-BCD	320	80		786	0.407	318	0.7	1.2	8.480	A
	A-B	16	4				16				
	A-C	215	54				215				
	D-ABC	24	6		352	0.069	24	0.1	0.1	12.088	B
	C-ABD	11	3		1002	0.011	11	0.0	0.0	3.994	A
	C-D	77	19				77				
12 - N81 / Poulaphouca Lough Parking	C-A	568	142				568				
	B-AC	22	5		398	0.054	22	0.0	0.1	10.528	B
	C-AB	18	4		809	0.022	18	0.0	0.0	5.004	A
	C-A	390	98				390				
	A-B	19	5				19				
13 - N81 / Troopersfield	A-C	503	126				503				
	B-AC	128	32		270	0.476	127	0.5	0.9	27.328	D
	C-AB	48	12		1022	0.047	47	0.0	0.1	4.063	A
	C-A	739	185				739				
	A-B	206	51				206				
13 - N81 / Troopersfield	A-C	683	171				683				

13:45 - 14:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	207	52		336	0.617	207	1.6	1.7	30.506	D
	C-A	768	192	110.10	1644	0.467	768	1.7	1.7	8.349	A
	C-B	123	31	110.10	239	0.515	123	0.3	0.3	10.294	B
	A-B	94	24				94				
	A-C	756	189				756				
10 - N81 / R758	B-AC	159	40		309	0.514	159	1.1	1.1	26.248	D
	C-AB	20	5		599	0.034	20	0.0	0.0	6.843	A
	C-A	596	149				596				
	A-B	150	38				150				
	A-C	543	136				543				
11 - N81 / Russelltown / L8363	B-ACD	36	9		316	0.112	36	0.1	0.1	14.097	B
	A-BCD	321	80		787	0.408	321	1.2	1.2	8.547	A
	A-B	16	4				16				
	A-C	214	53				214				
	D-ABC	24	6		351	0.069	24	0.1	0.1	12.104	B
	C-ABD	11	3		1002	0.011	11	0.0	0.0	3.997	A
	C-D	77	19				77				
12 - N81 / Poulaphouca Lough Parking	C-A	568	142				568				
	B-AC	22	5		398	0.054	22	0.1	0.1	10.530	B
	C-AB	18	4		809	0.022	18	0.0	0.0	5.006	A
	C-A	390	98				390				
	A-B	19	5				19				
13 - N81 / Troopersfield	A-C	503	126				503				
	B-AC	128	32		270	0.476	128	0.9	1.0	27.931	D
	C-AB	48	12		1022	0.047	48	0.1	0.1	4.065	A
	C-A	739	185				739				
	A-B	206	51				206				
A-C	683	171					683				

14:00 - 14:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	169	42		385	0.439	172	1.7	0.9	18.869	C
	C-A	627	157	89.90	1722	0.364	629	1.7	1.1	6.915	A
	C-B	101	25	89.90	240	0.419	101	0.3	0.2	8.182	A
	A-B	77	19				77				
	A-C	618	154				618				
10 - N81 / R758	B-AC	130	32		346	0.375	132	1.1	0.7	18.614	C
	C-AB	17	4		632	0.026	17	0.0	0.0	6.432	A
	C-A	487	122				487				
	A-B	122	31				122				
	A-C	443	111				443				
11 - N81 / Russelltown / L8363	B-ACD	29	7		352	0.083	29	0.1	0.1	12.270	B
	A-BCD	227	57		761	0.299	229	1.2	0.7	7.494	A
	A-B	15	4				15				
	A-C	207	52				207				
	D-ABC	20	5		392	0.050	20	0.1	0.1	10.637	B
	C-ABD	7	2		941	0.008	7	0.0	0.0	4.242	A
	C-D	63	16				63				
12 - N81 / Poulaphouca Lough Parking	C-A	466	116				466				
	B-AC	18	4		426	0.041	18	0.1	0.0	9.710	A
	C-AB	13	3		776	0.016	13	0.0	0.0	5.192	A
	C-A	321	80				321				
	A-B	16	4				16				
13 - N81 / Troopersfield	A-C	411	103				411				
	B-AC	105	26		324	0.324	107	1.0	0.5	18.381	C
	C-AB	29	7		938	0.031	29	0.1	0.0	4.358	A
	C-A	614	153				614				
	A-B	168	42				168				
13 - N81 / Troopersfield	A-C	557	139				557				

14:15 - 14:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	142	35		419	0.338	143	0.9	0.6	14.406	B
	C-A	525	131	75.29	1772	0.296	526	1.1	0.8	6.190	A
	C-B	84	21	75.29	238	0.354	85	0.2	0.2	7.138	A
	A-B	64	16				64				
	A-C	517	129				517				
10 - N81 / R758	B-AC	109	27		372	0.292	110	0.7	0.5	15.113	C
	C-AB	14	3		657	0.021	14	0.0	0.0	6.161	A
	C-A	408	102				408				
	A-B	103	26				103				
	A-C	371	93				371				
11 - N81 / Russelltown / L8363	B-ACD	24	6		378	0.064	24	0.1	0.1	11.209	B
	A-BCD	172	43		743	0.232	173	0.7	0.5	6.976	A
	A-B	14	3				14				
	A-C	190	48				190				
	D-ABC	17	4		421	0.039	17	0.1	0.0	9.801	A
	C-ABD	5	1		899	0.006	5	0.0	0.0	4.429	A
	C-D	53	13				53				
C-A	391	98				391					
12 - N81 / Poulaphouca Lough Parking	B-AC	15	4		446	0.033	15	0.0	0.0	9.196	A
	C-AB	10	2		752	0.013	10	0.0	0.0	5.332	A
	C-A	269	67				269				
	A-B	13	3				13				
	A-C	344	86				344				
13 - N81 / Troopersfield	B-AC	88	22		362	0.242	89	0.5	0.4	14.503	B
	C-AB	20	5		880	0.022	20	0.0	0.0	4.602	A
	C-A	518	130				518				
	A-B	141	35				141				
	A-C	467	117				467				

2041 Baseline W Dev (Weekend),

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D4 - 2026 Baseline W Dev (Weekend),	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	N81 / Kilbride Road	T-Junction	Two-way	Two-way	Two-way			9.03	A
10	N81 / R758	T-Junction	Two-way	Two-way	Two-way			3.99	A
11	N81 / Russelltown / L8363	Crossroads	Two-way	Two-way	Two-way	Two-way		3.19	A
12	N81 / Poulaphouca Lough Parking	T-Junction	Two-way	Two-way	Two-way			0.42	A
13	N81 / Troopersfield	T-Junction	Two-way	Two-way	Two-way			2.47	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.31	A

Traffic Demand

Demand Set Details

ID	Scenario name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2041 Baseline W Dev (Weekend)	ONE HOUR	13:00	14:30	15	✓	Simple	D2+D7

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - N81 / Kilbride Road	A - N81 (Northern Arm)		ONE HOUR	✓	963	100.000
	B - Kilbride Road		ONE HOUR	✓	188	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	855	100.000
10 - N81 / R758	A - N81 (Northern Arm)		ONE HOUR	✓	726	100.000
	B - R758		ONE HOUR	✓	144	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	691	100.000
11 - N81 / Russeltown / L8363	A - N81 (Northern Arm)		ONE HOUR	✓	559	100.000
	B - Russeltown Car Park		ONE HOUR	✓	32	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	773	100.000
	D - L8363		ONE HOUR	✓	22	100.000
12 - N81 / Poulaphouca Lough Parking	A - N81 (Northern Arm)		ONE HOUR	✓	488	100.000
	B - Poulaphouca Lough Parking		ONE HOUR	✓	20	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	561	100.000
13 - N81 / Troopersfield	A - N81 (Northern Arm)		ONE HOUR	✓	904	100.000
	B - Troopersfield		ONE HOUR	✓	117	100.000
	C - N81 (Southern Arm)		ONE HOUR	✓	761	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - N81 / Kilbride Road	A - N81 (Northern Arm)		
	B - Kilbride Road		
	C - N81 (Southern Arm)	[ONEHOUR]	100.00
10 - N81 / R758	A - N81 (Northern Arm)		
	B - R758		
	C - N81 (Southern Arm)		
11 - N81 / Russeltown / L8363	A - N81 (Northern Arm)		
	B - Russeltown Car Park		
	C - N81 (Southern Arm)		
	D - L8363		
12 - N81 / Poulaphouca Lough Parking	A - N81 (Northern Arm)		
	B - Poulaphouca Lough Parking		
	C - N81 (Southern Arm)		
13 - N81 / Troopersfield	A - N81 (Northern Arm)		
	B - Troopersfield		
	C - N81 (Southern Arm)		

Origin-Destination Data

Demand (PCU/hr)

1 - N81 / Kilbride Road

		To		
		A - N81 (Northern Arm)	B - Kilbride Road	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	169	794
	B - Kilbride Road	67	0	121
	C - N81 (Southern Arm)	697	158	0

Demand (PCU/hr)

13 - N81 / Troopersfield

		To		
		A - N81 (Northern Arm)	B - Troopersfield	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	187	717
	B - Troopersfield	103	0	14
	C - N81 (Southern Arm)	750	10	0

Demand (PCU/hr)

10 - N81 / R758

		To		
		A - N81 (Northern Arm)	B - R758	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	174	552
	B - R758	129	0	15
	C - N81 (Southern Arm)	598	93	0

Demand (PCU/hr)

12 - N81 / Poulaphouca Lough Parking

		To		
		A - N81 (Northern Arm)	B - Poulaphouca Lough Parking	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	30	457
	B - Poulaphouca Lough Parking	9	0	10
	C - N81 (Southern Arm)	540	21	0

Demand (PCU/hr)

11 - N81 / Russeltown / L8363

		To			
		A - N81 (Northern Arm)	B - Russeltown Car Park	C - N81 (Southern Arm)	D - L8363
From	A - N81 (Northern Arm)	0	70	343	145
	B - Russeltown Car Park	21	0	9	2
	C - N81 (Southern Arm)	653	49	0	70
	D - L8363	14	5	3	0

Vehicle Mix

Heavy Vehicle Percentages

1 - N81 / Kilbride Road

		To		
		A - N81 (Northern Arm)	B - Kilbride Road	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	5	9
	B - Kilbride Road	10	0	10
	C - N81 (Southern Arm)	10	7	0

Heavy Vehicle Percentages

13 - N81 / Troopersfield

		To		
		A - N81 (Northern Arm)	B - Troopersfield	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	10	9
	B - Troopersfield	10	0	10
	C - N81 (Southern Arm)	9	10	0

Heavy Vehicle Percentages

10 - N81 / R758

		To		
		A - N81 (Northern Arm)	B - R758	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	8	9
	B - R758	10	0	10
	C - N81 (Southern Arm)	9	2	0

Heavy Vehicle Percentages

12 - N81 / Poulaphouca Lough Parking

		To		
		A - N81 (Northern Arm)	B - Poulaphouca Lough Parking	C - N81 (Southern Arm)
From	A - N81 (Northern Arm)	0	5	10
	B - Poulaphouca Lough Parking	10	0	10
	C - N81 (Southern Arm)	7	4	0

Heavy Vehicle Percentages

11 - N81 / Russeltown / L8363

		To			
		A - N81 (Northern Arm)	B - Russeltown Car Park	C - N81 (Southern Arm)	D - L8363
From	A - N81 (Northern Arm)	0	3	10	10
	B - Russeltown Car Park	10	0	10	10
	C - N81 (Southern Arm)	8	1	0	10
	D - L8363	10	10	10	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - N81 / Kilbride Road	B-AC	0.72	47.30	2.6	E	173	259
	C-A	0.52	9.96	2.0	A	640	960
	C-B	0.60	14.43	0.7	B	145	217
	A-B					155	233
	A-C					729	1093
10 - N81 / R758	B-AC	0.61	38.09	1.6	E	132	199
	C-AB	0.18	7.83	0.2	A	86	129
	C-A					548	822
	A-B					160	240
	A-C					507	760
11 - N81 / Russeltown / L8363	B-ACD	0.13	16.62	0.2	C	30	44
	A-BCD	0.48	9.67	1.7	A	276	414
	A-B					40	60
	A-C					196	295
	D-ABC	0.08	14.34	0.1	B	20	30
	C-ABD	0.19	4.36	0.6	A	138	208
	C-D					56	83
12 - N81 / Poulaphouca Lough Parking	C-A					515	773
	B-AC	0.06	11.23	0.1	B	18	27
	C-AB	0.07	4.67	0.1	A	45	68
	C-A					469	704
	A-B					28	42
13 - N81 / Troopersfield	A-C					420	629
	B-AC	0.54	36.16	1.2	E	107	161
	C-AB	0.05	4.52	0.1	A	36	54
	C-A					662	993
	A-B					172	257
	A-C					658	987

Main Results for each time segment

13:00 - 13:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	142	35		391	0.362	139	0.0	0.6	15.579	C
	C-A	525	131	75.29	1622	0.324	521	0.0	0.9	6.971	A
	C-B	119	30	75.29	279	0.426	118	0.0	0.3	8.787	A
	A-B	128	32				128				
	A-C	598	149				598				
10 - N81 / R758	B-AC	109	27		341	0.319	107	0.0	0.5	16.789	C
	C-AB	70	18		637	0.110	70	0.0	0.1	6.454	A
	C-A	450	112				450				
	A-B	131	33				131				
	A-C	416	104				416				
11 - N81 / Russelltown / L8363	B-ACD	24	6		352	0.069	24	0.0	0.1	12.081	B
	A-BCD	189	47		741	0.255	187	0.0	0.6	7.086	A
	A-B	39	10				39				
	A-C	193	48				193				
	D-ABC	17	4		390	0.042	16	0.0	0.0	10.589	B
	C-ABD	86	22		957	0.090	86	0.0	0.2	4.326	A
	C-D	48	12				48				
12 - N81 / Poulaphouca Lough Parking	C-A	447	112				447				
	B-AC	15	4		431	0.034	15	0.0	0.0	9.515	A
	C-AB	31	8		842	0.036	30	0.0	0.1	4.657	A
	C-A	391	98				391				
	A-B	23	6				23				
13 - N81 / Troopersfield	A-C	344	86				344				
	B-AC	88	22		340	0.258	86	0.0	0.4	15.496	C
	C-AB	21	5		894	0.024	21	0.0	0.0	4.519	A
	C-A	551	138				551				
	A-B	141	35				141				
A-C	540	135					540				

13:15 - 13:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	169	42		350	0.483	168	0.6	1.0	21.522	C
	C-A	627	157	89.90	1569	0.400	626	0.9	1.3	7.815	A
	C-B	142	36	89.90	288	0.494	142	0.3	0.4	10.286	B
	A-B	152	38				152				
	A-C	714	178				714				
10 - N81 / R758	B-AC	130	32		308	0.422	129	0.5	0.8	21.981	C
	C-AB	84	21		609	0.138	84	0.1	0.2	6.973	A
	C-A	537	134				537				
	A-B	157	39				157				
	A-C	496	124				496				
11 - N81 / Russelltown / L8363	B-ACD	29	7		320	0.091	29	0.1	0.1	13.612	B
	A-BCD	257	64		761	0.338	256	0.6	0.9	7.802	A
	A-B	42	10				42				
	A-C	204	51				204				
	D-ABC	20	5		354	0.056	20	0.0	0.1	11.841	B
	C-ABD	125	31		1012	0.124	125	0.2	0.3	4.265	A
	C-D	55	14				55				
C-A	514	129				514					
12 - N81 / Poulaphouca Lough Parking	B-AC	18	4		407	0.043	18	0.0	0.0	10.161	B
	C-AB	42	11		884	0.048	42	0.1	0.1	4.493	A
	C-A	462	115				462				
	A-B	27	7				27				
	A-C	411	103				411				
13 - N81 / Troopersfield	B-AC	105	26		297	0.353	104	0.4	0.6	20.390	C
	C-AB	32	8		956	0.033	32	0.0	0.0	4.266	A
	C-A	652	163				652				
	A-B	168	42				168				
	A-C	645	161				645				

13:30 - 13:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	207	52		289	0.717	202	1.0	2.4	42.718	E
	C-A	768	192	110.10	1473	0.521	765	1.3	2.0	9.868	A
	C-B	174	43	110.10	288	0.604	173	0.4	0.7	14.209	B
	A-B	187	47				187				
	A-C	874	219				874				
10 - N81 / R758	B-AC	159	40		262	0.607	156	0.8	1.5	36.151	E
	C-AB	103	26		571	0.180	103	0.2	0.2	7.825	A
	C-A	658	164				658				
	A-B	192	48				192				
	A-C	608	152				608				
11 - N81 / Russelltown / L8363	B-ACD	36	9		275	0.130	35	0.1	0.2	16.526	C
	A-BCD	380	95		792	0.480	377	0.9	1.7	9.518	A
	A-B	40	10				40				
	A-C	195	49				195				
	D-ABC	24	6		301	0.080	24	0.1	0.1	14.283	B
	C-ABD	202	51		1093	0.185	201	0.3	0.6	4.272	A
	C-D	63	16				63				
12 - N81 / Poulaphouca Lough Parking	C-A	585	146				585				
	B-AC	22	5		374	0.058	22	0.0	0.1	11.227	B
	C-AB	63	16		945	0.066	63	0.1	0.1	4.299	A
	C-A	554	139				554				
	A-B	33	8				33				
13 - N81 / Troopersfield	A-C	503	126				503				
	B-AC	128	32		237	0.541	126	0.6	1.2	34.798	D
	C-AB	54	14		1048	0.052	54	0.0	0.1	3.967	A
	C-A	783	196				783				
	A-B	206	51				206				
A-C	789	197					789				

13:45 - 14:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	207	52		289	0.718	207	2.4	2.6	47.304	E
	C-A	768	192	110.10	1472	0.522	768	2.0	2.0	9.963	A
	C-B	174	43	110.10	289	0.603	174	0.7	0.7	14.435	B
	A-B	187	47				187				
	A-C	874	219				874				
10 - N81 / R758	B-AC	159	40		262	0.607	159	1.5	1.6	38.091	E
	C-AB	103	26		571	0.180	103	0.2	0.2	7.833	A
	C-A	658	164				658				
	A-B	192	48				192				
	A-C	608	152				608				
11 - N81 / Russelltown / L8363	B-ACD	36	9		274	0.130	36	0.2	0.2	16.615	C
	A-BCD	382	96		794	0.481	382	1.7	1.7	9.666	A
	A-B	40	10				40				
	A-C	194	48				194				
	D-ABC	24	6		300	0.080	24	0.1	0.1	14.337	B
	C-ABD	203	51		1093	0.186	203	0.6	0.6	4.299	A
	C-D	63	16				63				
12 - N81 / Poulaphouca Lough Parking	C-A	585	146				585				
	B-AC	22	5		374	0.058	22	0.1	0.1	11.233	B
	C-AB	63	16		945	0.067	63	0.1	0.1	4.305	A
	C-A	554	139				554				
	A-B	33	8				33				
13 - N81 / Troopersfield	A-C	503	126				503				
	B-AC	128	32		237	0.541	128	1.2	1.2	36.160	E
	C-AB	54	14		1048	0.052	54	0.1	0.1	3.969	A
	C-A	783	196				783				
	A-B	206	51				206				
13 - N81 / Troopersfield	A-C	789	197				789				

14:00 - 14:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	169	42		349	0.484	175	2.6	1.1	23.432	C
	C-A	627	157	89.90	1570	0.399	630	2.0	1.3	7.822	A
	C-B	142	36	89.90	291	0.488	143	0.7	0.4	10.314	B
	A-B	152	38				152				
	A-C	714	178				714				
10 - N81 / R758	B-AC	130	32		308	0.422	133	1.6	0.8	23.044	C
	C-AB	84	21		609	0.138	84	0.2	0.2	6.984	A
	C-A	537	134				537				
	A-B	157	39				157				
	A-C	496	124				496				
11 - N81 / Russelltown / L8363	B-ACD	29	7		318	0.091	29	0.2	0.1	13.707	B
	A-BCD	259	65		763	0.339	262	1.7	0.9	7.933	A
	A-B	41	10				41				
	A-C	202	51				202				
	D-ABC	20	5		353	0.056	20	0.1	0.1	11.895	B
	C-ABD	126	32		1012	0.125	127	0.6	0.3	4.315	A
	C-D	55	14				55				
12 - N81 / Poulaphouca Lough Parking	C-A	513	128				513				
	B-AC	18	4		407	0.043	18	0.1	0.1	10.167	B
	C-AB	42	11		884	0.048	42	0.1	0.1	4.505	A
	C-A	462	115				462				
	A-B	27	7				27				
13 - N81 / Troopersfield	A-C	411	103				411				
	B-AC	105	26		297	0.353	107	1.2	0.6	21.099	C
	C-AB	32	8		956	0.033	32	0.1	0.0	4.265	A
	C-A	652	163				652				
	A-B	168	42				168				
A-C	645	161					645				

14:15 - 14:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - N81 / Kilbride Road	B-AC	142	35		390	0.363	143	1.1	0.6	16.146	C
	C-A	525	131	75.29	1637	0.321	526	1.3	0.9	6.785	A
	C-B	119	30	75.29	290	0.410	119	0.4	0.3	8.419	A
	A-B	128	32				128				
	A-C	598	149				598				
10 - N81 / R758	B-AC	109	27		340	0.319	110	0.8	0.5	17.264	C
	C-AB	70	18		637	0.110	71	0.2	0.1	6.470	A
	C-A	450	112				450				
	A-B	131	33				131				
	A-C	416	104				416				
11 - N81 / Russelltown / L8363	B-ACD	24	6		351	0.069	24	0.1	0.1	12.150	B
	A-BCD	190	48		742	0.256	192	0.9	0.6	7.179	A
	A-B	39	10				39				
	A-C	191	48				191				
	D-ABC	17	4		389	0.042	17	0.1	0.0	10.627	B
	C-ABD	87	22		957	0.091	88	0.3	0.2	4.361	A
	C-D	48	12				48				
C-A	446	112				446					
12 - N81 / Poulaphouca Lough Parking	B-AC	15	4		431	0.034	15	0.1	0.0	9.526	A
	C-AB	31	8		842	0.037	31	0.1	0.1	4.666	A
	C-A	391	98				391				
	A-B	23	6				23				
	A-C	344	86				344				
13 - N81 / Troopersfield	B-AC	88	22		340	0.258	89	0.6	0.4	15.790	C
	C-AB	21	5		894	0.024	21	0.0	0.0	4.520	A
	C-A	551	138				551				
	A-B	141	35				141				
	A-C	540	135				540				

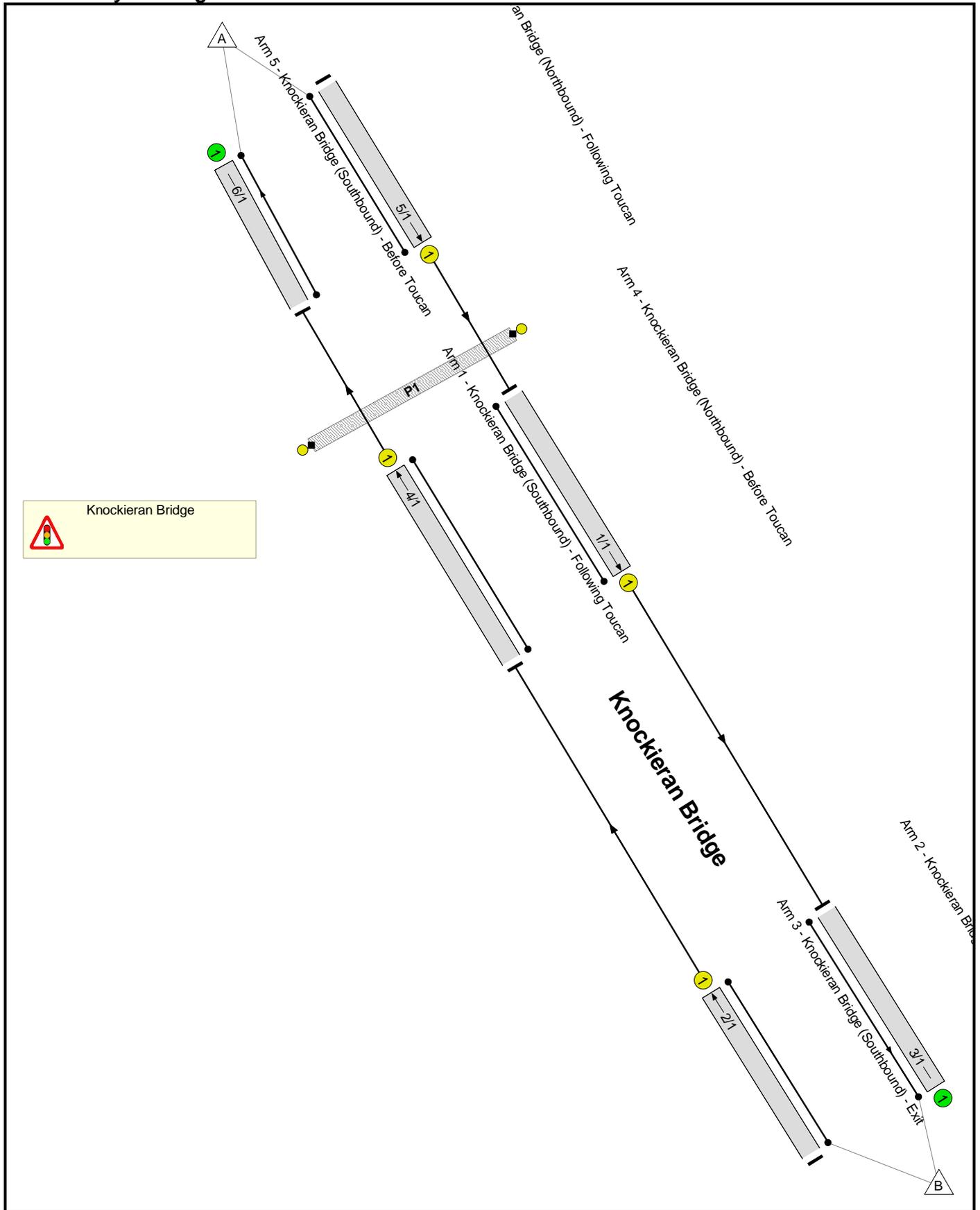
Appendix C LinSig Outputs

Full Input Data And Results

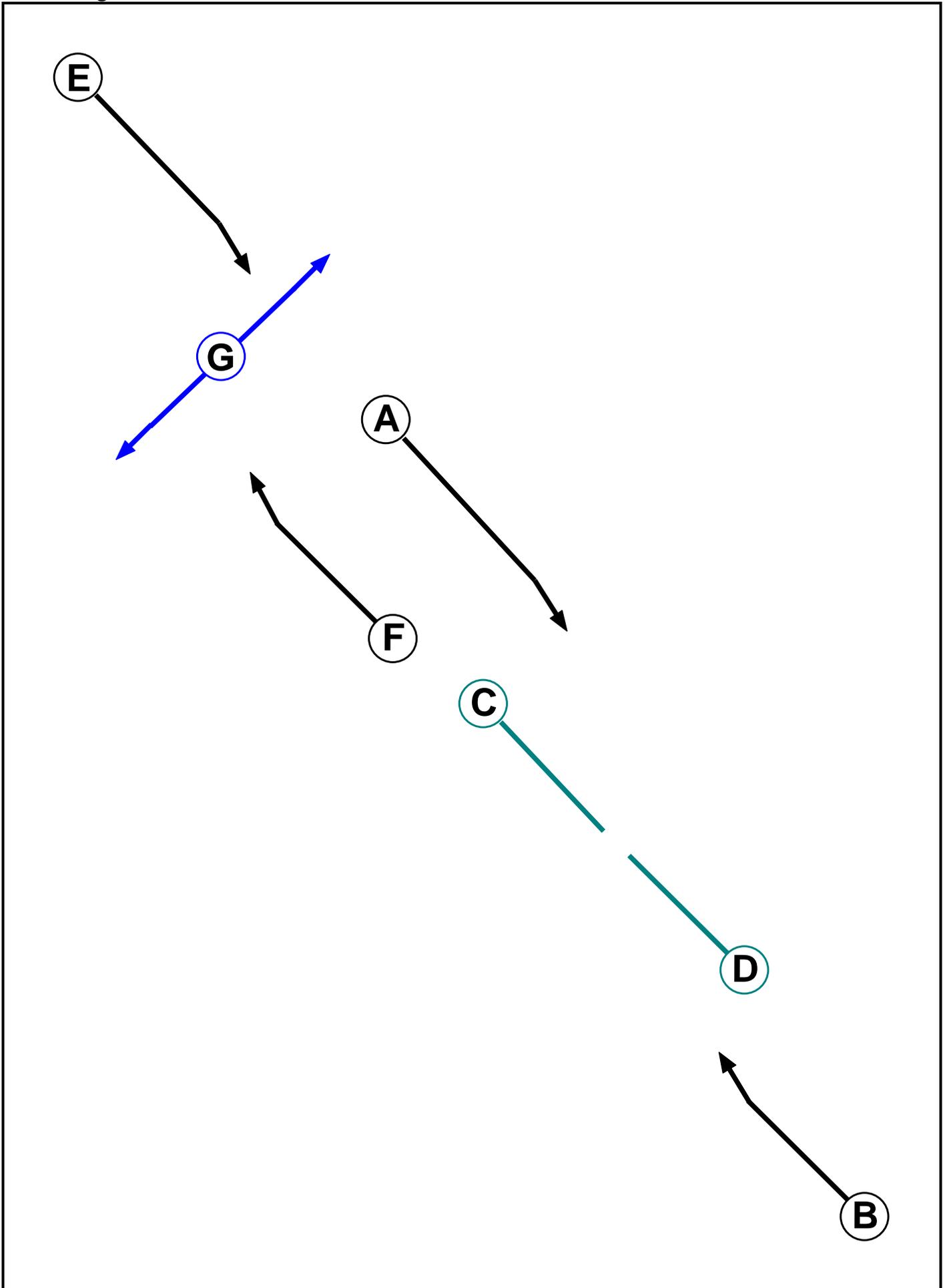
User and Project Details

Project:	Blessington Greenways
Title:	Knockieran Bridge
Location:	Knockieran Bridge
Client:	Wicklow County Council
Date Started:	27/08/21
Date Completed:	01/12/2023
Additional detail:	
File name:	1_Knockieran Bridge_1Toucan_V2.lsg3x
Author:	Zachary Cave
Company:	AECOM
Address:	Adelphi Plaza, Georges Street Upper, Dun Laoghaire, Co. Dublin

Network Layout Diagram



Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Dummy		-9999	4
D	Dummy		-9999	4
E	Traffic		-9999	7
F	Traffic		-9999	7
G	Pedestrian		-9999	5

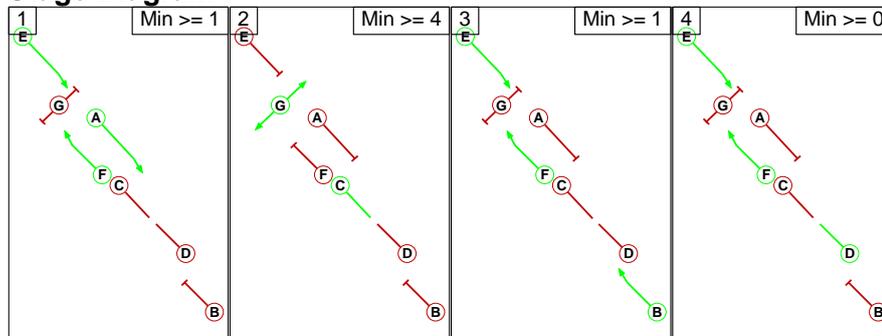
Phase Intergreens Matrix

		Starting Phase						
		A	B	C	D	E	F	G
Terminating Phase	A	5	3	3	-	-	-	-
	B	5	3	3	-	-	-	-
	C	2	2	1	-	-	-	-
	D	2	2	1	-	-	-	-
	E	-	-	-	-	5	-	-
	F	-	-	-	-	-	5	-
	G	-	-	-	-	8	8	-

Phases in Stage

Stage No.	Phases in Stage
1	A E F
2	C G
3	B E F
4	D E F

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	A	Losing	3	3

Full Input Data And Results

Lane Input Data

Junction: Knockieran Bridge												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Knockieran Bridge (Southbound) - Following Toucan)	U	A	2	3	6.6	User	1800	-	-	-	-	-
2/1 (Knockieran Bridge (Northbound) - Entry)	U	B	2	3	15.0	User	1800	-	-	-	-	-
3/1 (Knockieran Bridge (Southbound) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (Knockieran Bridge (Northbound) - Before Toucan)	U	F	2	3	7.0	User	1800	-	-	-	-	-
5/1 (Knockieran Bridge (Southbound) - Before Toucan)	U	E	2	3	5.0	User	1800	-	-	-	-	-
6/1 (Knockieran Bridge (Northbound) - Following Toucan)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM'	08:30	09:30	01:00	
2: 'PM'	17:00	18:00	01:00	
3: 'Weekend'	13:15	14:15	01:00	

Traffic Flows, Desired

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

Desired Flow :

Origin	Destination			Tot.
	A	B	Tot.	
A	0	135	135	
B	73	0	73	
Tot.	73	135	208	

Full Input Data And Results

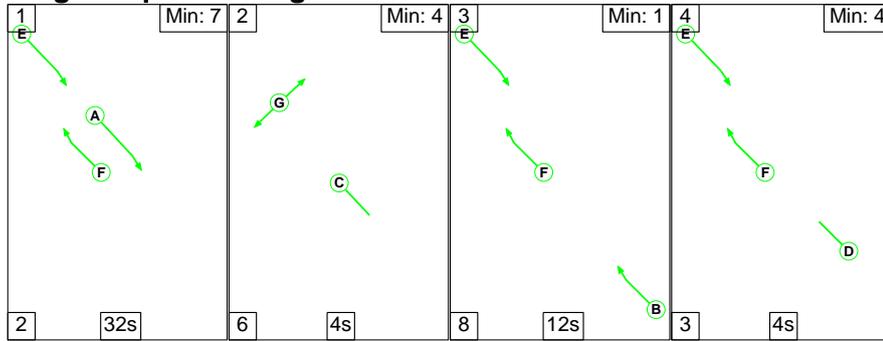
Scenario 2: 'Weekday PM' (FG2: 'PM', Plan 1: 'Network Control Plan 1')

Desired Flow :

Origin	Destination			
		A	B	Tot.
	A	0	112	112
B	134	0	134	
Tot.	134	112	246	

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

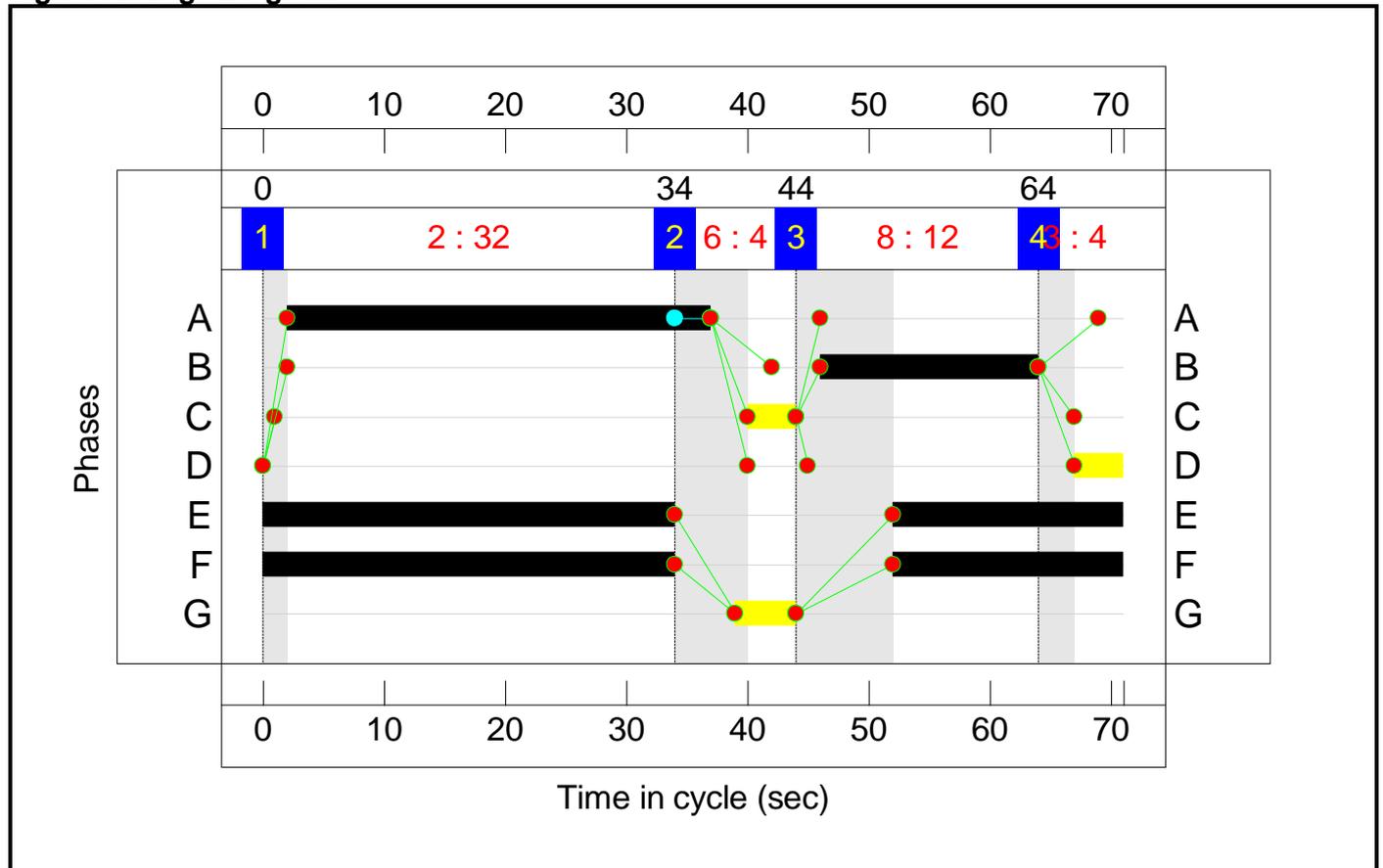
Stage Sequence Diagram



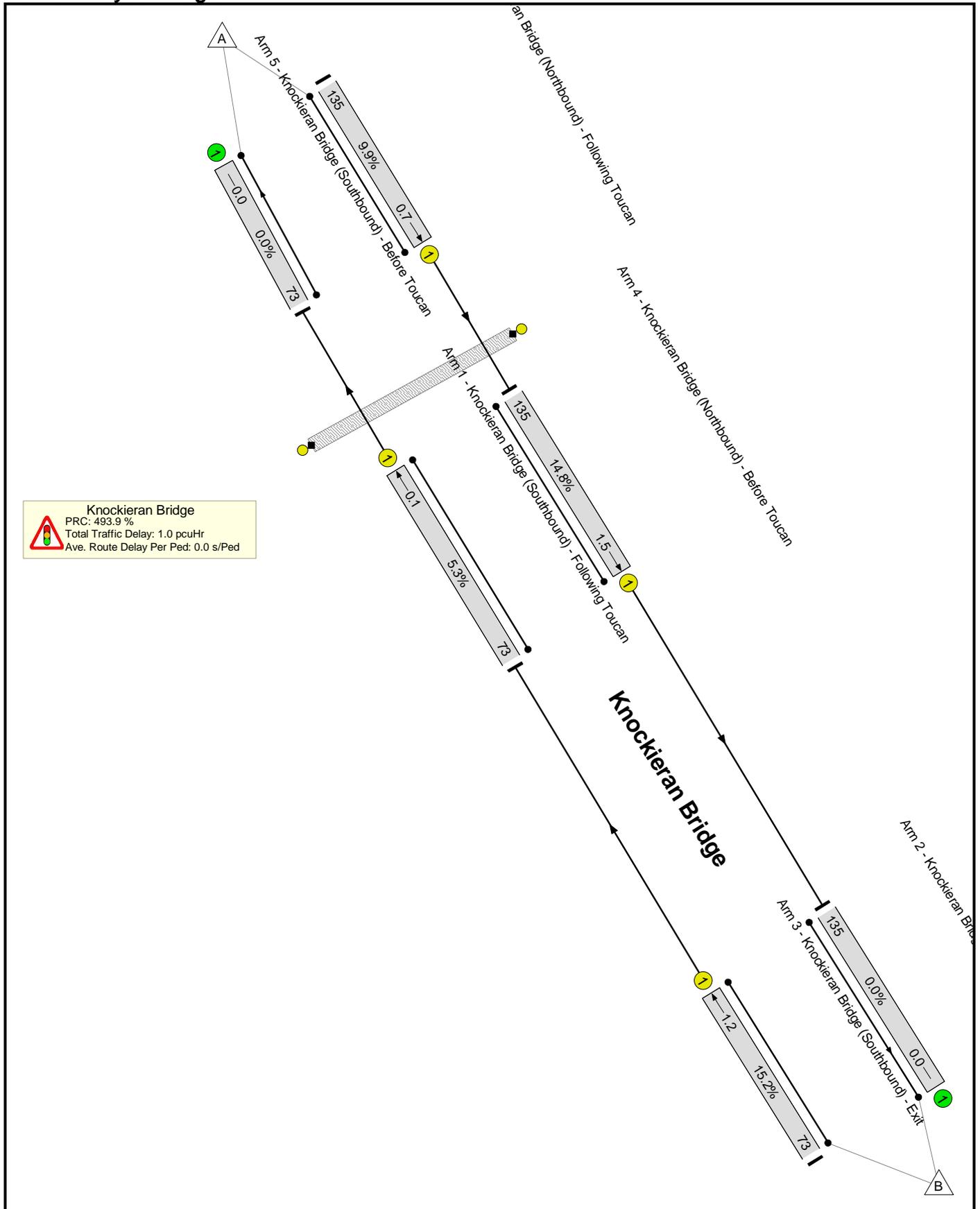
Stage Timings

Stage	1	2	3	4
Duration	32	4	12	4
Change Point	0	34	44	64

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Knockieran Bridge	-	-	N/A	-	-		-	-	-	-	-	-	15.2%
Knockieran Bridge	-	-	N/A	-	-		-	-	-	-	-	-	15.2%
1/1	Knockieran Bridge (Southbound) - Following Toucan Ahead	U	N/A	N/A	A		1	35	-	135	1800	913	14.8%
2/1	Knockieran Bridge (Northbound) - Entry Ahead	U	N/A	N/A	B		1	18	-	73	1800	482	15.2%
3/1	Knockieran Bridge (Southbound) - Exit	U	N/A	N/A	-		-	-	-	135	Inf	Inf	0.0%
4/1	Knockieran Bridge (Northbound) - Before Toucan Ahead	U	N/A	N/A	F		1	53	-	73	1800	1369	5.3%
5/1	Knockieran Bridge (Southbound) - Before Toucan Ahead	U	N/A	N/A	E		1	53	-	135	1800	1369	9.9%
6/1	Knockieran Bridge (Northbound) - Following Toucan	U	N/A	N/A	-		-	-	-	73	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	0	0.0%

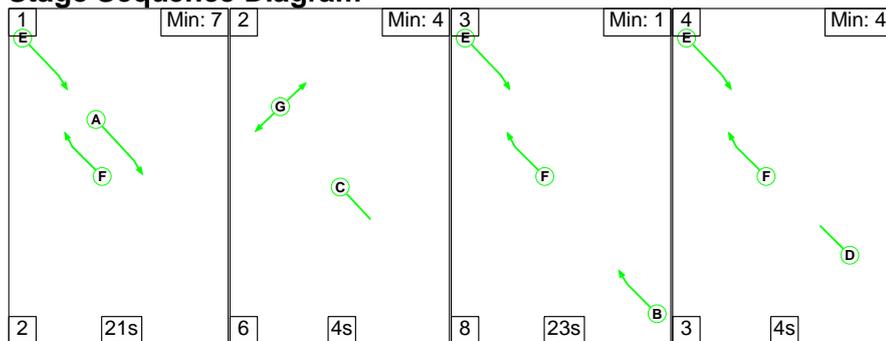
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Knockieran Bridge	-	-	0	0	0	0.8	0.3	0.0	1.0	-	-	-	-
Knockieran Bridge	-	-	0	0	0	0.8	0.3	0.0	1.0	-	-	-	-
1/1	135	135	-	-	-	0.3	0.1	-	0.4	9.4	1.4	0.1	1.5
2/1	73	73	-	-	-	0.4	0.1	-	0.5	24.3	1.1	0.1	1.2
3/1	135	135	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	73	73	-	-	-	0.0	0.0	-	0.0	1.6	0.0	0.0	0.1
5/1	135	135	-	-	-	0.1	0.1	-	0.1	3.7	0.7	0.1	0.7
6/1	73	73	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
<p style="text-align: center;">C1 PRC for Signalled Lanes (%): 493.9 Total Delay for Signalled Lanes (pcuHr): 1.02 Cycle Time (s): 71 PRC Over All Lanes (%): 493.9 Total Delay Over All Lanes(pcuHr): 1.02</p>													

Full Input Data And Results

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

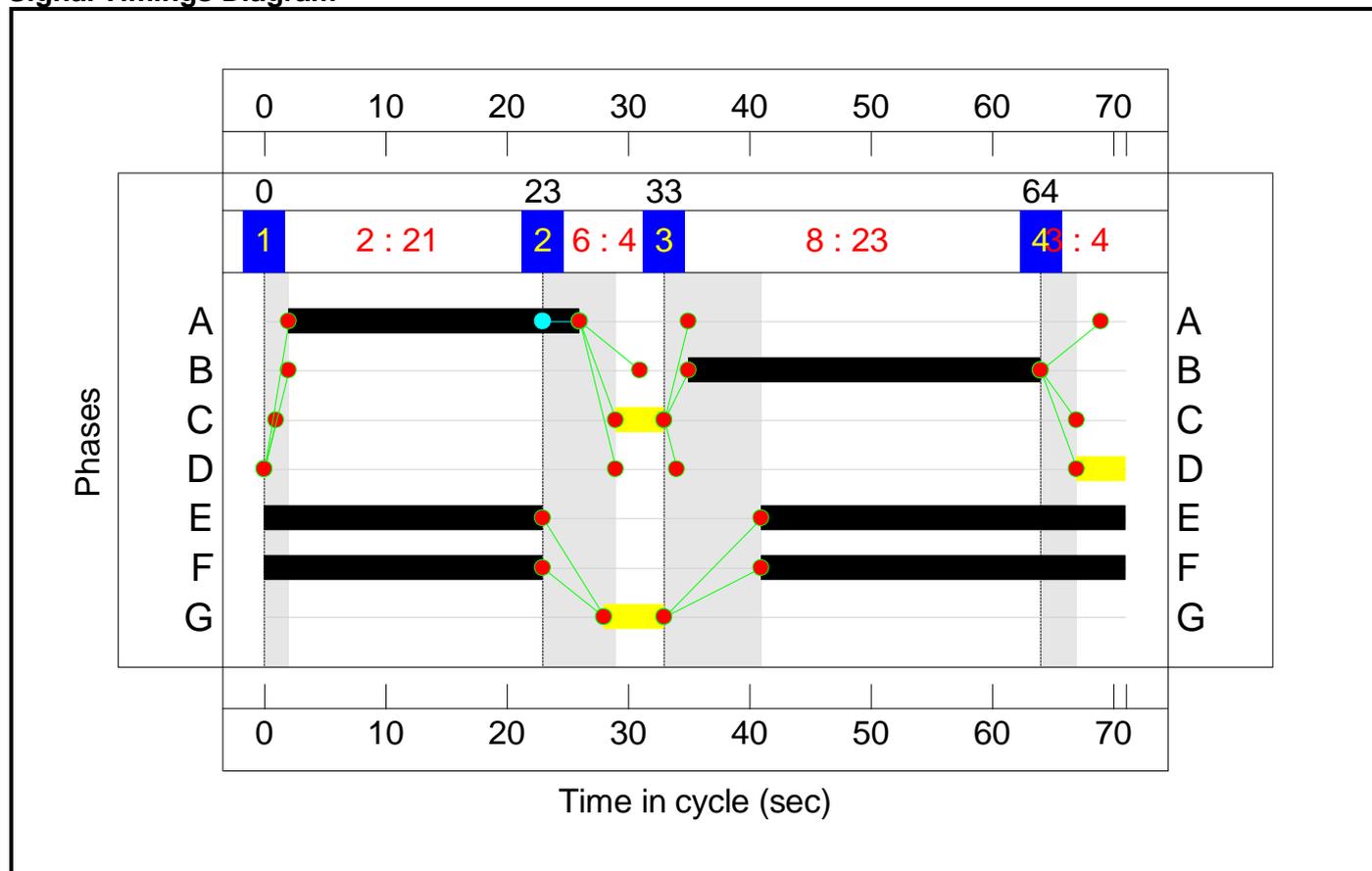
Stage Sequence Diagram



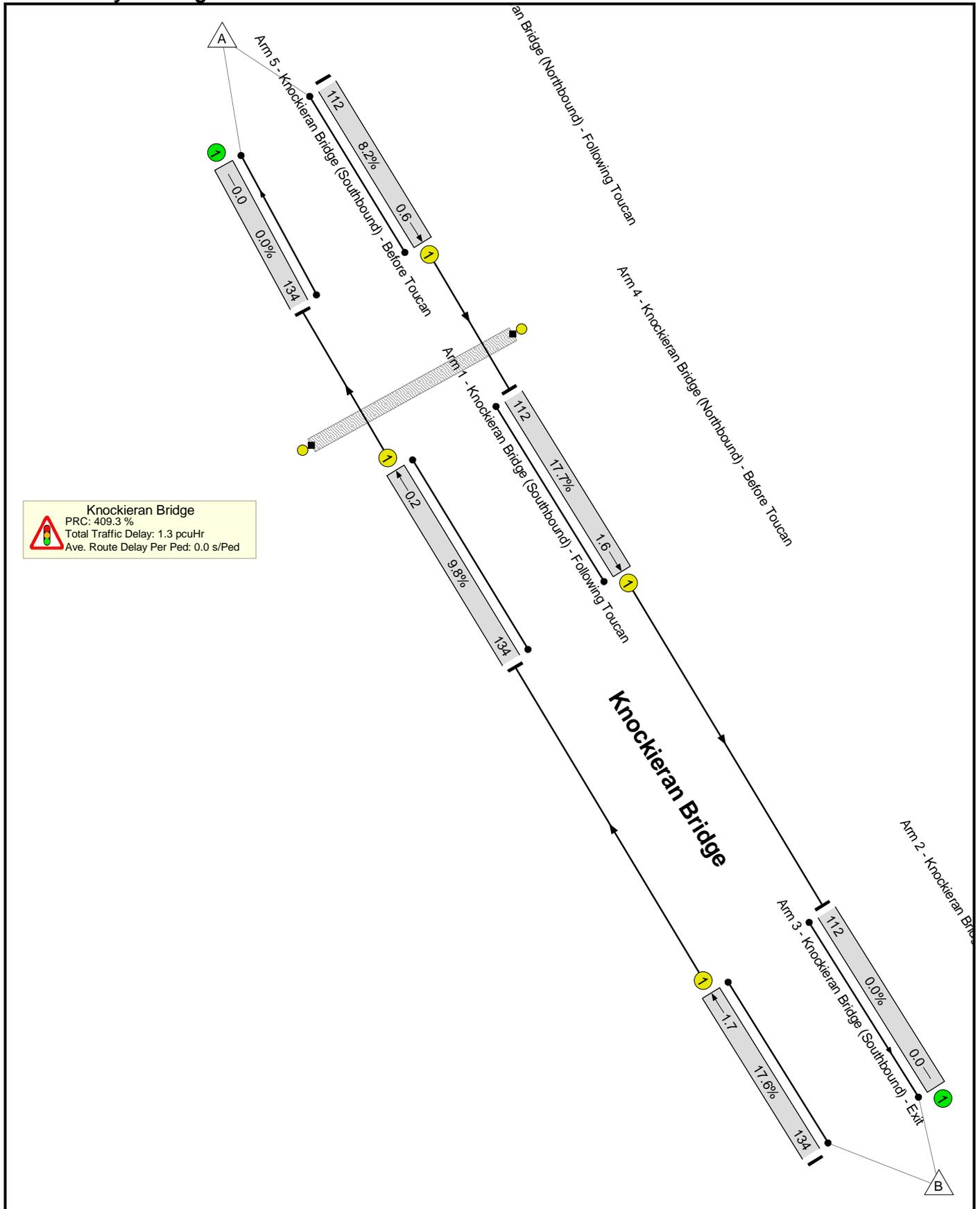
Stage Timings

Stage	1	2	3	4
Duration	21	4	23	4
Change Point	0	23	33	64

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Knockieran Bridge	-	-	N/A	-	-		-	-	-	-	-	-	17.7%
Knockieran Bridge	-	-	N/A	-	-		-	-	-	-	-	-	17.7%
1/1	Knockieran Bridge (Southbound) - Following Toucan Ahead	U	N/A	N/A	A		1	24	-	112	1800	634	17.7%
2/1	Knockieran Bridge (Northbound) - Entry Ahead	U	N/A	N/A	B		1	29	-	134	1800	761	17.6%
3/1	Knockieran Bridge (Southbound) - Exit	U	N/A	N/A	-		-	-	-	112	Inf	Inf	0.0%
4/1	Knockieran Bridge (Northbound) - Before Toucan Ahead	U	N/A	N/A	F		1	53	-	134	1800	1369	9.8%
5/1	Knockieran Bridge (Southbound) - Before Toucan Ahead	U	N/A	N/A	E		1	53	-	112	1800	1369	8.2%
6/1	Knockieran Bridge (Northbound) - Following Toucan	U	N/A	N/A	-		-	-	-	134	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	0	0.0%

Full Input Data And Results

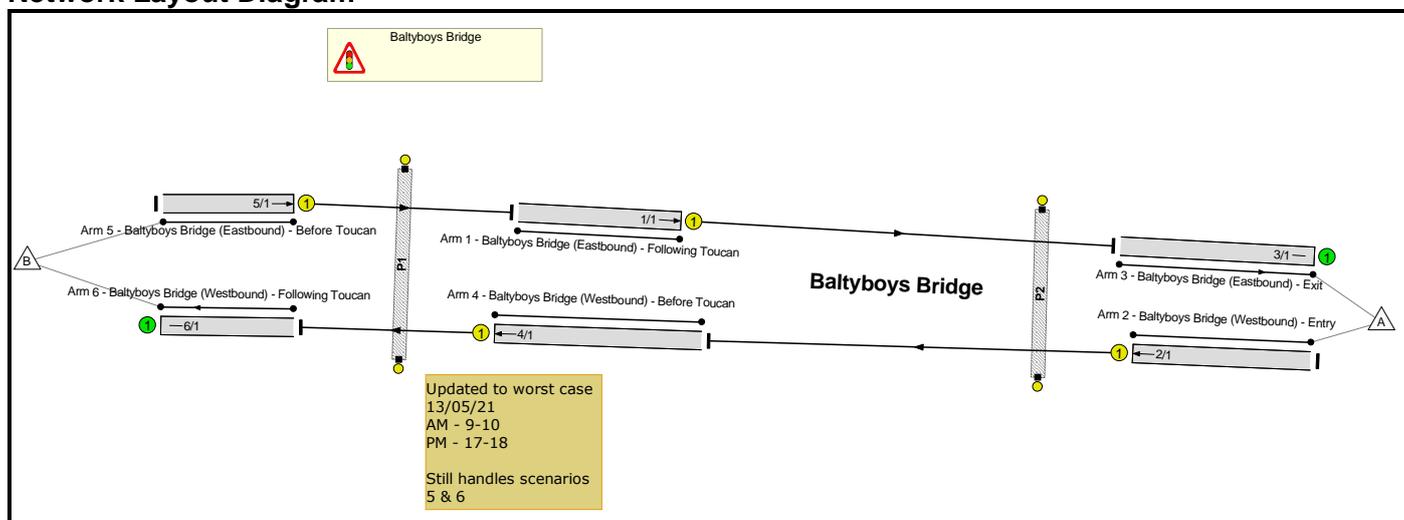
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Knockieran Bridge	-	-	0	0	0	1.0	0.3	0.0	1.3	-	-	-	-
Knockieran Bridge	-	-	0	0	0	1.0	0.3	0.0	1.3	-	-	-	-
1/1	112	112	-	-	-	0.4	0.1	-	0.5	17.2	1.5	0.1	1.6
2/1	134	134	-	-	-	0.5	0.1	-	0.6	15.7	1.6	0.1	1.7
3/1	112	112	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	134	134	-	-	-	0.0	0.1	-	0.1	2.0	0.1	0.1	0.2
5/1	112	112	-	-	-	0.1	0.0	-	0.1	3.6	0.6	0.0	0.6
6/1	134	134	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
<p>C1 PRC for Signalled Lanes (%): 409.3 Total Delay for Signalled Lanes (pcuHr): 1.31 Cycle Time (s): 71</p> <p> PRC Over All Lanes (%): 409.3 Total Delay Over All Lanes(pcuHr): 1.31</p>													

Full Input Data And Results
Full Input Data And Results

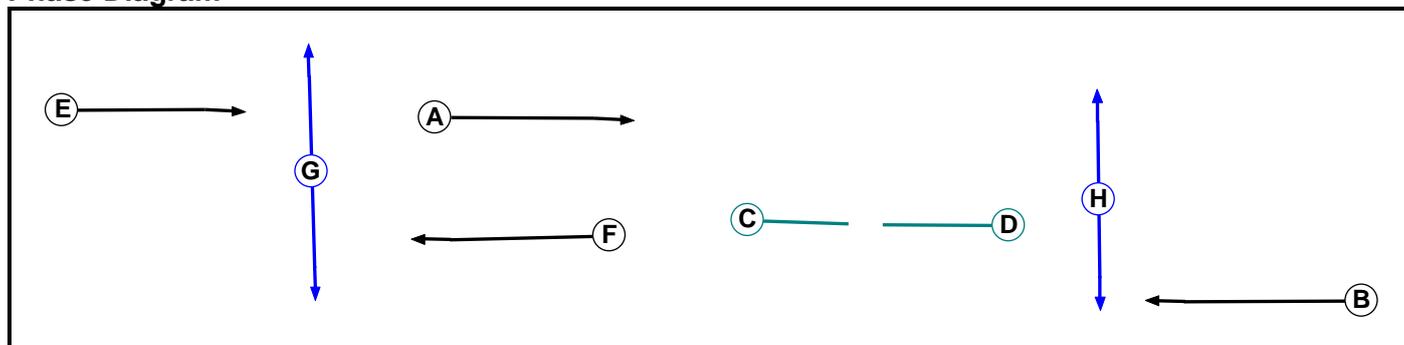
User and Project Details

Project:	Blessington Greenways
Title:	Baltyboys Bridge
Location:	Baltyboys Bridge
Client:	Wicklow County Council
Date Started:	27/08/21
Date Completed:	01/12/2023
Additional detail:	
File name:	2_Baltyboys Bridge_2Toucan_2_V2.lsg3x
Author:	Zachary Cave
Company:	AECOM
Address:	Adelphi Plaza, Georges Street Upper, Dun Laoghaire, Co. Dublin

Network Layout Diagram



Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Dummy		-9999	4
D	Dummy		-9999	4
E	Traffic		-9999	7
F	Traffic		-9999	7
G	Pedestrian		-9999	5
H	Pedestrian		-9999	5

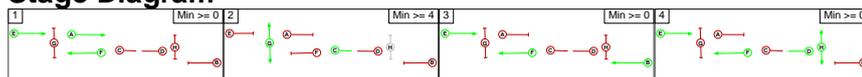
Phase Intergreens Matrix

		Starting Phase							
		A	B	C	D	E	F	G	H
Terminating Phase	A		5	3	3	-	-	-	30
	B	5		3	3	-	-	-	5
	C	2	2		1	-	-	-	-
	D	2	2	1		-	-	-	-
	E	-	-	-	-		-	5	-
	F	-	-	-	-	-		5	-
	G	-	-	-	-	10	10		-
	H	10	10	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A E F
2	C G
3	B E F
4	D E F H

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	A	Losing	3	3

Full Input Data And Results

Lane Input Data

Junction: Baltyboys Bridge												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Baltyboys Bridge (Eastbound) - Following Toucan)	U	A	2	3	6.6	User	1800	-	-	-	-	-
2/1 (Baltyboys Bridge (Westbound) - Entry)	U	B	2	3	60.0	User	1800	-	-	-	-	-
3/1 (Baltyboys Bridge (Eastbound) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (Baltyboys Bridge (Westbound) - Before Toucan)	U	F	2	3	6.6	User	1800	-	-	-	-	-
5/1 (Baltyboys Bridge (Eastbound) - Before Toucan)	U	E	2	3	60.0	User	1800	-	-	-	-	-
6/1 (Baltyboys Bridge (Westbound) - Following Toucan)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM'	08:30	09:30	01:00	
2: 'PM'	16:00	17:00	01:00	
3: 'Weekend'	13:15	14:15	01:00	

Traffic Flows, Desired

Scenario 3: 'Weekend AM' (FG1: 'AM', Plan 1: 'Network Control Plan 1')

Desired Flow :

Origin	Destination			Tot.
	A	B	Tot.	
A	0	69	69	
B	107	0	107	
Tot.	107	69	176	

Full Input Data And Results

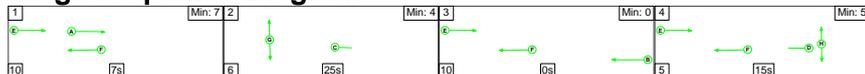
Scenario 4: 'Weekday PM' (FG2: 'PM', Plan 1: 'Network Control Plan 1')

Desired Flow :

Origin	Destination		
	A	B	Tot.
	A	0	83
B	59	0	59
Tot.	59	83	142

Scenario 3: 'Weekend AM' (FG1: 'AM', Plan 1: 'Network Control Plan 1')

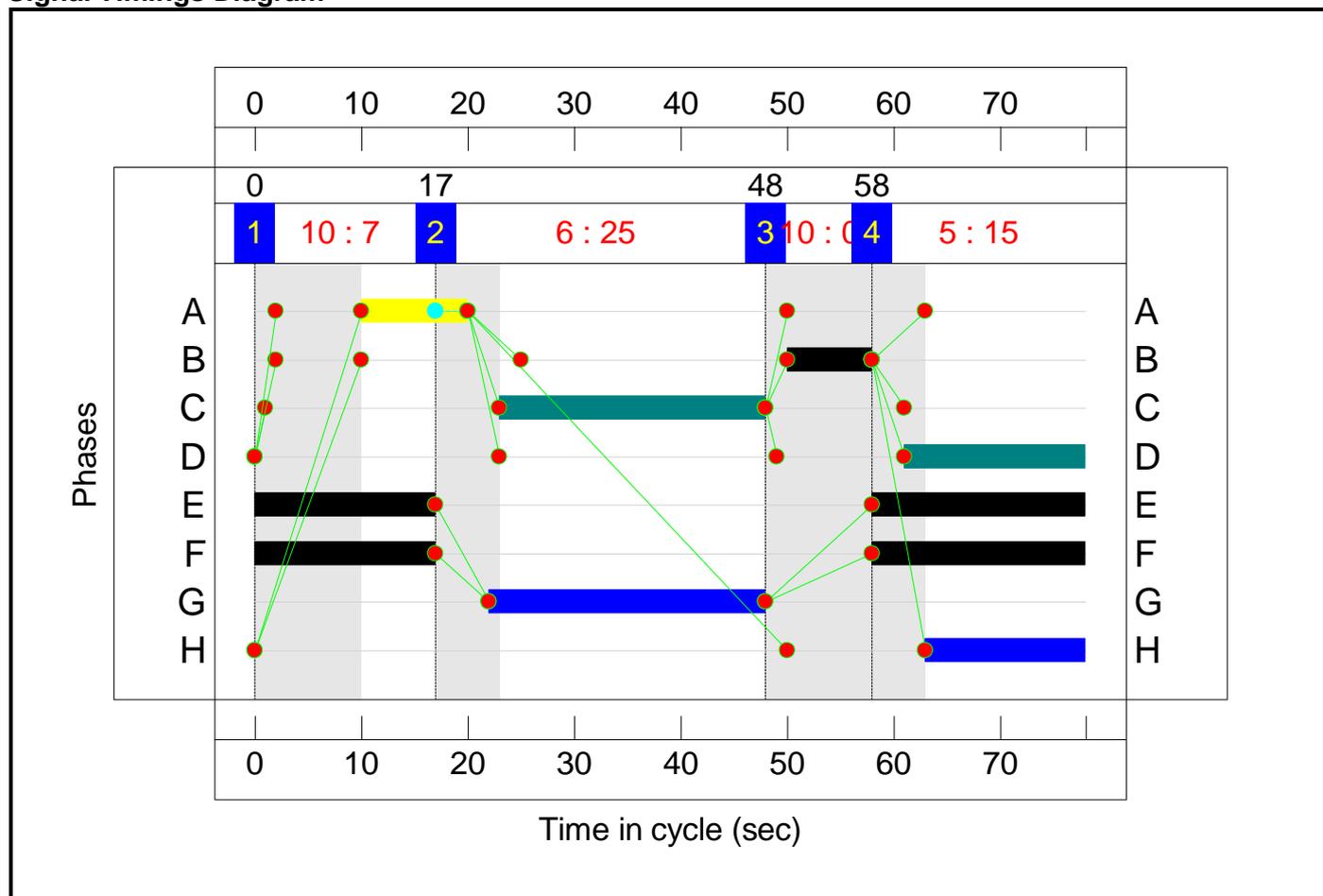
Stage Sequence Diagram



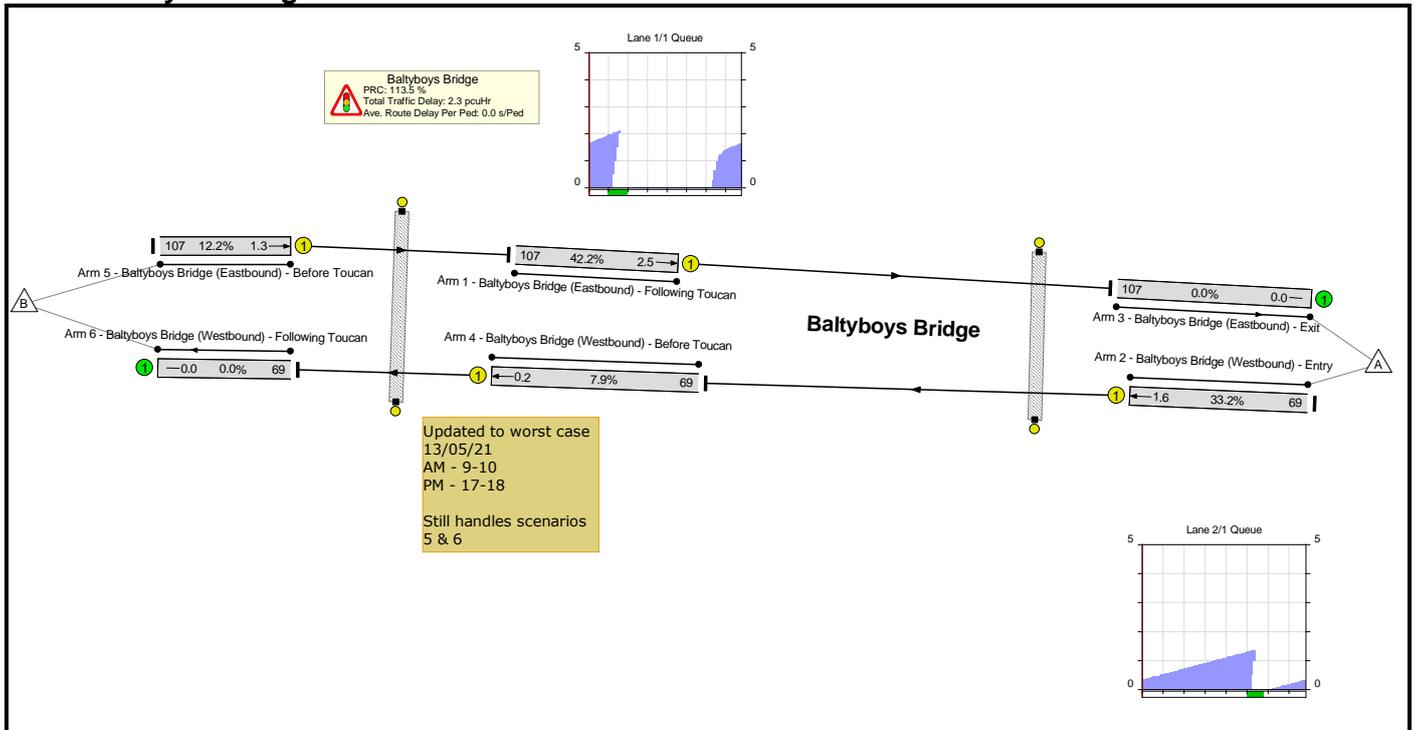
Stage Timings

Stage	1	2	3	4
Duration	7	25	0	15
Change Point	0	17	48	58

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Baltyboys Bridge	-	-	N/A	-	-		-	-	-	-	-	-	42.2%
Baltyboys Bridge	-	-	N/A	-	-		-	-	-	-	-	-	42.2%
1/1	Baltyboys Bridge (Eastbound) - Following Toucan Ahead	U	N/A	N/A	A		1	10	-	107	1800	254	42.2%
2/1	Baltyboys Bridge (Westbound) - Entry Ahead	U	N/A	N/A	B		1	8	-	69	1800	208	33.2%
3/1	Baltyboys Bridge (Eastbound) - Exit	U	N/A	N/A	-		-	-	-	107	Inf	Inf	0.0%
4/1	Baltyboys Bridge (Westbound) - Before Toucan Ahead	U	N/A	N/A	F		1	37	-	69	1800	877	7.9%
5/1	Baltyboys Bridge (Eastbound) - Before Toucan Ahead	U	N/A	N/A	E		1	37	-	107	1800	877	12.2%
6/1	Baltyboys Bridge (Westbound) - Following Toucan	U	N/A	N/A	-		-	-	-	69	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	26	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	15	-	0	-	0	0.0%

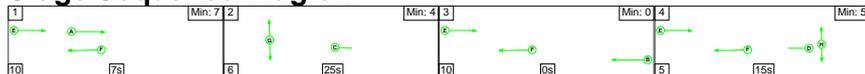
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Baltyboys Bridge	-	-	0	0	0	1.6	0.7	0.0	2.3	-	-	-	-
Baltyboys Bridge	-	-	0	0	0	1.6	0.7	0.0	2.3	-	-	-	-
1/1	107	107	-	-	-	0.6	0.4	-	0.9	31.9	2.1	0.4	2.5
2/1	69	69	-	-	-	0.6	0.2	-	0.9	44.7	1.4	0.2	1.6
3/1	107	107	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	69	69	-	-	-	0.1	0.0	-	0.1	6.0	0.2	0.0	0.2
5/1	107	107	-	-	-	0.3	0.1	-	0.4	13.3	1.2	0.1	1.3
6/1	69	69	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		113.5	Total Delay for Signalled Lanes (pcuHr):		2.31	Cycle Time (s):		78		
			PRC Over All Lanes (%):		113.5	Total Delay Over All Lanes(pcuHr):		2.31					

Full Input Data And Results

Scenario 4: 'Weekday PM' (FG2: 'PM', Plan 1: 'Network Control Plan 1')

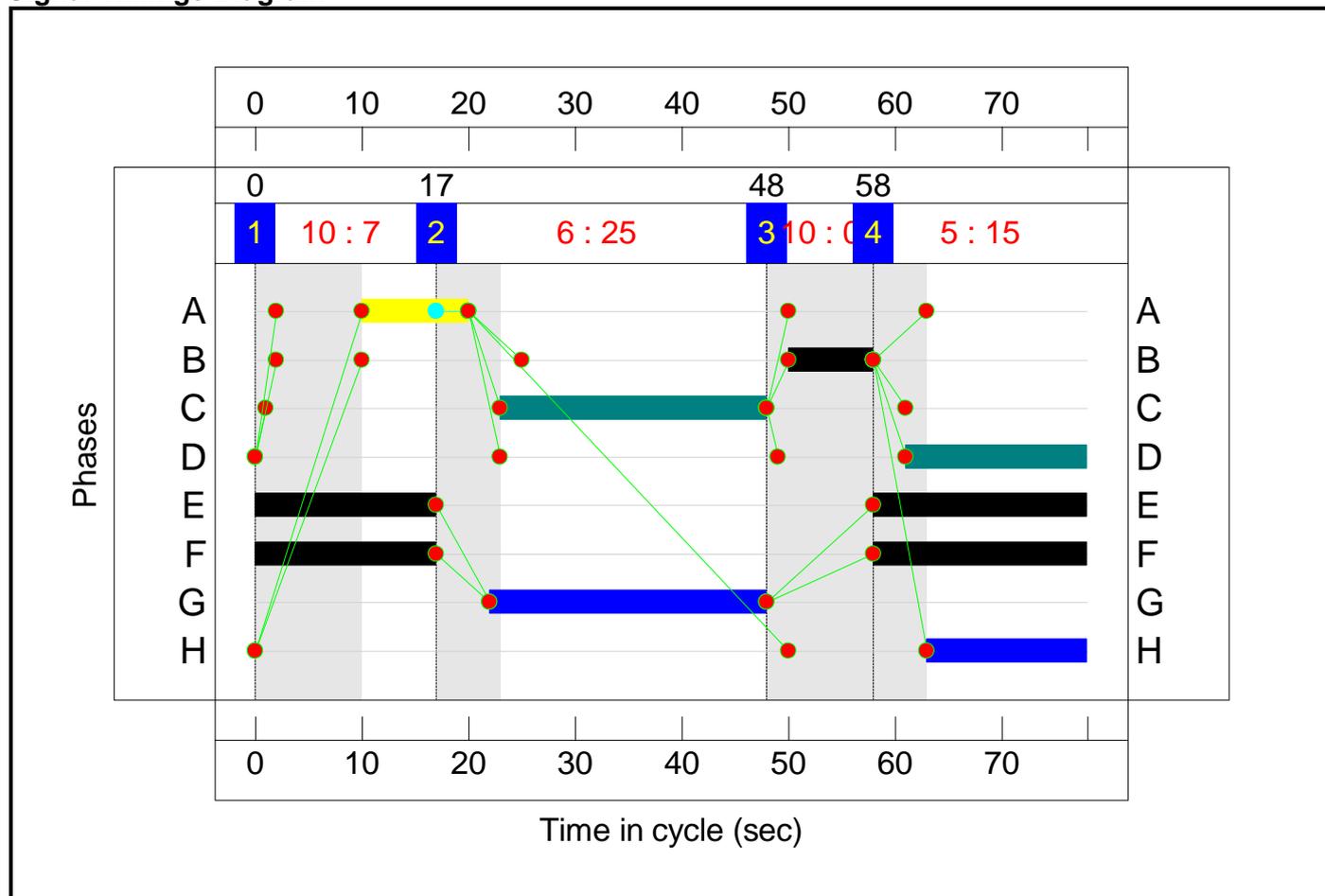
Stage Sequence Diagram



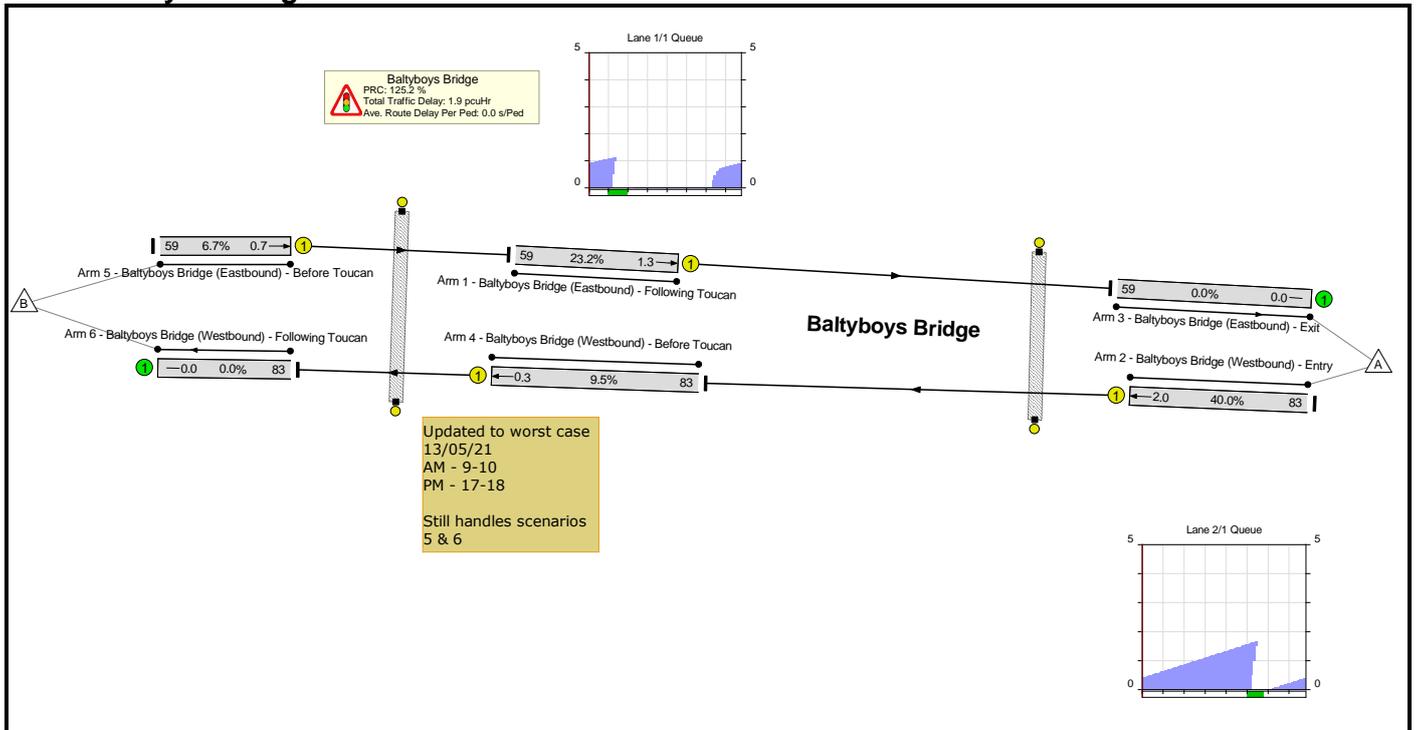
Stage Timings

Stage	1	2	3	4
Duration	7	25	0	15
Change Point	0	17	48	58

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Baltyboys Bridge	-	-	N/A	-	-		-	-	-	-	-	-	40.0%
Baltyboys Bridge	-	-	N/A	-	-		-	-	-	-	-	-	40.0%
1/1	Baltyboys Bridge (Eastbound) - Following Toucan Ahead	U	N/A	N/A	A		1	10	-	59	1800	254	23.2%
2/1	Baltyboys Bridge (Westbound) - Entry Ahead	U	N/A	N/A	B		1	8	-	83	1800	208	40.0%
3/1	Baltyboys Bridge (Eastbound) - Exit	U	N/A	N/A	-		-	-	-	59	Inf	Inf	0.0%
4/1	Baltyboys Bridge (Westbound) - Before Toucan Ahead	U	N/A	N/A	F		1	37	-	83	1800	877	9.5%
5/1	Baltyboys Bridge (Eastbound) - Before Toucan Ahead	U	N/A	N/A	E		1	37	-	59	1800	877	6.7%
6/1	Baltyboys Bridge (Westbound) - Following Toucan	U	N/A	N/A	-		-	-	-	83	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	26	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	15	-	0	-	0	0.0%

Full Input Data And Results

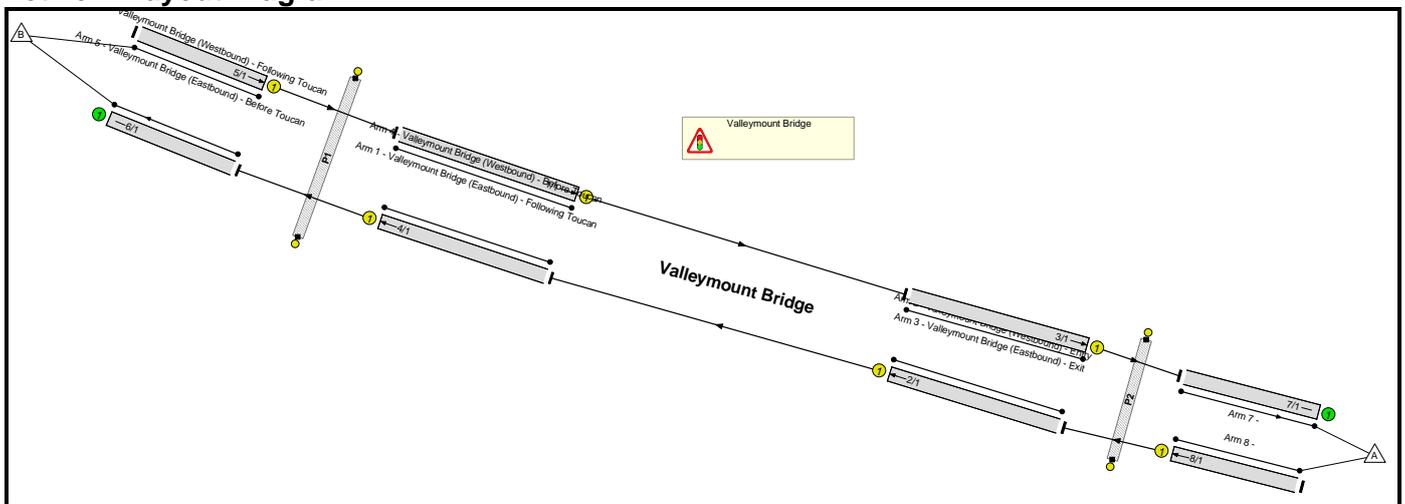
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Baltyboys Bridge	-	-	0	0	0	1.3	0.6	0.0	1.9	-	-	-	-
Baltyboys Bridge	-	-	0	0	0	1.3	0.6	0.0	1.9	-	-	-	-
1/1	59	59	-	-	-	0.3	0.2	-	0.5	28.4	1.1	0.2	1.3
2/1	83	83	-	-	-	0.7	0.3	-	1.1	46.4	1.7	0.3	2.0
3/1	59	59	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	83	83	-	-	-	0.1	0.1	-	0.1	6.1	0.2	0.1	0.3
5/1	59	59	-	-	-	0.2	0.0	-	0.2	12.8	0.7	0.0	0.7
6/1	83	83	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1		PRC for Signalled Lanes (%):		125.2	Total Delay for Signalled Lanes (pcuHr):		1.89	Cycle Time (s):		78			
		PRC Over All Lanes (%):		125.2	Total Delay Over All Lanes(pcuHr):		1.89						

Full Input Data And Results
Full Input Data And Results

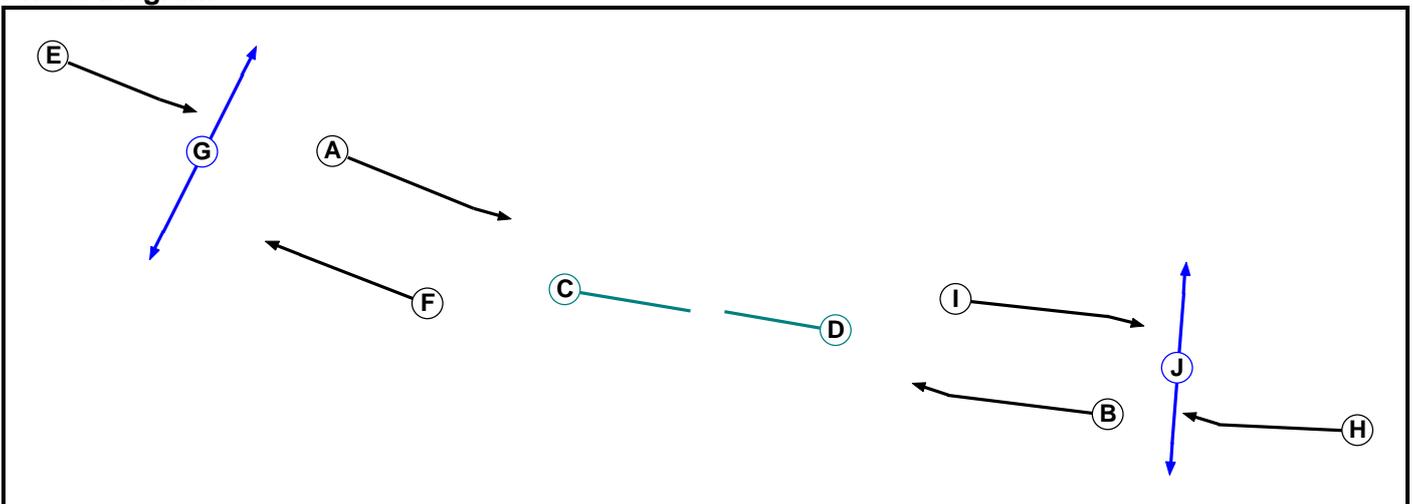
User and Project Details

Project:	Blessington Greenways
Title:	Valleymount Bridge
Location:	Valleymount Bridge
Client:	Wicklow County Council
Date Started:	27/08/21
Date Completed:	01/12/2023
Additional detail:	
File name:	3_Valleymount Bridge_2Toucan_V2.lsg3x
Author:	Zachary Cave
Company:	AECOM
Address:	Adelphi Plaza, Georges Street Upper, Dun Laoghaire, Co. Dublin

Network Layout Diagram



Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Dummy		-9999	4
D	Dummy		-9999	4
E	Traffic		-9999	7
F	Traffic		-9999	7
G	Pedestrian		-9999	5
H	Traffic		-9999	7
I	Traffic		-9999	7
J	Pedestrian		-9999	5

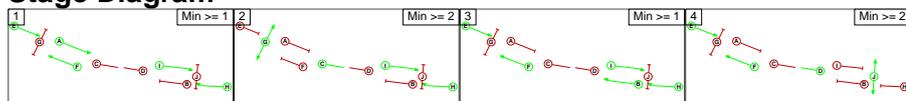
Phase Intergreens Matrix

Terminating Phase	Starting Phase									
	A	B	C	D	E	F	G	H	I	J
A	5	3	3	-	-	-	-	-	-	-
B	5	3	3	-	-	-	-	-	-	-
C	2	2	1	-	-	-	-	-	-	-
D	2	2	1	-	-	-	-	-	-	-
E	-	-	-	-	5	-	-	-	-	-
F	-	-	-	-	-	5	-	-	-	-
G	-	-	-	8	8	-	-	-	-	-
H	-	-	-	-	-	-	-	5	-	-
I	-	-	-	-	-	-	-	-	5	-
J	-	-	-	-	-	-	8	8	-	-

Phases in Stage

Stage No.	Phases in Stage
1	A E F H I
2	C G H I
3	B E F H I
4	D E F J

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	A	Losing	3	3
3	4	B	Losing	3	3

Full Input Data And Results

Lane Input Data

Junction: Vallemount Bridge												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Vallemount Bridge (Eastbound) - Following Toucan)	U	A	2	3	5.2	User	1800	-	-	-	-	-
2/1 (Vallemount Bridge (Westbound) - Entry)	U	B	2	3	5.2	User	1800	-	-	-	-	-
3/1 (Vallemount Bridge (Eastbound) - Exit)	U	I	2	3	43.5	User	1800	-	-	-	-	-
4/1 (Vallemount Bridge (Westbound) - Before Toucan)	U	F	2	3	43.5	User	1800	-	-	-	-	-
5/1 (Vallemount Bridge (Eastbound) - Before Toucan)	U	E	2	3	19.3	User	1800	-	-	-	-	-
6/1 (Vallemount Bridge (Westbound) - Following Toucan)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U	H	2	3	60.0	User	1800	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM'	08:30	09:30	01:00	
2: 'PM'	17:00	18:00	01:00	
3: 'Weekend'	13:15	14:15	01:00	

Full Input Data And Results

Traffic Flows, Desired

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

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	49	49
	B	93	0	93
	Tot.	93	49	142

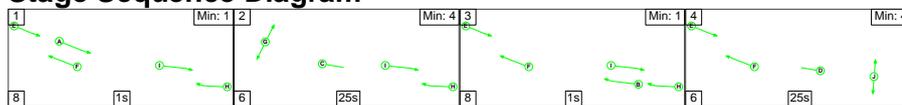
Scenario 2: 'Weekday PM' (FG2: 'PM', Plan 1: 'Network Control Plan 1')

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	73	73
	B	43	0	43
	Tot.	43	73	116

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

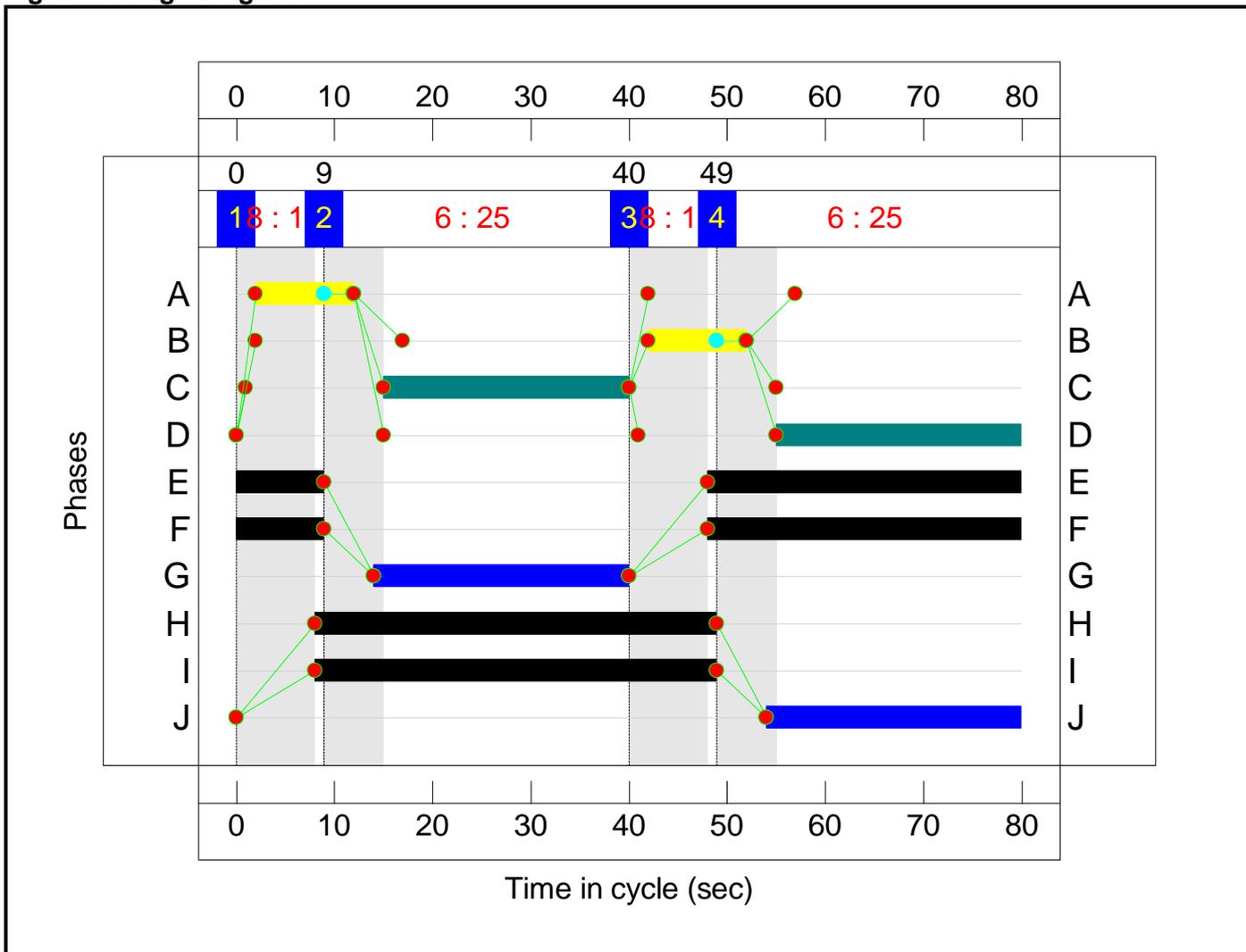
Stage Sequence Diagram



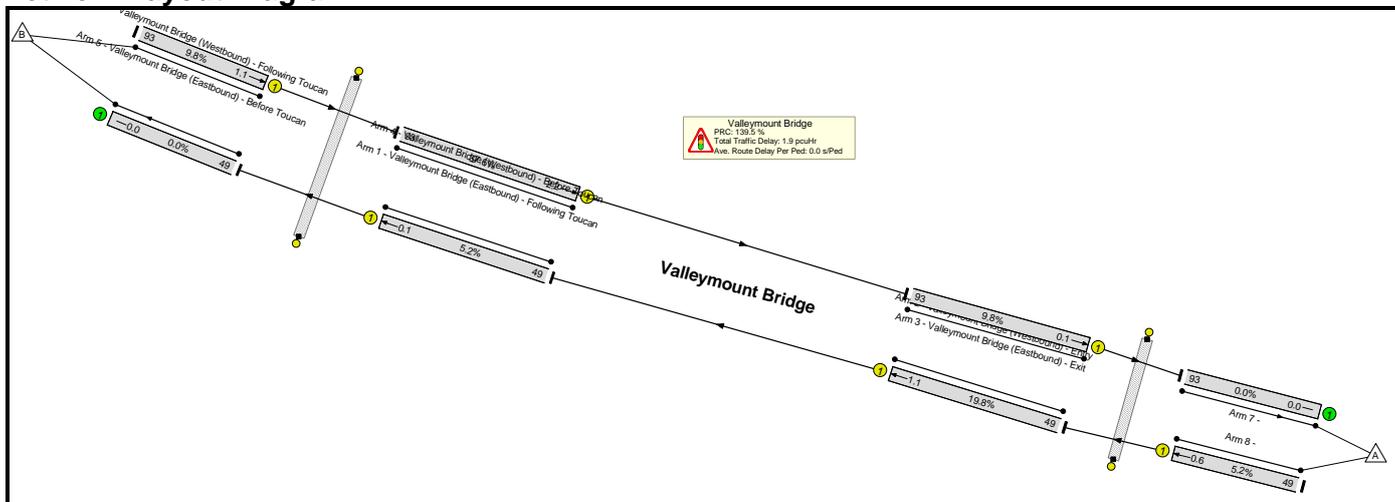
Stage Timings

Stage	1	2	3	4
Duration	1	25	1	25
Change Point	0	9	40	49

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Valleymount Bridge	-	-	N/A	-	-		-	-	-	-	-	-	37.6%
Valleymount Bridge	-	-	N/A	-	-		-	-	-	-	-	-	37.6%
1/1	Valleymount Bridge (Eastbound) - Following Toucan Ahead	U	N/A	N/A	A		1	10	-	93	1800	248	37.6%
2/1	Valleymount Bridge (Westbound) - Entry Ahead	U	N/A	N/A	B		1	10	-	49	1800	248	19.8%
3/1	Valleymount Bridge (Eastbound) - Exit Ahead	U	N/A	N/A	I		1	41	-	93	1800	945	9.8%
4/1	Valleymount Bridge (Westbound) - Before Toucan Ahead	U	N/A	N/A	F		1	41	-	49	1800	945	5.2%
5/1	Valleymount Bridge (Eastbound) - Before Toucan Ahead	U	N/A	N/A	E		1	41	-	93	1800	945	9.8%
6/1	Valleymount Bridge (Westbound) - Following Toucan	U	N/A	N/A	-		-	-	-	49	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	93	Inf	Inf	0.0%
8/1	Ahead	U	N/A	N/A	H		1	41	-	49	1800	945	5.2%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	26	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	J		1	26	-	0	-	0	0.0%

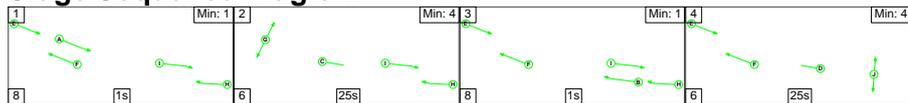
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Valleymount Bridge	-	-	0	0	0	1.3	0.6	0.0	1.9	-	-	-	-
Valleymount Bridge	-	-	0	0	0	1.3	0.6	0.0	1.9	-	-	-	-
1/1	93	93	-	-	-	0.6	0.3	-	0.9	34.0	1.9	0.3	2.2
2/1	49	49	-	-	-	0.3	0.1	-	0.4	30.9	1.0	0.1	1.1
3/1	93	93	-	-	-	0.0	0.1	-	0.1	3.1	0.1	0.1	0.1
4/1	49	49	-	-	-	0.0	0.0	-	0.0	3.5	0.1	0.0	0.1
5/1	93	93	-	-	-	0.2	0.1	-	0.3	11.6	1.0	0.1	1.1
6/1	49	49	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	93	93	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	49	49	-	-	-	0.1	0.0	-	0.2	11.3	0.5	0.0	0.6
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1		PRC for Signalled Lanes (%):		139.5	Total Delay for Signalled Lanes (pcuHr):		1.88	Cycle Time (s):		80			
		PRC Over All Lanes (%):		139.5	Total Delay Over All Lanes(pcuHr):		1.88						

Full Input Data And Results

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

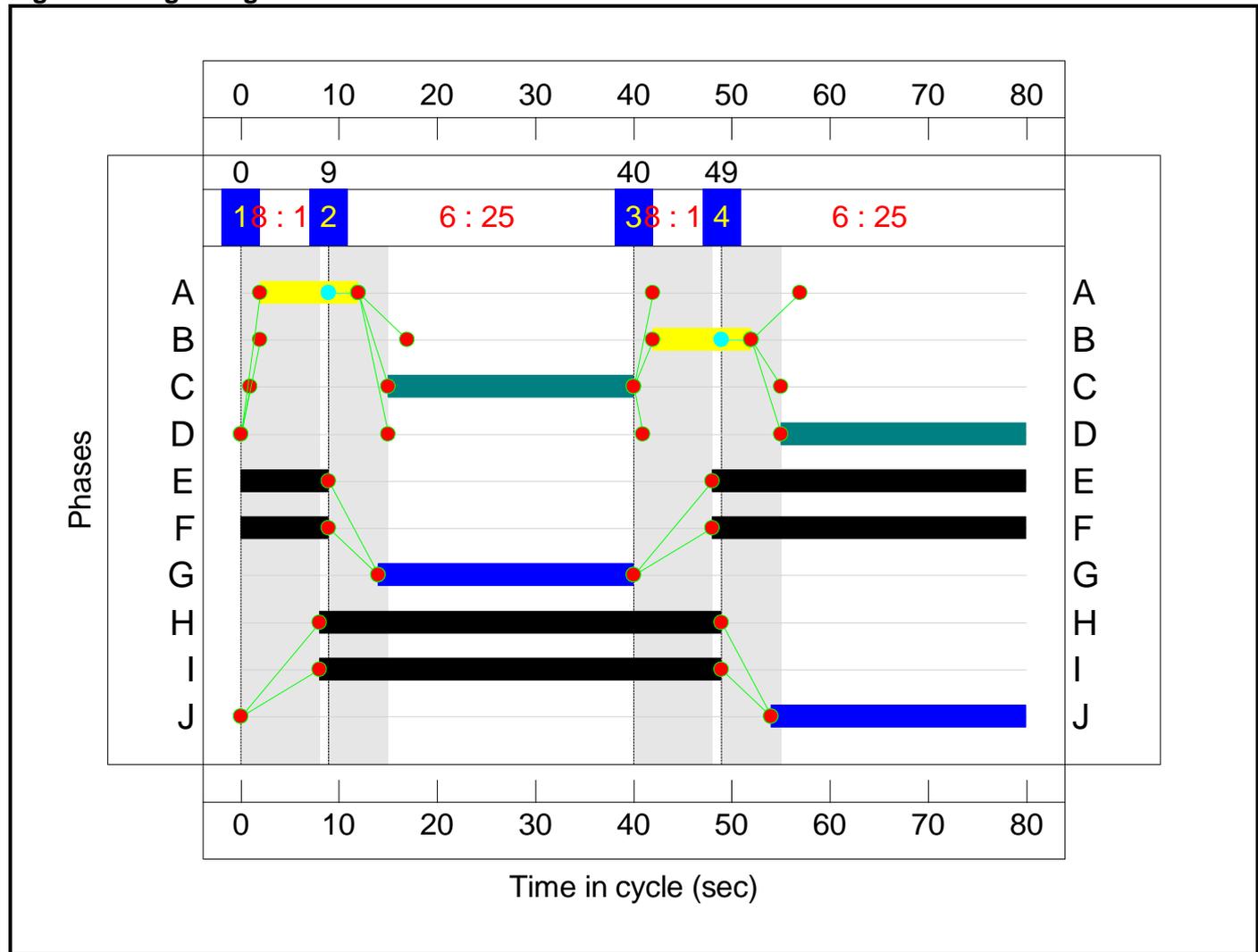
Stage Sequence Diagram



Stage Timings

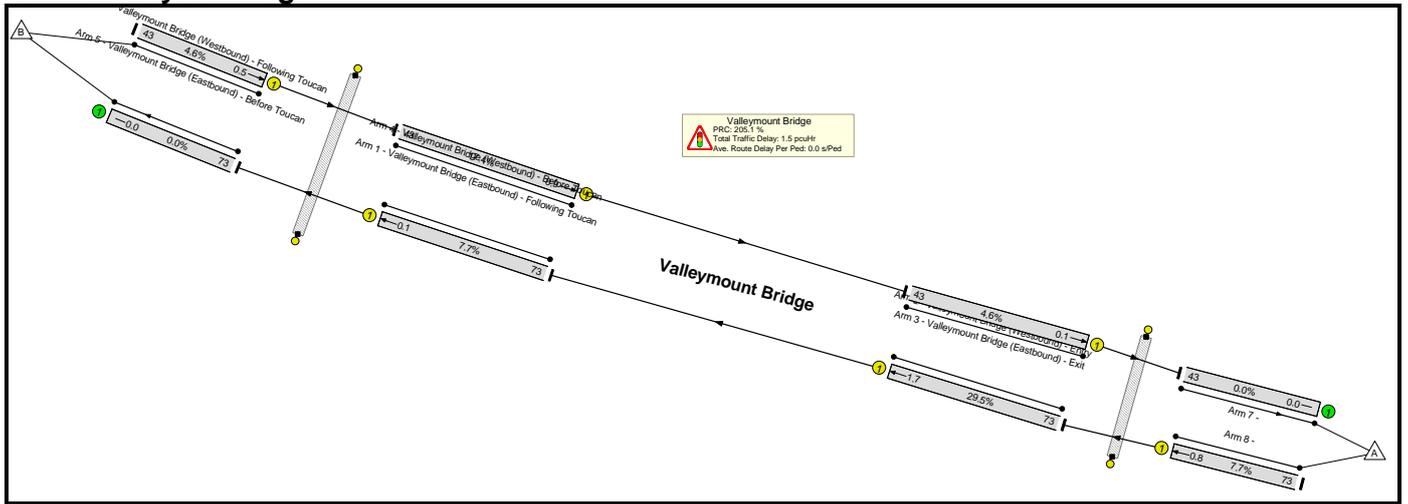
Stage	1	2	3	4
Duration	1	25	1	25
Change Point	0	9	40	49

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Valleymount Bridge	-	-	N/A	-	-		-	-	-	-	-	-	29.5%
Valleymount Bridge	-	-	N/A	-	-		-	-	-	-	-	-	29.5%
1/1	Valleymount Bridge (Eastbound) - Following Toucan Ahead	U	N/A	N/A	A		1	10	-	43	1800	248	17.4%
2/1	Valleymount Bridge (Westbound) - Entry Ahead	U	N/A	N/A	B		1	10	-	73	1800	248	29.5%
3/1	Valleymount Bridge (Eastbound) - Exit Ahead	U	N/A	N/A	I		1	41	-	43	1800	945	4.6%
4/1	Valleymount Bridge (Westbound) - Before Toucan Ahead	U	N/A	N/A	F		1	41	-	73	1800	945	7.7%
5/1	Valleymount Bridge (Eastbound) - Before Toucan Ahead	U	N/A	N/A	E		1	41	-	43	1800	945	4.6%
6/1	Valleymount Bridge (Westbound) - Following Toucan	U	N/A	N/A	-		-	-	-	73	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	43	Inf	Inf	0.0%
8/1	Ahead	U	N/A	N/A	H		1	41	-	73	1800	945	7.7%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	26	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	J		1	26	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Valleymount Bridge	-	-	0	0	0	1.1	0.4	0.0	1.5	-	-	-	-
Valleymount Bridge	-	-	0	0	0	1.1	0.4	0.0	1.5	-	-	-	-
1/1	43	43	-	-	-	0.3	0.1	-	0.4	30.6	0.8	0.1	0.9
2/1	73	73	-	-	-	0.4	0.2	-	0.7	32.4	1.5	0.2	1.7
3/1	43	43	-	-	-	0.0	0.0	-	0.0	2.9	0.0	0.0	0.1
4/1	73	73	-	-	-	0.0	0.0	-	0.1	3.6	0.1	0.0	0.1
5/1	43	43	-	-	-	0.1	0.0	-	0.1	11.3	0.5	0.0	0.5
6/1	73	73	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	43	43	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	73	73	-	-	-	0.2	0.0	-	0.2	11.5	0.8	0.0	0.8
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
<p>C1 PRC for Signalled Lanes (%): 205.1 Total Delay for Signalled Lanes (pcuHr): 1.50 Cycle Time (s): 80</p> <p> PRC Over All Lanes (%): 205.1 Total Delay Over All Lanes(pcuHr): 1.50</p>													

Appendix D Raw Traffic Survey Data

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: [Kilbride Road](#)
 Classification: Car, LGV, OGV1, OGV2, PSV



Wednesday 3 May 2023

Dir	Time	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85 Speed	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0015	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0030	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0045	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0100	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0115	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0130	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0145	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0200	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0215	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0330	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0445	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0500	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0515	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0530	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0545	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0600	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0615	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0630	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0645	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0700	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0715	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0730	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0745	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0800	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0815	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0830	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0845	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0900	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0915	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0930	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0945	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1000	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1015	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1030	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1045	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1100	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1115	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1130	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1145	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1200	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1215	5	0	46.5	33.6	-	5	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1230	49	12.2	72.4	51.6	61.4	37	8	2	2	0	0	51.3	53.6	53.3	47.0	0.0
Both Directions	1245	51	11.6	69.2	49	58.8	41	9	1	0	0	0	48.9	49.9	43.7	0.0	0.0
Both Directions	1300	41	34.2	67.4	53.2	59.2	38	2	1	0	0	0	53.1	56.2	49.5	0.0	0.0
Both Directions	1315	60	36.3	77.2	55.2	63.5	45	14	1	0	0	0	54.7	57.5	48.3	0.0	0.0
Both Directions	1330	60	26.6	75.7	51.4	59	47	9	4	0	0	0	51.0	55.0	48.5	0.0	0.0
Both Directions	1345	54	40.5	73.5	56.8	66.1	45	5	4	0	0	0	56.7	60.3	52.7	0.0	0.0
Both Directions	1400	58	41.5	74.1	55.7	64.1	52	4	2	0	0	0	55.7	54.7	57.6	0.0	0.0
Both Directions	1415	56	35.6	72.2	50.3	58.8	46	4	4	2	0	0	51.0	47.0	53.4	36.9	0.0
Both Directions	1430	70	19.7	70.5	51.4	58	61	6	3	0	0	0	51.5	51.1	49.7	0.0	0.0
Both Directions	1445	72	15.5	69.9	52.4	61.9	65	6	1	0	0	0	52.9	48.4	49.4	0.0	0.0
Both Directions	1500	69	37.7	78.8	54.3	60.9	59	7	3	0	0	0	54.3	55.3	50.2	0.0	0.0
Both Directions	1515	43	41	69.6	53.3	59.7	35	7	1	0	0	0	53.1	55.2	47.7	0.0	0.0
Both Directions	1530	52	39	73.9	54.4	62.7	45	4	2	1	0	0	54.6	55.9	52.8	43.4	0.0
Both Directions	1545	50	22.2	67.8	52.2	60.6	43	5	2	0	0	0	52.2	54.8	47.1	0.0	0.0
Both Directions	1600	66	30.6	68.2	50.3	59.6	56	8	2	0	0	0	50.4	49.3	52.5	0.0	0.0
Both Directions	1615	58	42.5	71	53	60.4	48	7	2	1	0	0	53.0	53.6	49.2	55.4	0.0
Both Directions	1630	66	33.2	75.8	55	63.9	56	9	1	0	0	0	55.2	54.4	47.8	0.0	0.0
Both Directions	1645	54	29.7	70.1	51.7	59.1	45	7	2	0	0	0	52.3	50.5	43.6	0.0	0.0
Both Directions	1700	93	24.8	77.8	54	60.8	79	11	3	0	0	0	54.5	52.2	47.2	0.0	0.0
Both Directions	1715	86	20.3	89	54.5	61.9	67	18	1	0	0	0	2.538	57.1	57.2	0.0	0.0
Both Directions	1730	74	24.4	71.7	53.9	61.6	64	10	0	0	0	0	53.5	56.6	0.0	0.0	0.0
Both Directions	1745	88	40.7	83.8	56.3	63.8	75	11	2	0	0	0	1.565	54.4	58.1	0.0	0.0
Both Directions	1800	83	15.8	76.3	52.6	62	70	11	1	1	0	0	52.1	54.5	54.7	58.1	0.0
Both Directions	1815	61	38.8	81.7	55.1	62.9	51	10	0	0	0	0	1.549	56.0	0.0	0.0	0.0
Both Directions	1830	59	31.8	69.6	50.4	59.9	52	6	1	0	0	0	50.2	53.9	35.4	0.0	0.0
Both Directions	1845	48	19.6	72.8	53.2	62.1	41	7	0	0	0	0	51.9	61.0	0.0	0.0	0.0
Both Directions	1900	39	44	73	54.8	59.8	33	6	0	0	0	0	54.7	55.5	0.0	0.0	0.0
Both Directions	1915	44	23.2	66.9	51.5	57.6	38	5	0	1	0	0	51.6	51.0	0.0	52.8	0.0
Both Directions	1930	38	31.5	76	55.8	64.4	33	5	0	0	0	0	54.8	62.3	0.0	0.0	0.0
Both Directions	1945	40	19.9	68.3	52.2	60.8	33	7	0	0	0	0	52.3	51.5	0.0	0.0	0.0
Both Directions	2000	42	23	81.2	52.1	61	34	8	0	0	0	0	1.519	53.2	0.0	0.0	0.0
Both Directions	2015	33	37.4	74.3	55.6	61.5	29	4	0	0	0	0	56.1	52.0	0.0	0.0	0.0
Both Directions	2030	37	45.4	67.7	56.5	62.5	32	4	1	0	0	0	57.0	54.4	49.4	0.0	0.0
Both Directions	2045	30	37.5	68.5	53.6	62.4	26	4	0	0	0	0	52.4	61.0	0.0	0.0	0.0
Both Directions	2100	41	34.4	73.6	55	64.3	29	12	0	0	0	0	53.8	58.0	0.0	0.0	0.0
Both Directions	2115	16	44.9	65.8	54.7	60.6	12	4	0	0	0	0	54.6	54.8	0.0	0.0	0.0
Both Directions	2130	13	45	67	56.6	65.1	12	1	0	0	0	0	55.8	67.0	0.0	0.0	0.0
Both Directions	2145	11	12.1	71.4	52.8	71.3	9	1	0	1	0	0	50.3	67.2	0.0	60.2	0.0
Both Directions	2200	17	42.4	65.8	55.3	64.8	13	4	0	0	0	0	55.4	54.9	0.0	0.0	0.0
Both Directions	2215	8	45.2	64.9	53.8	-	7	1	0	0	0	0	54.4	50.0	0.0	0.0	

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: [Kilbride Road](#)
 Classification: Car, LGV, OGV1, OGV2, PSV



Thursday 4 May 2023

Dir	Time	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85 Speed	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0015	2	57.3	63	60.2	-	2	0	0	0	0	0	60.2	0.0	0.0	0.0	0.0
Both Directions	0030	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0045	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0100	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0115	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0130	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0145	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0200	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0215	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0330	1	73.5	73.5	73.5	-	1	0	0	0	0	0	73.5	0.0	0.0	0.0	0.0
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0445	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0500	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0515	2	55.8	67	61.4	-	2	0	0	0	0	0	61.4	0.0	0.0	0.0	0.0
Both Directions	0530	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0545	4	51.3	67.8	58.5	-	4	0	0	0	0	0	58.5	0.0	0.0	0.0	0.0
Both Directions	0600	9	46.3	59.7	54.6	-	9	0	0	0	0	0	54.6	0.0	0.0	0.0	0.0
Both Directions	0615	11	49.5	75	61.3	74.6	10	1	0	0	0	0	61.2	62.4	0.0	0.0	0.0
Both Directions	0630	9	34.5	68.4	54.9	-	6	2	1	0	0	0	54.2	56.3	56.2	0.0	0.0
Both Directions	0645	16	40.4	66.5	54.6	63.2	15	1	0	0	0	0	55.1	46.5	0.0	0.0	0.0
Both Directions	0700	20	42.9	65.1	55.9	60.8	16	4	0	0	0	0	55.5	57.5	0.0	0.0	0.0
Both Directions	0715	30	39	78.8	61.1	70.9	26	4	0	0	0	0	60.6	64.6	0.0	0.0	0.0
Both Directions	0730	24	45.5	69.7	54.9	63	21	2	1	0	0	0	55.4	53.3	47.8	0.0	0.0
Both Directions	0745	29	31.3	67.2	52.3	61.1	20	7	0	2	0	0	52.4	55.3	0.0	40.5	0.0
Both Directions	0800	34	32.7	62.4	54.7	62.6	27	6	1	0	0	0	54.0	57.4	56.7	0.0	0.0
Both Directions	0815	46	40.4	74.9	54.2	61.7	38	6	2	0	0	0	53.9	57.7	49.1	0.0	0.0
Both Directions	0830	88	38.5	76.8	55.3	62.6	82	5	1	0	0	0	55.1	59.6	57.2	0.0	0.0
Both Directions	0845	91	17.5	76.8	54	62.3	74	16	1	0	0	0	54.2	53.8	41.7	0.0	0.0
Both Directions	0900	61	43.3	70.8	56.2	60.8	51	9	1	0	0	0	56.1	56.7	55.5	0.0	0.0
Both Directions	0915	50	37.2	73.1	54.4	64.7	40	8	2	0	0	0	54.8	56.3	40.4	0.0	0.0
Both Directions	0930	46	40.1	67	52.6	61	39	5	2	0	0	0	53.5	47.4	47.3	0.0	0.0
Both Directions	0945	52	38.7	64.5	52.4	58.1	45	4	1	1	1	1	52.5	51.9	56.4	52.3	45.6
Both Directions	1000	36	41.3	76.8	54.5	60.9	32	3	1	0	0	0	55.1	47.3	59.5	0.0	0.0
Both Directions	1015	30	43.2	63.9	53	57.2	22	8	0	0	0	0	53.1	52.7	0.0	0.0	0.0
Both Directions	1030	37	37.4	64.6	52	61.3	31	4	2	0	0	0	53.0	45.2	51.4	0.0	0.0
Both Directions	1045	33	45.1	67.7	55.2	64.1	28	5	0	0	0	0	55.9	51.8	0.0	0.0	0.0
Both Directions	1100	40	19.6	71.2	50.9	59.4	29	5	5	1	0	0	51.4	49.1	51.6	40.7	0.0
Both Directions	1115	36	17.8	71.6	51.5	61	31	2	2	1	0	0	50.7	59.6	58.2	44.3	0.0
Both Directions	1130	39	41	75	52.7	61.7	36	1	2	0	0	0	52.8	63.1	45.5	0.0	0.0
Both Directions	1145	40	34.3	75.9	55.8	61.9	35	2	3	0	0	0	56.3	52.7	52.8	0.0	0.0
Both Directions	1200	52	19.5	68.9	51.1	59.6	42	8	2	0	0	0	49.9	57.0	54.5	0.0	0.0
Both Directions	1215	35	18.1	66.1	51.8	63.3	28	7	0	0	0	0	52.2	50.1	0.0	0.0	0.0
Both Directions	1230	45	26.4	68.8	52.9	60.6	36	4	3	2	0	0	53.6	54.5	47.4	44.2	0.0
Both Directions	1245	37	37.3	68.9	52.6	63.6	32	4	1	0	0	0	52.2	57.5	47.7	0.0	0.0
Both Directions	1300	35	45.8	74.7	57.4	65.9	30	2	3	0	0	0	56.8	52.5	46.3	0.0	0.0
Both Directions	1315	43	18.7	67.4	51.8	61.6	33	7	2	1	0	0	53.6	47.1	46.4	38.9	0.0
Both Directions	1330	42	37.6	77.6	55.8	65.2	38	4	0	0	0	0	55.2	61.4	0.0	0.0	0.0
Both Directions	1345	47	38	76.7	54.4	60.6	38	6	2	1	0	0	54.8	53.8	53.4	44.2	0.0
Both Directions	1400	46	39.3	69.4	54.1	61	38	8	0	0	0	0	53.9	54.7	0.0	0.0	0.0
Both Directions	1415	55	31.4	81.9	51.1	58.6	45	7	2	1	0	1	52.3	46.6	42.1	48.4	0.0
Both Directions	1430	70	13.6	65.5	52.1	59.3	63	6	1	0	0	0	51.7	54.9	59.2	0.0	0.0
Both Directions	1445	63	19.4	70.7	51.9	62.5	57	6	0	0	0	0	52.4	47.5	0.0	0.0	0.0
Both Directions	1500	45	38.9	77.5	53.3	58.7	35	9	1	0	0	0	52.9	55.8	45.6	0.0	0.0
Both Directions	1515	50	31	80	54.4	61.5	40	9	1	0	0	0	1.54.3	56.2	46.3	0.0	0.0
Both Directions	1530	58	29.4	69.6	52.2	60.2	54	4	2	0	0	0	52.1	53.7	0.0	0.0	0.0
Both Directions	1545	68	18.7	93.1	51.1	61	61	3	2	1	1	1	51.5	44.7	54.4	41.9	52.3
Both Directions	1600	48	21.4	67.1	52.9	59.5	39	9	0	0	0	0	53.0	52.7	0.0	0.0	0.0
Both Directions	1615	55	26	67.4	52.7	60.9	47	6	2	0	0	0	52.2	55.2	57.7	0.0	0.0
Both Directions	1630	53	41.9	74	53.1	60.9	45	7	1	0	0	0	52.4	57.6	51.7	0.0	0.0
Both Directions	1645	68	33.9	71.9	54.1	61.2	53	10	4	1	0	0	54.2	55.3	48.8	57.2	0.0
Both Directions	1700	72	23.5	73.4	52.2	60.7	66	4	2	0	0	0	52.0	55.7	54.5	0.0	0.0
Both Directions	1715	85	27.7	75.4	55.2	63.6	67	13	4	1	0	0	55.6	54.5	54.2	46.4	0.0
Both Directions	1730	64	30.7	73.3	54.3	63.1	51	10	3	0	0	0	54.4	53.6	53.5	0.0	0.0
Both Directions	1745	63	38	69.2	55.6	64	54	7	2	0	0	0	55.7	56.3	50.2	0.0	0.0
Both Directions	1800	64	31.5	69.6	54.9	63.9	54	10	0	0	0	0	54.7	56.1	0.0	0.0	0.0
Both Directions	1815	57	38.5	67.5	54.3	62.2	46	9	2	0	0	0	54.8	53.9	44.6	0.0	0.0
Both Directions	1830	54	37.3	72.6	54.3	61.6	46	8	0	0	0	0	54.3	54.6	0.0	0.0	0.0
Both Directions	1845	61	23.7	77.1	54.2	61.6	53	8	0	0	0	0	54.0	55.5	0.0	0.0	0.0
Both Directions	1900	44	14.2	72.6	54.9	66.4	33	10	1	0	0	0	56.2	49.5	66.4	0.0	0.0
Both Directions	1915	38	40	74.3	55.1	61.2	28	9	1	0	0	0	55.9	52.1	60.3	0.0	0.0
Both Directions	1930	27	38.6	70.2	54.7	61.2	23	4	0	0	0	0	55.5	49.9	0.0	0.0	0.0
Both Directions	1945	28	18.6	75.1	55.1	60.3	27	1	0	0	0	0	55.0	58.7	0.0	0.0	0.0
Both Directions	2000	36	27.4	63.7	50.6	56	32	3	0	1	0	0	49.9	54.4	0.0	63.7	0.0
Both Directions	2015	22	44.1	68.8	55.9	63.5	18	4	0	0	0	0	55.2	58.8	0.0	0.0	0.0
Both Directions	2030	26	43.1	81.7	54.4	64.4	21	4	1	0	0	0	1.53.9	58.8	46.3	0.0	0.0
Both Directions	2045	24	41.5	70	55.7	63.9	22	2	0	0	0	0	55.2	61.3	0.0	0.0	0.0
Both Directions	2100	29	39.9	78.3	58.5	66.1	22	7	0	0	0	0	56.8	63.8	0.0	0.0	0.0
Both Directions	2115	20	42.7	65.7	54.6	60.4	12	8	0	0	0	0	55.1	53.8	0.0	0.0	

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: [Kilbride Road](#)
 Classification: Car, LGV, OGV1, OGV2, PSV



Friday 5 May 2023

Dir	Time	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85 Speed	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV	
Both Directions	0000	2	38.5	54.1	46.3	-	2	0	0	0	0	0	0	46.3	0.0	0.0	0.0	0.0
Both Directions	0015	2	45.4	55.5	50.5	-	2	0	0	0	0	0	0	50.5	0.0	0.0	0.0	0.0
Both Directions	0030	1	67.5	67.5	67.5	-	1	0	0	0	0	0	0	67.5	0.0	0.0	0.0	0.0
Both Directions	0045	3	42.3	55.1	50.5	-	3	0	0	0	0	0	0	50.5	0.0	0.0	0.0	0.0
Both Directions	0100	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0115	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0130	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0145	1	54.5	54.5	54.5	-	1	0	0	0	0	0	0	54.5	0.0	0.0	0.0	0.0
Both Directions	0200	1	38.5	38.5	38.5	-	1	0	0	0	0	0	0	38.5	0.0	0.0	0.0	0.0
Both Directions	0215	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0230	1	57.6	57.6	57.6	-	1	0	0	0	0	0	0	57.6	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0315	2	45.9	65.1	55.5	-	2	0	0	0	0	0	0	55.5	0.0	0.0	0.0	0.0
Both Directions	0330	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0445	1	61.7	61.7	61.7	-	1	0	0	0	0	0	0	61.7	0.0	0.0	0.0	0.0
Both Directions	0500	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0515	2	55.2	55.6	55.4	-	2	0	0	0	0	0	0	55.4	0.0	0.0	0.0	0.0
Both Directions	0530	1	51.8	51.8	51.8	-	1	0	0	0	0	0	0	51.8	0.0	0.0	0.0	0.0
Both Directions	0545	2	51.6	66.7	59.2	-	2	0	0	0	0	0	0	59.2	0.0	0.0	0.0	0.0
Both Directions	0600	8	52.6	73.7	60.8	-	8	0	0	0	0	0	0	60.8	0.0	0.0	0.0	0.0
Both Directions	0615	5	39.5	63.4	57.2	-	4	1	0	0	0	0	0	55.9	62.2	0.0	0.0	0.0
Both Directions	0630	14	46.7	74.7	60.2	72.4	11	2	1	0	0	0	0	60.1	61.2	60.3	0.0	0.0
Both Directions	0645	13	49	76.2	57.7	59.6	11	2	0	0	0	0	0	58.1	55.2	0.0	0.0	0.0
Both Directions	0700	11	49.2	61.1	54.6	59.3	8	3	0	0	0	0	0	55.1	53.2	0.0	0.0	0.0
Both Directions	0715	29	49.9	83.8	61.4	69.5	26	3	0	0	0	0	1	61.0	64.7	0.0	0.0	0.0
Both Directions	0730	22	40.7	67.6	54.9	63.5	17	4	1	0	0	0	0	58.4	52.7	56.0	0.0	0.0
Both Directions	0745	29	43	83.5	56.7	65.1	20	7	0	2	0	0	1	56.2	59.3	0.0	52.4	0.0
Both Directions	0800	51	38.2	75	54.4	61.5	39	7	4	1	0	0	0	55.3	52.4	53.8	38.9	0.0
Both Directions	0815	42	40.8	70.7	56.1	65.5	37	4	1	0	0	0	0	56.4	56.7	40.8	0.0	0.0
Both Directions	0830	97	39.5	84.8	54.5	61.5	83	10	4	0	0	0	2	55.0	52.3	47.5	0.0	0.0
Both Directions	0845	101	32.8	64.3	52.1	57.5	84	11	5	1	0	0	0	52.1	53.5	49.1	47.7	0.0
Both Directions	0900	79	38.3	67.7	53.6	60.1	58	15	5	1	0	0	0	53.0	56.6	53.8	44.4	0.0
Both Directions	0915	46	40.8	66.5	52.4	59.8	38	6	2	0	0	0	0	52.6	53.7	44.6	0.0	0.0
Both Directions	0930	46	34.5	67.6	51.4	57.2	35	8	1	2	0	0	0	51.1	52.6	58.6	49.2	0.0
Both Directions	0945	41	18.4	153	54.4	62.9	35	5	0	1	0	2	53.7	60.1	0.0	53.1	0.0	
Both Directions	1000	49	35.8	69.1	51.2	59.7	37	11	1	0	0	0	0	52.0	49.0	47.4	0.0	0.0
Both Directions	1015	38	34.6	68.4	52.3	58.7	30	6	1	1	0	0	0	52.2	53.8	41.0	58.6	0.0
Both Directions	1030	35	43.5	63.2	53.5	60.3	29	6	0	0	0	0	1	53.6	53.3	0.0	0.0	0.0
Both Directions	1045	42	39.9	66.4	52.3	58.7	33	5	4	0	0	0	0	52.5	52.5	50.0	0.0	0.0
Both Directions	1100	49	44.7	72.8	54.2	60.9	41	7	1	0	0	0	0	53.9	53.2	72.8	0.0	0.0
Both Directions	1115	46	39.9	71	51.5	59.9	40	4	1	1	0	0	0	51.4	51.3	59.9	49.5	0.0
Both Directions	1130	48	34.2	83.3	51.7	59.1	37	3	5	3	0	1	0	54.1	47.7	41.5	42.8	0.0
Both Directions	1145	45	28.3	74.2	52.2	60	39	5	0	0	1	0	0	52.0	54.6	0.0	0.0	46.7
Both Directions	1200	44	40.2	79.3	53.2	59.4	35	7	1	1	0	0	0	53.6	51.7	45.7	58.9	0.0
Both Directions	1215	55	40.9	72.4	54.4	62.5	47	8	0	0	0	0	0	53.8	58.1	0.0	0.0	0.0
Both Directions	1230	54	39.9	83.9	53.7	60.7	41	11	2	0	0	0	0	54.0	52.6	54.5	0.0	0.0
Both Directions	1245	48	33.6	78.8	56.7	68	39	8	1	0	0	0	0	56.0	61.1	48.5	0.0	0.0
Both Directions	1300	65	39.9	69.3	53.1	61.6	50	4	1	0	0	0	0	52.6	58.6	53.4	0.0	0.0
Both Directions	1315	55	21.3	72.5	53.2	61.3	41	7	6	1	0	0	0	52.7	59.1	51.6	44.2	0.0
Both Directions	1330	69	24.3	78.2	52.7	60.3	60	6	3	0	0	0	0	52.8	54.1	46.3	0.0	0.0
Both Directions	1345	59	37.5	73.4	54.7	62.8	53	3	2	1	0	0	0	54.6	59.4	53.3	50.1	0.0
Both Directions	1400	48	13.6	66.1	52.8	60.7	42	6	0	0	0	0	0	52.2	56.5	0.0	0.0	0.0
Both Directions	1415	56	25.2	79.1	53	62	47	5	4	0	0	0	0	53.8	49.9	47.0	0.0	0.0
Both Directions	1430	80	39.4	81.2	55.8	63.8	71	7	2	0	0	0	2	55.6	60.8	45.3	0.0	0.0
Both Directions	1445	71	35.4	71.1	53	60.7	63	7	1	0	0	0	0	53.4	50.7	39.4	0.0	0.0
Both Directions	1500	56	36.9	69.9	55.6	62.7	46	8	1	0	1	0	0	55.7	55.3	62.3	0.0	44.3
Both Directions	1515	60	39	72.1	55.7	65	52	5	3	0	0	0	0	55.7	56.4	54.7	0.0	0.0
Both Directions	1530	65	35.7	75	51.7	59.5	51	11	3	0	0	0	0	51.7	47.6	49.6	0.0	0.0
Both Directions	1545	77	32	74.5	52	58.4	71	5	0	0	1	0	0	52.0	54.1	0.0	0.0	46.8
Both Directions	1600	73	40.1	71.7	55.6	62.4	58	10	4	1	0	0	0	55.5	55.4	59.6	48.5	0.0
Both Directions	1615	54	21.1	79.9	54.6	62	45	8	1	0	0	0	0	54.7	53.9	58.9	0.0	0.0
Both Directions	1630	70	26.3	75.5	53.2	61.7	62	8	0	0	0	0	0	53.3	53.0	0.0	0.0	0.0
Both Directions	1645	69	19.5	70.6	53.7	62.9	57	10	2	0	0	0	0	54.0	51.5	57.1	0.0	0.0
Both Directions	1700	72	20.2	84.3	55.2	62.1	61	10	1	0	0	0	0	55.4	54.1	53.1	0.0	0.0
Both Directions	1715	69	29	76	52.4	61.1	64	5	0	0	0	0	0	52.6	49.3	0.0	0.0	0.0
Both Directions	1730	75	29.1	74.8	53.7	61.8	64	10	1	0	0	0	0	53.9	51.6	61.3	0.0	0.0
Both Directions	1745	80	25.3	82	54.3	63	72	8	0	0	0	0	0	54.6	51.7	0.0	0.0	0.0
Both Directions	1800	62	37.6	65.9	52.4	60.1	53	9	0	0	0	0	0	52.3	52.9	0.0	0.0	0.0
Both Directions	1815	63	21.7	74.6	49.8	59.9	56	5	2	0	0	0	0	49.9	48.4	51.0	0.0	0.0
Both Directions	1830	54	38.4	69.2	54.6	62.1	42	11	1	0	0	0	0	54.8	54.7	45.0	0.0	0.0
Both Directions	1845	59	35.7	76.4	55.2	62.6	54	4	1	0	0	0	0	54.7	60.4	56.7	0.0	0.0
Both Directions	1900	41	36.3	79.2	55.8	62.5	35	5	0	1	0	0	0	55.9	58.0	0.0	40.1	0.0
Both Directions	1915	43	27.7	68	53.3	62	36	7	0	0	0	0	0	53.1	54.6	0.0	0.0	0.0
Both Directions	1930	47	22.8	80	52.5	60.1	41	5	0	1	0	0	0	51.6	59.8	0.0	50.2	0.0
Both Directions	1945	46	19.8	72	52.9	62.6	41	3	2	0	0	0	0	52.7	52.6	58.5	0.0	0.0
Both Directions	2000	34	40.9	73.2	54.8	65.4	29	5	0	0	0	0	0	54.5	56.2	0.0	0.0	0.0
Both Directions	2015	36	27.6	72.7	49.3	59	35	1	0	0	0	0	0	49.4	46.4			

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: [Kilbride Road](#)
 Classification: Car, LGV, OGV1, OGV2, PSV



Saturday 6 May 2023

Dir	Time	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85 Speed	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	6	45.2	52.8	48.8	-	6	0	0	0	0	0	0 48.8	0.0	0.0	0.0	0.0
Both Directions	0015	7	43.7	61.8	51.1	-	6	1	0	0	0	0	0 52.3	43.7	0.0	0.0	0.0
Both Directions	0030	4	48.8	75.8	64.5	-	4	0	0	0	0	0	0 64.5	0.0	0.0	0.0	0.0
Both Directions	0045	3	53.3	59.9	55.8	-	3	0	0	0	0	0	0 55.8	0.0	0.0	0.0	0.0
Both Directions	0100	1	54.4	54.4	54.4	-	1	0	0	0	0	0	0 54.4	0.0	0.0	0.0	0.0
Both Directions	0115	1	50.7	50.7	50.7	-	1	0	0	0	0	0	0 50.7	0.0	0.0	0.0	0.0
Both Directions	0130	3	50.7	62.1	56.9	-	3	0	0	0	0	0	0 56.9	0.0	0.0	0.0	0.0
Both Directions	0145	2	54.4	55.4	54.9	-	2	0	0	0	0	0	0 54.9	0.0	0.0	0.0	0.0
Both Directions	0200	3	37.7	45.6	41.5	-	3	0	0	0	0	0	0 41.5	0.0	0.0	0.0	0.0
Both Directions	0215	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0315	4	41.9	50.3	46.5	-	4	0	0	0	0	0	0 46.5	0.0	0.0	0.0	0.0
Both Directions	0330	2	56.6	65.8	61.2	-	2	0	0	0	0	0	0 61.2	0.0	0.0	0.0	0.0
Both Directions	0345	10	49	63.5	55.1	-	9	1	0	0	0	0	0 54.3	62.0	0.0	0.0	0.0
Both Directions	0400	18	41.7	72.2	55.5	64.6	15	3	0	0	0	0	0 54.4	60.6	0.0	0.0	0.0
Both Directions	0415	1	59.9	59.9	59.9	-	1	0	0	0	0	0	0 59.9	0.0	0.0	0.0	0.0
Both Directions	0430	5	51.8	64.2	58.8	-	5	0	0	0	0	0	0 58.8	0.0	0.0	0.0	0.0
Both Directions	0445	3	51.6	58	55.6	-	3	0	0	0	0	0	0 55.6	0.0	0.0	0.0	0.0
Both Directions	0500	2	44.4	72.9	58.6	-	2	0	0	0	0	0	0 58.6	0.0	0.0	0.0	0.0
Both Directions	0515	8	48	56	51.6	-	6	2	0	0	0	0	0 51.5	52.0	0.0	0.0	0.0
Both Directions	0530	16	48	73.5	60.1	60.1	15	1	0	0	0	0	0 53.3	49.4	0.0	0.0	0.0
Both Directions	0545	9	44.4	58.1	48.6	-	8	1	0	0	0	0	0 47.4	58.1	0.0	0.0	0.0
Both Directions	0600	4	49.9	63.3	54.8	-	4	0	0	0	0	0	0 54.8	0.0	0.0	0.0	0.0
Both Directions	0615	2	59.1	65.4	62.2	-	2	0	0	0	0	0	0 62.2	0.0	0.0	0.0	0.0
Both Directions	0630	7	37.6	76.9	54.9	-	3	3	1	0	0	0	0 53.6	56.5	53.6	0.0	0.0
Both Directions	0645	6	46.4	66.2	56.9	-	5	1	0	0	0	0	0 55.3	64.8	0.0	0.0	0.0
Both Directions	0700	7	43.4	71.7	55	-	6	0	1	0	0	0	0 55.4	0.0	52.4	0.0	0.0
Both Directions	0715	9	29.1	70	57.4	-	7	1	1	0	0	0	0 56.4	61.5	60.3	0.0	0.0
Both Directions	0730	16	46.7	74.4	59.6	69.7	15	1	0	0	0	0	0 59.2	64.3	0.0	0.0	0.0
Both Directions	0745	18	24.7	70.1	55.4	64.8	16	2	0	0	0	0	0 55.1	58.2	0.0	0.0	0.0
Both Directions	0800	14	23.4	63.9	48.2	62.2	13	1	0	0	0	0	0 47.4	58.0	0.0	0.0	0.0
Both Directions	0815	22	44.7	86	52	55.9	16	4	2	0	0	0	0 51.1	55.6	52.2	0.0	0.0
Both Directions	0830	22	16.3	74.4	53.8	62.4	20	2	0	0	0	0	0 53.1	60.2	0.0	0.0	0.0
Both Directions	0845	35	24	73.4	52.9	67.8	27	7	0	1	0	0	0 53.0	52.7	0.0	50.2	0.0
Both Directions	0900	28	25.4	69.3	54.8	64.2	24	2	1	1	0	0	0 54.6	48.8	57.9	69.3	0.0
Both Directions	0915	39	21.1	76.8	53.4	63.2	36	2	1	0	0	0	0 53.1	58.0	55.4	0.0	0.0
Both Directions	0930	43	30.5	70.3	52.3	60.4	41	1	1	0	0	0	0 52.7	37.4	51.3	0.0	0.0
Both Directions	0945	41	16.3	77.3	50.2	60.8	37	1	3	0	0	0	0 50.2	52.2	50.1	0.0	0.0
Both Directions	1000	47	14.2	65.7	51.7	59.1	39	6	1	1	0	0	0 51.4	56.9	39.3	44.1	0.0
Both Directions	1015	61	21.5	67.4	51.7	58.8	54	5	2	0	0	0	0 51.6	54.0	50.0	0.0	0.0
Both Directions	1030	72	17.4	94.8	50.6	59.1	66	5	1	0	0	0	0 50.8	50.3	38.9	0.0	0.0
Both Directions	1045	87	15	64.4	46.8	59	80	6	0	1	0	0	0 46.9	49.7	0.0	27.6	0.0
Both Directions	1100	47	24.3	77.7	52.2	61.6	42	5	0	0	0	0	0 52.4	51.3	0.0	0.0	0.0
Both Directions	1115	67	19.9	71.6	52	59.6	58	7	1	1	0	0	0 51.9	54.1	41.2	48.4	0.0
Both Directions	1130	79	18.9	71.8	51.9	59.9	68	9	1	1	0	0	0 51.8	54.8	48.9	37.2	0.0
Both Directions	1145	62	23.9	69.3	48.7	57.6	59	3	0	0	0	0	0 48.2	57.3	0.0	0.0	0.0
Both Directions	1200	67	20.6	68.8	47.7	58.8	54	8	2	3	0	0	0 48.5	47.0	45.5	35.4	0.0
Both Directions	1215	87	29.3	67.1	53	60.9	80	6	1	0	0	0	0 52.5	59.9	45.7	0.0	0.0
Both Directions	1230	58	30.7	71.7	51	57.7	47	9	0	2	0	0	0 50.3	54.5	0.0	50.8	0.0
Both Directions	1245	55	24.2	75.6	51.5	60.1	51	4	0	0	0	0	0 51.2	54.1	0.0	0.0	0.0
Both Directions	1300	58	22	65.3	50.2	58.1	50	7	1	0	0	0	0 49.8	53.9	44.1	0.0	0.0
Both Directions	1315	48	29.3	67.4	51.3	58.7	42	4	2	0	0	0	0 51.0	53.7	53.6	0.0	0.0
Both Directions	1330	59	16	70.2	50.3	58.1	47	11	1	0	0	0	0 50.7	49.0	42.2	0.0	0.0
Both Directions	1345	67	29.8	78.3	53.7	61.7	57	8	1	1	0	0	0 53.9	50.7	58.7	58.8	0.0
Both Directions	1400	52	27.9	71.8	53.7	62.3	42	8	2	0	0	0	0 53.5	55.7	51.7	0.0	0.0
Both Directions	1415	50	15.4	71.7	55.6	65.1	43	7	0	0	0	0	0 54.8	60.1	0.0	0.0	0.0
Both Directions	1430	62	20.3	69.3	51.8	60.9	53	9	0	0	0	0	0 50.9	57.4	0.0	0.0	0.0
Both Directions	1445	53	22.8	68.2	52	59.4	44	8	0	1	0	0	0 51.9	52.4	0.0	53.3	0.0
Both Directions	1500	67	35.2	71.2	54.6	62.2	55	9	3	0	0	0	0 55.0	54.5	48.6	0.0	0.0
Both Directions	1515	53	19	68.4	50.9	62.1	47	5	1	0	0	0	0 51.1	50.0	48.6	0.0	0.0
Both Directions	1530	49	18.6	70.8	50.8	60.8	42	6	1	0	0	0	0 50.8	54.7	18.0	0.0	0.0
Both Directions	1545	70	24.4	77.7	55.3	64.4	63	6	0	1	0	0	0 54.8	62.6	0.0	45.5	0.0
Both Directions	1600	49	18.8	78.8	51.6	62.2	42	6	1	0	0	0	0 50.9	57.5	47.5	0.0	0.0
Both Directions	1615	58	21.6	68.7	52.5	60.2	53	3	2	0	0	0	0 52.6	48.3	55.3	0.0	0.0
Both Directions	1630	63	24.6	67.2	51.9	61.1	53	10	0	0	0	0	0 51.4	54.5	0.0	0.0	0.0
Both Directions	1645	59	18.8	60.4	48.1	54.4	52	7	0	0	0	0	0 47.5	52.5	0.0	0.0	0.0
Both Directions	1700	67	29.3	67.4	48.6	56.5	55	11	1	0	0	0	0 49.1	46.6	44.8	0.0	0.0
Both Directions	1715	52	41.5	64.5	52.6	58.7	47	5	0	0	0	0	0 52.6	52.1	0.0	0.0	0.0
Both Directions	1730	81	27.7	68.4	50.4	58.1	71	10	0	0	0	0	0 49.9	54.0	0.0	0.0	0.0
Both Directions	1745	54	39.1	65.5	52.4	58.4	47	6	1	0	0	0	0 52.5	54.0	40.5	0.0	0.0
Both Directions	1800	63	33.7	68.2	51.1	57.5	56	6	1	0	0	0	0 50.7	55.4	46.1	0.0	0.0
Both Directions	1815	45	21.1	63.9	46.8	56.7	40	3	1	1	0	0	0 46.9	53.3	29.5	38.6	0.0
Both Directions	1830	35	19.2	73.2	53.5	61.4	29	5	1	0	0	0	0 52.9	59.9	37.1	0.0	0.0
Both Directions	1845	51	19.4	68.6	53.9	63.9	46	5	0	0	0	0	0 54.2	51.4	0.0	0.0	0.0
Both Directions	1900	41	26.6	70.7	53.6	60.8	33	7	1	0	0	0	0 54.0	52.0	53.5	0.0	0.0
Both Directions	1915	36	34.3	74.3	55.8	63.4	32	4	0	0	0	0	0 55.4	58.9	0.0	0.0	0.0
Both Directions	1930	33	35.9	82.3	54.4	61.5	21	11	1	0	0	0	0 51.8	60.6	40.5	0.0	0.0
Both Directions	1945	40	39.1	70.9	54.6	62.8	32	8	0	0	0	0	0 54.3	55.8	0.0	0.0	0.0
Both Directions	2000	32	37.7	64.6	51.6	59	24	8	0	0	0	0	0 50.9	53.4	0.0	0.0	0.0
Both Directions	2015	29	43.1	71.4	54.8	60.6	26	3	0	0	0	0	0 54.9	54.0	0.0	0.0	0.0
Both Directions	2030	28	38.7	78.3	53.9	60.9	26	2	0	0	0	0	0 53.8	54.9	0.0	0.0	0.0
Both Directions	2045	31	44.7	76.2	55.3	61.1											

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: [Kilbride Road](#)
 Classification: Car, LGV, OGV1, OGV2, PSV



Sunday 7 May 2023

Dir	Time	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85 Speed	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	7	48.4	60.7	51.5	-	6	1	0	0	0	0	49.9	60.7	0.0	0.0	0.0
Both Directions	0015	3	51.5	57.2	53.8	-	3	0	0	0	0	0	53.8	0.0	0.0	0.0	0.0
Both Directions	0030	6	45.5	62.7	55.4	-	5	1	0	0	0	0	53.9	62.7	0.0	0.0	0.0
Both Directions	0045	2	47.5	57.1	52.3	-	1	1	0	0	0	0	47.5	57.1	0.0	0.0	0.0
Both Directions	0100	4	56.1	68.4	62.8	-	3	1	0	0	0	0	60.9	68.4	0.0	0.0	0.0
Both Directions	0115	4	46.9	61.4	54.6	-	4	0	0	0	0	0	54.6	0.0	0.0	0.0	0.0
Both Directions	0130	2	54.9	61.1	58	-	2	0	0	0	0	0	58.0	0.0	0.0	0.0	0.0
Both Directions	0145	4	47.9	53.7	51.7	-	4	0	0	0	0	0	51.7	0.0	0.0	0.0	0.0
Both Directions	0200	2	54.2	63.4	58.8	-	0	2	0	0	0	0	0.0	58.8	0.0	0.0	0.0
Both Directions	0215	1	57	57	57	-	1	0	0	0	0	0	57.0	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0300	3	52.7	62.4	56.9	-	3	0	0	0	0	0	56.9	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0330	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0400	1	73.3	73.3	73.3	-	1	0	0	0	0	0	73.3	0.0	0.0	0.0	0.0
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0445	1	55	55	55	-	0	1	0	0	0	0	0.0	55.0	0.0	0.0	0.0
Both Directions	0500	3	54.9	69.4	61.9	-	3	0	0	0	0	0	61.9	0.0	0.0	0.0	0.0
Both Directions	0515	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0530	2	49.7	62.4	56.1	-	2	0	0	0	0	0	56.1	0.0	0.0	0.0	0.0
Both Directions	0545	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0600	2	51.9	57.1	54.5	-	2	0	0	0	0	0	54.5	0.0	0.0	0.0	0.0
Both Directions	0615	1	27.9	27.9	27.9	-	1	0	0	0	0	0	27.9	0.0	0.0	0.0	0.0
Both Directions	0630	2	59.1	60.2	59.6	-	2	0	0	0	0	0	59.6	0.0	0.0	0.0	0.0
Both Directions	0645	5	24.6	64.9	52.9	-	3	2	0	0	0	0	45.2	64.4	0.0	0.0	0.0
Both Directions	0700	7	28.6	64	40.1	-	5	1	0	1	0	0	41.4	41.7	0.0	32.2	0.0
Both Directions	0715	5	42.6	60.2	54.1	-	4	1	0	0	0	0	52.9	58.6	0.0	0.0	0.0
Both Directions	0730	8	29	63.9	44.6	-	8	0	0	0	0	0	44.6	0.0	0.0	0.0	0.0
Both Directions	0745	10	31.8	64.4	53.9	-	10	0	0	0	0	0	53.9	0.0	0.0	0.0	0.0
Both Directions	0800	8	38.9	69	54.5	-	8	0	0	0	0	0	54.5	0.0	0.0	0.0	0.0
Both Directions	0815	15	28	70.5	52.4	68.9	12	3	0	0	0	0	50.7	59.1	0.0	0.0	0.0
Both Directions	0830	22	29.1	64.7	49.7	59.5	19	2	0	1	0	0	50.3	53.4	0.0	30.5	0.0
Both Directions	0845	23	15.9	69.1	53	63.8	20	3	0	0	0	0	53.1	52.3	0.0	0.0	0.0
Both Directions	0900	37	23.7	71.9	51.5	61.5	33	3	0	1	0	0	51.8	55.0	0.0	30.2	0.0
Both Directions	0915	40	24.9	61.8	47.4	57.8	37	3	0	0	0	0	47.4	47.4	0.0	0.0	0.0
Both Directions	0930	39	16.9	64.5	50	61.4	26	12	0	1	0	0	48.3	53.2	0.0	58.8	0.0
Both Directions	0945	54	21	66.1	49.2	59.4	47	7	0	0	0	0	48.2	55.8	0.0	0.0	0.0
Both Directions	1000	40	21.2	70.3	50.8	65.7	33	6	0	1	0	0	50.9	55.2	0.0	23.2	0.0
Both Directions	1015	56	21.6	68.3	47.3	60.4	47	7	1	1	0	0	46.6	52.9	57.7	26.7	0.0
Both Directions	1030	51	21.5	72.6	53	65.5	49	2	0	0	0	0	52.4	57.6	0.0	0.0	0.0
Both Directions	1045	66	22.1	69.2	49.6	59.5	61	5	0	0	0	0	48.9	57.9	0.0	0.0	0.0
Both Directions	1100	64	20.6	67.7	47.8	56.7	56	8	0	0	0	0	47.2	52.0	0.0	0.0	0.0
Both Directions	1115	63	23.3	82.8	49.9	58.2	54	7	2	0	0	0	49.3	53.6	52.5	0.0	0.0
Both Directions	1130	71	23.9	70.4	49.9	56.8	63	8	0	0	0	0	49.4	53.6	0.0	0.0	0.0
Both Directions	1145	75	16.2	63.6	48.6	59.4	70	5	0	0	0	0	48.3	52.7	0.0	0.0	0.0
Both Directions	1200	52	31.6	72.3	52.4	62.4	45	7	0	0	0	0	51.0	61.2	0.0	0.0	0.0
Both Directions	1215	67	20	70.8	45.5	58.3	66	1	0	0	0	0	45.2	67.3	0.0	0.0	0.0
Both Directions	1230	64	23.8	68.7	48.9	55.5	56	5	2	1	0	0	49.2	46.2	45.7	51.6	0.0
Both Directions	1245	71	17	72.3	51.7	58.6	61	9	0	1	0	0	51.8	51.1	0.0	52.1	0.0
Both Directions	1300	69	23	66.3	47.9	56.6	62	6	1	0	0	0	48.0	47.9	39.4	0.0	0.0
Both Directions	1315	62	17.7	72.5	51.6	62	57	5	0	0	0	0	52.0	47.5	0.0	0.0	0.0
Both Directions	1330	73	12.7	67.2	49.1	60.6	63	8	1	1	0	0	49.1	51.6	39.6	41.1	0.0
Both Directions	1345	81	8.8	85.4	48.7	57.2	73	7	0	1	0	0	48.1	55.0	0.0	47.0	0.0
Both Directions	1400	66	20.1	66.9	49.5	56.7	57	9	0	0	0	0	49.5	49.4	0.0	0.0	0.0
Both Directions	1415	52	17	104.2	53.9	60.5	43	7	2	0	0	0	54.3	56.2	36.9	0.0	0.0
Both Directions	1430	51	25.6	76.7	51.4	60.9	47	3	1	0	0	0	50.9	56.9	59.9	0.0	0.0
Both Directions	1445	67	19.5	70.3	50.1	58.6	55	8	4	0	0	0	50.4	51.2	43.0	0.0	0.0
Both Directions	1500	69	22.1	86.6	49.1	57.7	57	9	1	2	0	0	48.6	53.9	32.1	48.5	0.0
Both Directions	1515	76	38.3	68.2	52.5	61.3	66	9	0	1	0	0	52.0	56.1	0.0	49.2	0.0
Both Directions	1530	66	15	70.3	49.9	58.3	57	8	1	0	0	0	49.8	50.8	58.0	0.0	0.0
Both Directions	1545	72	30.6	68.8	49.2	56.9	66	6	0	0	0	0	48.8	53.0	0.0	0.0	0.0
Both Directions	1600	73	26.1	78.3	53.5	62.2	67	6	0	0	0	0	53.0	58.4	0.0	0.0	0.0
Both Directions	1615	59	21.9	75.9	50	58.1	51	8	0	0	0	0	49.7	51.8	0.0	0.0	0.0
Both Directions	1630	64	21.2	63.9	48.4	57.1	56	8	0	0	0	0	48.1	51.0	0.0	0.0	0.0
Both Directions	1645	70	35.4	70.8	50.1	58.9	66	4	0	0	0	0	49.9	54.5	0.0	0.0	0.0
Both Directions	1700	69	19.7	73	48.7	59.6	62	6	1	0	0	0	48.4	53.5	35.2	0.0	0.0
Both Directions	1715	36	39.6	64	52.7	60.2	34	2	0	0	0	0	53.0	46.5	0.0	0.0	0.0
Both Directions	1730	47	32.3	65.9	51.9	58.6	42	4	1	0	0	0	52.0	50.4	53.4	0.0	0.0
Both Directions	1745	70	16	78.9	51.7	58.6	58	8	4	0	0	0	51.5	54.0	48.5	0.0	0.0
Both Directions	1800	44	36.8	69.6	53.9	61.9	40	4	0	0	0	0	53.7	55.5	0.0	0.0	0.0
Both Directions	1815	40	19.3	70.7	51.7	61.1	35	5	0	0	0	0	51.7	51.8	0.0	0.0	0.0
Both Directions	1830	32	38.6	70	54.1	62.7	28	4	0	0	0	0	53.5	58.2	0.0	0.0	0.0
Both Directions	1845	49	19.2	67.1	49.8	59	43	5	1	0	0	0	50.8	43.3	38.8	0.0	0.0
Both Directions	1900	36	27.6	79.3	56.2	66.1	35	1	0	0	0	0	56.1	59.9	0.0	0.0	0.0
Both Directions	1915	24	37.3	66.7	53.2	61.9	21	3	0	0	0	0	53.2	53.3	0.0	0.0	0.0
Both Directions	1930	35	34.8	81	54.6	60.7	27	8	0	0	0	0	54.3	55.7	0.0	0.0	0.0
Both Directions	1945	27	43	74.4	55	63.6	21	5	1	0	0	0	56.1	52.2	46.1	0.0	0.0
Both Directions	2000	23	41.6	71.2	55.7	61.8	19	3	0	1	0	0	55.7	55.0	0.0	56.8	0.0
Both Directions	2015	26	42.2	73.7	54.2	61.6	21	5	0	0	0	0	54.4	53.3	0.0	0.0	0.0
Both Directions	2030	20	41.8	68.3	54.3	65.6	15	5	0	0	0	0	53.8	56.0	0.0	0.0	0.0
Both Directions	2045	26	33.8	61.5	51.7	60.3	24	2	0	0	0	0	51.1	59.0	0.0	0.0	0.0
Both Directions	2100	24	29.1	76.4	51.6	63.5	21	3	0	0	0	0	50.2	61.3	0.0	0.0	0.0
Both Directions	2115	11	42.9	68.9	56.2	66.2	6	4	1								

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: [Kilbride Road](#)
 Classification: Car, LGV, OGV1, OGV2, PSV



Monday 8 May 2023

Dir	Time	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85 Speed	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV	
Both Directions	0000	3	49.8	67.3	57.6	-	3	0	0	0	0	0	0 57.6	0.0	0.0	0.0	0.0	0.0
Both Directions	0015	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0	0.0
Both Directions	0030	5	50.3	58.1	52.7	-	3	2	0	0	0	0	0 51.4	54.5	0.0	0.0	0.0	0.0
Both Directions	0045	1	32.4	32.4	32.4	-	1	0	0	0	0	0	0 32.4	0.0	0.0	0.0	0.0	0.0
Both Directions	0100	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0	0.0
Both Directions	0115	2	48.8	53.3	51.1	-	2	0	0	0	0	0	0 51.1	0.0	0.0	0.0	0.0	0.0
Both Directions	0130	1	58.3	58.3	58.3	-	0	1	0	0	0	0	0 0.0	58.3	0.0	0.0	0.0	0.0
Both Directions	0145	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0	0.0
Both Directions	0200	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0	0.0
Both Directions	0215	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0	0.0
Both Directions	0330	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0	0.0
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0	0.0
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0	0.0
Both Directions	0430	1	51.5	51.5	51.5	-	0	1	0	0	0	0	0 0.0	51.5	0.0	0.0	0.0	0.0
Both Directions	0445	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0	0.0
Both Directions	0500	3	51.7	55.4	54	-	1	1	1	0	0	0	0 55.0	55.4	51.7	0.0	0.0	0.0
Both Directions	0515	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0	0.0
Both Directions	0530	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0	0.0
Both Directions	0545	1	56.8	56.8	56.8	-	1	0	0	0	0	0	0 56.8	0.0	0.0	0.0	0.0	0.0
Both Directions	0600	7	50.7	56.9	54.2	-	7	0	0	0	0	0	0 54.2	0.0	0.0	0.0	0.0	0.0
Both Directions	0615	5	48.6	73.7	59.6	-	5	0	0	0	0	0	0 59.6	0.0	0.0	0.0	0.0	0.0
Both Directions	0630	7	50.6	74.8	62	-	4	3	0	0	0	0	0 66.1	56.7	0.0	0.0	0.0	0.0
Both Directions	0645	19	34.4	69.7	55.5	63.5	15	4	0	0	0	0	0 55.2	56.6	0.0	0.0	0.0	0.0
Both Directions	0700	24	41.2	93.3	58.7	67.2	19	4	1	0	0	0	2 58.2	63.2	50.1	0.0	0.0	0.0
Both Directions	0715	23	37.4	80.5	57.3	70	19	3	0	1	0	0	1 58.7	55.0	0.0	37.4	0.0	0.0
Both Directions	0730	26	46.2	75.6	58.9	65.5	22	4	0	0	0	0	0 58.7	60.2	0.0	0.0	0.0	0.0
Both Directions	0745	32	33.7	75.5	53.8	62.6	27	3	2	0	0	0	0 53.9	53.4	52.9	0.0	0.0	0.0
Both Directions	0800	52	42.3	74	54.9	61.7	42	9	1	0	0	0	0 55.5	53.5	45.4	0.0	0.0	0.0
Both Directions	0815	41	37.6	70.1	55.3	62	36	3	2	0	0	0	0 55.2	57.2	54.6	0.0	0.0	0.0
Both Directions	0830	82	42.3	78	55	62.9	76	5	1	0	0	0	0 55.2	53.2	51.2	0.0	0.0	0.0
Both Directions	0845	111	17	75.6	50.4	57.2	91	15	4	1	0	0	0 50.4	51.9	47.6	33.0	0.0	0.0
Both Directions	0900	76	13.3	75.3	53.5	60.6	65	9	1	1	0	0	0 53.3	56.3	54.8	38.8	0.0	0.0
Both Directions	0915	49	14	68.5	54.9	64.3	43	5	1	0	0	0	0 54.8	56.1	54.4	0.0	0.0	0.0
Both Directions	0930	48	40.6	65.4	53.4	60.5	37	8	3	0	0	0	0 52.9	54.7	55.7	0.0	0.0	0.0
Both Directions	0945	36	40.8	67.5	53.6	59.8	29	5	1	1	0	0	0 54.3	53.2	40.8	47.0	0.0	0.0
Both Directions	1000	44	24.6	64.6	49	57.1	35	6	3	0	0	0	0 48.3	51.6	51.1	0.0	0.0	0.0
Both Directions	1015	34	29.8	66.5	51.9	60.1	27	4	2	1	0	0	0 52.3	48.9	51.9	52.8	0.0	0.0
Both Directions	1030	46	38.1	68.2	52.4	60.8	35	7	4	0	0	0	0 52.8	50.7	51.2	0.0	0.0	0.0
Both Directions	1045	48	14.6	65.2	51.2	59.4	41	4	2	1	0	0	0 51.1	56.1	46.3	47.9	0.0	0.0
Both Directions	1100	38	32.4	82.7	52.3	59.8	30	6	1	1	0	0	0 51.8	55.7	52.1	45.8	0.0	0.0
Both Directions	1115	55	18.8	66.4	51.4	57.6	41	8	5	1	0	0	0 51.0	53.5	52.6	45.1	0.0	0.0
Both Directions	1130	36	20.2	66.9	52.3	59.9	33	1	1	1	0	0	0 52.6	51.7	40.9	52.9	0.0	0.0
Both Directions	1145	45	31.1	65.7	49.1	58.2	36	5	3	1	0	0	0 50.0	49.8	37.4	49.2	0.0	0.0
Both Directions	1200	39	34.9	73.5	52.3	61.2	32	6	0	1	0	0	0 52.0	55.6	0.0	45.2	0.0	0.0
Both Directions	1215	46	39.7	69.7	53.9	64.3	38	6	1	1	0	0	0 52.6	61.3	69.7	45.3	0.0	0.0
Both Directions	1230	46	22.4	81.5	50.5	59.9	36	5	3	2	0	0	0 50.5	53.7	52.9	40.1	0.0	0.0
Both Directions	1245	34	46.4	72.3	55.5	60.4	26	5	3	0	0	0	0 55.9	54.3	54.0	0.0	0.0	0.0
Both Directions	1300	56	34.5	72	53.8	60	46	8	1	0	0	0	0 53.0	58.2	53.3	53.5	0.0	0.0
Both Directions	1315	56	34.4	69.2	53.5	62.7	43	7	6	0	0	0	0 53.9	53.1	50.7	0.0	0.0	0.0
Both Directions	1330	54	22.9	82.5	50.9	60.2	42	9	3	0	0	0	0 50.5	52.4	52.4	0.0	0.0	0.0
Both Directions	1345	50	29.3	67.6	53	61.1	44	4	1	1	0	0	0 53.1	52.1	50.2	54.6	0.0	0.0
Both Directions	1400	42	22.4	61.6	49.4	58.6	35	3	4	0	0	0	0 49.5	46.3	50.6	0.0	0.0	0.0
Both Directions	1415	59	36.5	67.9	52.7	58.3	54	4	1	0	0	0	0 52.9	50.7	48.6	0.0	0.0	0.0
Both Directions	1430	59	40.5	70.1	54.8	62.1	50	8	1	0	0	0	0 54.6	56.6	50.1	0.0	0.0	0.0
Both Directions	1445	75	36.4	75.4	53.4	60.8	64	8	3	0	0	0	0 53.8	48.9	56.6	0.0	0.0	0.0
Both Directions	1500	50	38.3	92.3	52.1	59.8	47	2	0	1	0	0	0 52.4	49.4	0.0	39.9	0.0	0.0
Both Directions	1515	62	36.4	77.2	53.4	63.5	50	9	2	1	0	0	0 53.7	52.0	54.3	54.1	0.0	0.0
Both Directions	1530	52	39	64.6	53	60.7	44	8	0	0	0	0	0 51.9	59.2	0.0	0.0	0.0	0.0
Both Directions	1545	54	33.6	73.8	51.1	59	47	5	2	0	0	0	0 50.6	59.2	44.3	0.0	0.0	0.0
Both Directions	1600	58	17.5	75.5	53.8	63.1	51	7	0	0	0	0	0 53.8	54.0	0.0	0.0	0.0	0.0
Both Directions	1615	56	25.4	86.7	53.3	61.4	46	9	1	0	0	0	0 53.7	51.1	55.7	0.0	0.0	0.0
Both Directions	1630	51	40.4	70.7	54.6	62.6	40	8	2	1	0	0	0 54.7	55.4	53.7	47.8	0.0	0.0
Both Directions	1645	62	36	72.6	55	65.6	54	7	1	0	0	0	0 54.5	58.8	60.4	0.0	0.0	0.0
Both Directions	1700	83	25.3	69.2	52.1	60.2	72	9	1	1	0	0	0 51.7	54.8	56.4	55.3	0.0	0.0
Both Directions	1715	75	39.3	84.8	59.2	67.4	65	10	0	0	0	0	0 59.4	58.4	0.0	0.0	0.0	0.0
Both Directions	1730	67	26	79.6	55.1	63	56	11	0	0	0	0	0 55.3	54.2	0.0	0.0	0.0	0.0
Both Directions	1745	59	25.2	66.9	52.8	60.3	55	4	0	0	0	0	0 53.2	46.5	0.0	0.0	0.0	0.0
Both Directions	1800	66	42.7	74.4	53.3	59.6	56	9	0	1	0	0	0 53.6	52.1	0.0	52.0	0.0	0.0
Both Directions	1815	49	42.4	69.7	54.5	64.3	42	7	0	0	0	0	0 53.7	59.6	0.0	0.0	0.0	0.0
Both Directions	1830	46	36.9	67.3	53.6	60.6	33	11	2	0	0	0	0 54.1	53.9	45.6	0.0	0.0	0.0
Both Directions	1845	49	39.8	73.3	53.5	60.7	44	4	1	0	0	0	0 53.7	52.1	49.0	0.0	0.0	0.0
Both Directions	1900	44	39.6	71.3	53.9	61.5	41	3	0	0	0	0	0 54.1	50.8	0.0	0.0	0.0	0.0
Both Directions	1915	37	40.6	66.1	54.3	60.3	28	8	1	0	0	0	0 54.2	55.2	50.0	0.0	0.0	0.0
Both Directions	1930	44	32.8	75.6	55.4	64.1	37	6	1	0	0	0	0 54.4	63.6	42.0	0.0	0.0	0.0
Both Directions	1945	28	41.3	65.7	54.3	61.3	21	7	0	0	0	0	0 53.6	56.2	0.0	0.0	0.0	0.

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: [Kilbride Road](#)
 Classification: Car, LGV, OGV1, OGV2, PSV



Tuesday 9 May 2023

Dir	Time	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85 Speed	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV	
Both Directions	0000	4	44.2	61.8	52.5	-	4	0	0	0	0	0	0	52.5	0.0	0.0	0.0	0.0
Both Directions	0015	1	59.1	59.1	-	-	1	0	0	0	0	0	0	59.1	0.0	0.0	0.0	0.0
Both Directions	0030	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0045	1	38.2	38.2	38.2	-	1	0	0	0	0	0	0	38.2	0.0	0.0	0.0	0.0
Both Directions	0100	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0115	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0130	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0145	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0200	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0215	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0330	2	42.3	76.5	59.4	-	2	0	0	0	0	0	0	59.4	0.0	0.0	0.0	0.0
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0445	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0500	2	53.8	60.7	57.3	-	1	1	0	0	0	0	0	53.8	60.7	0.0	0.0	0.0
Both Directions	0515	1	61.1	61.1	61.1	-	1	0	0	0	0	0	0	61.1	0.0	0.0	0.0	0.0
Both Directions	0530	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0545	3	42.6	66	55.2	-	1	1	1	0	0	0	0	56.9	66.0	42.6	0.0	0.0
Both Directions	0600	10	41.1	70.1	56.3	-	8	2	0	0	0	0	0	55.4	59.8	0.0	0.0	0.0
Both Directions	0615	9	44.6	64.7	54.4	-	8	1	0	0	0	0	0	54.2	56.3	0.0	0.0	0.0
Both Directions	0630	6	45.2	70.4	62	-	5	1	0	0	0	0	0	61.3	65.6	0.0	0.0	0.0
Both Directions	0645	16	51.3	79.1	61.4	68.2	12	4	0	0	0	0	0	62.1	59.5	0.0	0.0	0.0
Both Directions	0700	17	42.9	79.5	55.7	68.8	13	4	0	0	0	0	0	57.1	51.0	0.0	0.0	0.0
Both Directions	0715	28	43.1	85.8	58.2	69.6	23	4	1	0	0	0	1	58.8	54.9	58.3	0.0	0.0
Both Directions	0730	21	49.7	71.7	59.5	67.2	15	5	1	0	0	0	0	58.4	63.5	56.4	0.0	0.0
Both Directions	0745	39	36.9	74.9	56.3	65.9	34	4	1	0	0	0	0	56.4	55.8	53.4	0.0	0.0
Both Directions	0800	49	38.5	75	56.3	62.3	40	5	1	0	0	0	0	57.0	55.8	47.2	45.9	0.0
Both Directions	0815	53	28.2	71.2	55.9	64.6	43	8	2	0	0	0	0	55.7	58.4	50.3	0.0	0.0
Both Directions	0830	86	25.4	74.9	56.3	64.4	80	5	1	0	0	0	0	56.7	49.5	57.8	0.0	0.0
Both Directions	0845	97	18.8	76.8	52.6	60.9	79	12	5	1	0	0	0	53.2	49.0	52.1	51.4	0.0
Both Directions	0900	61	18.6	70.5	52	59.6	49	9	3	0	0	0	0	52.6	50.2	47.2	0.0	0.0
Both Directions	0915	50	37.7	71.8	55.9	64.4	38	9	2	1	0	0	0	55.5	59.5	46.3	54.7	0.0
Both Directions	0930	45	12.7	71.6	50.7	59.8	31	10	3	1	0	0	0	50.0	52.0	53.8	49.2	0.0
Both Directions	0945	38	17.5	71.2	53.2	61	33	2	2	1	0	0	0	52.8	56.6	55.1	54.8	0.0
Both Directions	1000	39	42	78.8	55.7	61.2	34	5	0	0	0	0	0	55.1	60.2	0.0	0.0	0.0
Both Directions	1015	40	42.3	75.1	54.3	61.1	31	9	0	0	0	0	0	54.3	54.4	0.0	0.0	0.0
Both Directions	1030	52	32.2	75.9	52	61.1	38	10	3	1	0	0	0	51.5	53.0	54.6	52.6	0.0
Both Directions	1045	35	16.9	68.6	52.9	62.7	24	10	1	0	0	0	0	51.8	56.9	40.6	0.0	0.0
Both Directions	1100	25	16.8	62.2	50.9	58.8	19	5	0	1	0	0	0	50.6	51.5	0.0	51.8	0.0
Both Directions	1115	40	14.5	75.3	54.5	61.5	30	7	1	2	0	0	0	55.7	53.6	39.9	46.4	0.0
Both Directions	1130	42	21.3	70.8	50.4	59.1	35	4	2	1	0	0	0	50.7	50.1	46.8	46.9	0.0
Both Directions	1145	39	27	65.5	53.4	62.8	34	3	1	1	0	0	0	53.3	53.7	63.3	44.5	0.0
Both Directions	1200	43	29.7	68.1	53	60.7	34	7	2	0	0	0	0	53.8	49.1	53.9	0.0	0.0
Both Directions	1215	43	28.4	66.3	48.9	57.1	36	3	3	1	0	0	0	50.2	49.9	37.9	32.9	0.0
Both Directions	1230	39	27	69	47.8	58.1	33	2	2	2	0	0	0	46.7	57.2	51.8	52.6	0.0
Both Directions	1245	36	20.2	78.4	55.3	68.2	27	6	2	1	0	0	0	54.4	56.2	66.6	50.9	0.0
Both Directions	1300	42	29	76.7	51.5	62.5	38	3	1	0	0	0	0	51.5	53.3	47.0	0.0	0.0
Both Directions	1315	50	38.8	68.8	52.8	60.3	42	5	3	0	0	0	0	53.1	51.6	51.5	0.0	0.0
Both Directions	1330	48	30.5	72	53.1	60.7	40	4	3	1	0	0	0	53.4	56.0	48.4	45.9	0.0
Both Directions	1345	52	33.2	65.4	52.7	61.3	45	5	2	0	0	0	0	52.5	56.6	47.6	0.0	0.0
Both Directions	1400	50	29.2	66.1	51.1	60.2	39	7	4	0	0	0	0	51.6	50.1	48.3	0.0	0.0
Both Directions	1415	66	31.7	73.5	53.3	60.4	59	6	1	0	0	0	0	53.2	54.6	50.3	0.0	0.0
Both Directions	1430	58	39	70	54.9	60.1	47	8	3	0	0	0	0	55.1	53.7	54.7	0.0	0.0
Both Directions	1445	80	16.8	72.8	52.6	59	66	7	7	0	0	0	0	53.5	47.2	49.6	0.0	0.0
Both Directions	1500	46	38.8	68.3	53.7	59.4	38	8	0	0	0	0	0	54.2	51.6	0.0	0.0	0.0
Both Directions	1515	52	35.7	78.3	55.7	66.4	43	7	1	1	0	0	0	56.0	55.8	48.0	50.5	0.0
Both Directions	1530	60	24.3	76.6	54.3	63.1	51	8	1	0	0	0	0	54.3	55.3	61.1	0.0	0.0
Both Directions	1545	67	40.9	67.8	53.9	60.9	59	5	2	0	1	0	0	54.0	56.7	47.8	0.0	51.0
Both Directions	1600	46	38.5	71.4	55.2	62.5	35	9	0	2	0	0	0	55.2	55.2	0.0	53.7	0.0
Both Directions	1615	69	42.2	69.6	54.1	59.9	59	10	0	0	0	0	0	54.2	53.8	0.0	0.0	0.0
Both Directions	1630	52	43	76.9	54.7	61	47	2	3	0	0	0	0	54.1	52.9	65.3	0.0	0.0
Both Directions	1645	63	37.6	81.1	53.5	61.3	55	7	1	0	0	0	0	53.1	56.2	53.6	0.0	0.0
Both Directions	1700	66	15.7	81.4	56.7	68	57	8	1	0	0	0	0	57.3	52.8	52.6	0.0	0.0
Both Directions	1715	68	24	79.4	55.7	64.7	56	11	0	1	0	0	0	55.3	57.1	0.0	64.2	0.0
Both Directions	1730	73	41	74.1	56	62.1	57	14	0	2	0	0	0	56.3	53.7	0.0	64.9	0.0
Both Directions	1745	69	27.3	71.6	54.7	62.8	59	10	0	0	0	0	0	54.3	57.0	0.0	0.0	0.0
Both Directions	1800	65	38.2	75	56.1	63.4	51	11	2	1	0	0	0	55.8	56.5	57.2	64.1	0.0
Both Directions	1815	60	41.6	74.8	54	62.6	53	5	2	0	0	0	0	54.3	51.5	51.3	0.0	0.0
Both Directions	1830	59	36.3	75.4	54.7	61.6	48	11	0	0	0	0	0	53.9	58.1	0.0	0.0	0.0
Both Directions	1845	44	24.9	69.7	55	62.3	38	6	0	0	0	0	0	54.2	59.6	0.0	0.0	0.0
Both Directions	1900	53	22.1	73.1	54.7	62.6	45	7	1	0	0	0	0	55.4	49.4	60.4	0.0	0.0
Both Directions	1915	51	18.9	79.4	53.5	63.1	45	6	0	0	0	0	0	53.1	56.3	0.0	0.0	0.0
Both Directions	1930	35	40.5	71.7	55.3	62.6	29	6	0	0	0	0	0	55.4	54.5	0.0	0.0	0.0
Both Directions	1945	39	16	75.2	54.7	67.5	36	2	1	0	0	0	0	55.5	60.2	16.0	0.0	0.0
Both Directions	2000	34	39.8	64.1	52.3	61.3	24	7	3	0	0	0	0	53.0	49.9	52.9	0.0	0.0
Both Directions	2015	33	35.8	73.7	52.7	63.9	28	5	0	0	0	0	0	52.2	55.2	0.0	0.0	0.0
Both Directions	2030	37	44.2															

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: [Kilbride Road](#)
 Classification: Car, LGV, OGV1, OGV2, PSV



Wednesday 10 May 2023

Dir	Time	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85 Speed	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	3	48.1	67.9	58.1	-	3	0	0	0	0	0	58.1	0.0	0.0	0.0	0.0
Both Directions	0015	4	19.3	55.8	33.9	-	2	2	0	0	0	0	44.1	23.8	0.0	0.0	0.0
Both Directions	0030	2	57.1	64.1	60.6	-	1	1	0	0	0	0	64.1	57.1	0.0	0.0	0.0
Both Directions	0045	1	45.2	45.2	45.2	-	0	1	0	0	0	0	0.0	45.2	0.0	0.0	0.0
Both Directions	0100	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0115	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0130	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0145	1	57.2	57.2	57.2	-	1	0	0	0	0	0	57.2	0.0	0.0	0.0	0.0
Both Directions	0200	1	55.5	55.5	55.5	-	1	0	0	0	0	0	55.5	0.0	0.0	0.0	0.0
Both Directions	0215	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0230	1	56.9	56.9	56.9	-	1	0	0	0	0	0	56.9	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0315	1	73.2	73.2	73.2	-	1	0	0	0	0	0	73.2	0.0	0.0	0.0	0.0
Both Directions	0330	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0445	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0500	1	56.1	56.1	56.1	-	0	1	0	0	0	0	56.1	0.0	0.0	0.0	0.0
Both Directions	0515	1	57.6	57.6	57.6	-	1	0	0	0	0	0	57.6	0.0	0.0	0.0	0.0
Both Directions	0530	3	42.7	42.7	42.7	-	3	0	0	0	0	0	42.7	0.0	0.0	0.0	0.0
Both Directions	0545	4	43.9	69.4	57.1	-	4	0	0	0	0	0	57.1	0.0	0.0	0.0	0.0
Both Directions	0600	6	47	73.7	57.1	-	5	1	0	0	0	0	53.8	73.7	0.0	0.0	0.0
Both Directions	0615	6	53.5	78.5	61.6	-	6	0	0	0	0	0	61.6	0.0	0.0	0.0	0.0
Both Directions	0630	9	46.4	66.5	53.1	-	7	2	0	0	0	0	51.5	58.7	0.0	0.0	0.0
Both Directions	0645	20	48.2	75.4	57.2	65.4	15	4	0	1	0	0	56.0	60.8	0.0	60.3	0.0
Both Directions	0700	23	45.7	66.5	57.1	63.8	22	0	0	1	0	0	57.0	0.0	0.0	59.4	0.0
Both Directions	0715	30	42.1	82.1	55.6	66.2	25	4	1	0	0	0	1 54.8	62.1	50.1	0.0	0.0
Both Directions	0730	31	47.2	74.4	59.2	65.7	23	8	0	0	0	0	59.2	59.3	0.0	0.0	0.0
Both Directions	0745	41	42.3	70.8	56.9	64.4	31	7	2	1	0	0	57.6	56.3	54.5	42.3	0.0
Both Directions	0800	48	41.5	77.1	57.4	64.3	36	9	1	2	0	0	57.7	58.8	54.3	47.2	0.0
Both Directions	0815	55	37.2	64.7	53.7	60.3	49	5	1	0	0	0	53.7	53.0	54.8	0.0	0.0
Both Directions	0830	69	38.8	70.8	55.1	62.3	64	2	3	0	0	0	55.1	63.4	48.1	0.0	0.0
Both Directions	0845	93	17.2	67.7	52.5	58.5	72	17	1	3	0	0	52.6	52.1	57.3	49.4	0.0
Both Directions	0900	70	42.9	68.9	55	61.8	58	7	3	2	0	0	55.5	54.2	48.4	53.0	0.0
Both Directions	0915	50	36	72.1	53.7	62.2	40	9	1	0	0	0	54.2	52.9	38.4	0.0	0.0
Both Directions	0930	42	38.7	75.2	54.7	65.3	33	8	0	1	0	0	55.3	53.7	0.0	42.3	0.0
Both Directions	0945	43	40.5	69	53.2	61.1	38	2	1	2	0	0	53.4	57.7	48.3	47.9	0.0
Both Directions	1000	33	38.4	70.2	52.3	57.9	26	7	0	0	0	0	52.7	50.8	0.0	0.0	0.0
Both Directions	1015	22	33.6	70.7	54.3	65.3	15	7	0	0	0	0	52.7	57.7	0.0	0.0	0.0
Both Directions	1030	43	43.2	70.4	53.3	58.1	32	8	1	2	0	0	53.1	54.8	53.9	49.7	0.0
Both Directions	1045	45	33.6	71.9	54.1	60.3	34	9	2	0	0	0	54.8	53.2	45.5	0.0	0.0
Both Directions	1100	39	35.1	72.7	52.2	58.5	30	8	1	0	0	0	52.3	53.2	41.7	0.0	0.0
Both Directions	1115	36	41	62.7	52.4	58.6	28	7	1	0	0	0	52.4	52.7	51.3	0.0	0.0
Both Directions	1130	39	35.3	66	50.3	56.7	32	6	1	0	0	0	49.5	54.8	51.9	0.0	0.0
Both Directions	1145	30	20.9	63.5	47.7	53.8	26	2	1	1	0	0	47.7	42.0	54.8	50.0	0.0
Both Directions	1200	37	37.2	69.1	50.7	58.5	27	7	3	0	0	0	50.1	57.6	40.2	0.0	0.0
Both Directions	1215	39	34.7	75.1	52.1	62.8	28	7	4	0	0	0	52.9	49.7	50.2	0.0	0.0
Both Directions	1230	37	33.5	66.7	53.2	61.6	30	6	1	0	0	0	52.9	58.2	33.5	0.0	0.0
Both Directions	1245	39	13.4	66	52.5	59.6	33	6	0	0	0	0	52.5	52.7	0.0	0.0	0.0
Both Directions	1300	39	42.3	76.7	55.7	64.8	26	11	1	0	0	0	55.0	58.4	49.5	0.0	49.6
Both Directions	1315	42	39.5	70.4	52	62.4	34	4	4	0	0	0	52.4	47.1	52.7	0.0	0.0
Both Directions	1330	57	34.9	69.7	51.1	57.9	48	8	1	0	0	0	51.6	47.6	55.3	0.0	0.0
Both Directions	1345	73	41.2	74.2	53.3	60.5	61	7	4	1	0	0	53.5	53.5	49.8	54.6	0.0
Both Directions	1400	55	41.2	78.4	53.8	60.3	48	6	1	0	0	0	53.4	56.8	54.0	0.0	0.0
Both Directions	1415	62	18.5	74.1	53.4	60.8	50	11	1	0	0	0	53.2	54.5	50.2	0.0	0.0
Both Directions	1430	55	18.5	69.6	52.2	57.9	49	5	1	0	0	0	51.9	56.3	47.6	0.0	0.0
Both Directions	1445	60	15.3	62.4	51.1	58.7	48	12	0	0	0	0	50.9	51.8	0.0	0.0	0.0
Both Directions	1500	48	42.9	74	54.9	62.2	43	3	1	1	0	0	54.7	61.8	46.4	50.6	0.0
Both Directions	1515	48	15	71.8	53.2	64.7	40	5	3	0	0	0	53.3	58.9	43.0	0.0	0.0
Both Directions	1530	47	38.8	76.1	54.3	60.2	40	6	1	0	0	0	54.3	53.3	57.8	0.0	0.0
Both Directions	1545	52	38.9	73.4	53.6	60.9	43	7	2	0	0	0	54.3	51.5	45.5	0.0	0.0
Both Directions	1600	61	37.1	88	53.3	58.8	50	10	1	0	0	0	1 53.8	49.8	64.6	0.0	0.0
Both Directions	1615	47	22.7	70.2	53.7	63	43	3	1	0	0	0	53.3	61.0	48.4	0.0	0.0
Both Directions	1630	73	30.1	82.4	53.7	61.1	63	8	2	0	0	0	1 54.6	48.9	45.9	0.0	0.0
Both Directions	1645	67	38.3	72.8	53.4	60.9	56	11	0	0	0	0	53.4	53.5	0.0	0.0	0.0
Both Directions	1700	85	37.2	74.4	53.7	60.1	69	13	2	1	0	0	53.6	54.5	50.7	53.4	0.0
Both Directions	1715	72	20.5	77	57.5	66.4	58	13	1	0	0	0	57.6	56.3	63.6	0.0	0.0
Both Directions	1730	64	42.2	74.2	55.6	62.7	53	10	1	0	0	0	56.2	53.0	49.2	0.0	0.0
Both Directions	1745	73	29.4	78.2	54	63.5	61	11	0	1	0	0	54.3	52.4	0.0	56.9	0.0
Both Directions	1800	61	40.8	77.1	55.2	63.6	52	9	0	0	0	0	55.5	53.6	0.0	0.0	0.0
Both Directions	1815	45	36.8	72.7	54	61.7	32	9	3	1	0	0	54.5	55.7	50.0	36.8	0.0
Both Directions	1830	48	41.6	73.2	54.8	63.7	41	6	1	0	0	0	55.2	53.8	46.7	0.0	0.0
Both Directions	1845	53	36.6	71.6	57.1	66.3	46	7	0	0	0	0	57.0	58.2	0.0	0.0	0.0
Both Directions	1900	36	19.6	77.5	56.2	64.6	28	8	0	0	0	0	55.5	58.6	0.0	0.0	0.0
Both Directions	1915	37	28.1	69.2	53.1	61.7	30	7	0	0	0	0	52.5	55.4	0.0	0.0	0.0
Both Directions	1930	36	19.7	71.4	56.1	66.1	35	1	0	0	0	0	55.9	62.9	0.0	0.0	0.0
Both Directions	1945	36	37	86.3	56.6	65.6	29	5	2	0	0	0	1 56.6	57.9	52.6	0.0	0.0
Both Directions	2000	40	43.6	75.6	54	58.2	30	10	0	0	0	0	53.6	55.3	0.0	0.0	0.0
Both Directions	2015	30	42.6	76.1	54.5	61.5	27	3	0	0	0	0	54.2	57.4	0.0	0.0	0.0
Both Directions	2030	23	18.5	69.6	52.1	59.3	19	4	0	0	0	0	52.8	48.9	0.0	0.0	0.0
Both Directions	2045	30	27.8	74.1	52	60.9	24	6	0	0	0	0	52.7	49.3	0.0	0.0	0.0
Both Directions	2100	30	40.2	71.2	56.5	64.9	20	7	3	0	0	0	54.9	61.2	56.4	0.0	0.0
Both Directions	2																

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: [Kilbride Road](#)
 Classification: Car, LGV, OGV1, OGV2, PSV



Thursday 11 May 2023

Dir	Time	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85 Speed	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	4	56.1	66.5	60.6	-	2	2	0	0	0	0	64.1	57.0	0.0	0.0	0.0
Both Directions	0015	2	53.5	62	57.7	-	1	1	0	0	0	0	62.0	53.5	0.0	0.0	0.0
Both Directions	0030	1	59	59	59	-	0	1	0	0	0	0	0.0	59.0	0.0	0.0	0.0
Both Directions	0045	1	61.3	61.3	61.3	-	0	0	1	0	0	0	0.0	0.0	61.3	0.0	0.0
Both Directions	0100	1	36	36	36	-	1	0	0	0	0	0	36.0	0.0	0.0	0.0	0.0
Both Directions	0115	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0130	1	57.6	57.6	57.6	-	1	0	0	0	0	0	57.6	0.0	0.0	0.0	0.0
Both Directions	0145	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0200	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0215	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0330	1	69.7	69.7	69.7	-	1	0	0	0	0	0	69.7	0.0	0.0	0.0	0.0
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0445	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0500	1	49.8	49.8	49.8	-	1	0	0	0	0	0	49.8	0.0	0.0	0.0	0.0
Both Directions	0515	1	48.8	48.8	48.8	-	1	0	0	0	0	0	48.8	0.0	0.0	0.0	0.0
Both Directions	0530	2	57.4	60.6	59	-	1	1	0	0	0	0	60.6	57.4	0.0	0.0	0.0
Both Directions	0545	3	46.5	65.6	55.6	-	3	0	0	0	0	0	55.6	0.0	0.0	0.0	0.0
Both Directions	0600	7	37.7	77.2	56.4	-	5	2	0	0	0	0	54.1	62.3	0.0	0.0	0.0
Both Directions	0615	6	54.2	65.4	60.9	-	5	0	1	0	0	0	61.2	0.0	59.5	0.0	0.0
Both Directions	0630	11	47.9	75.3	60.9	74.4	6	5	0	0	0	0	60.5	61.5	0.0	0.0	0.0
Both Directions	0645	21	42.4	69.5	58.4	66.2	17	4	0	0	0	0	58.6	57.5	0.0	0.0	0.0
Both Directions	0700	18	49.1	69.9	56.6	60.4	14	4	0	0	0	0	56.0	58.8	0.0	0.0	0.0
Both Directions	0715	25	45.5	79.6	57	68.7	23	2	0	0	0	0	56.6	62.0	0.0	0.0	0.0
Both Directions	0730	28	42.7	65.9	55.3	62.1	19	6	2	1	0	0	55.5	58.0	50.2	46.3	0.0
Both Directions	0745	33	42.3	79.3	58.6	66.9	27	5	1	0	0	0	58.6	59.7	53.9	0.0	0.0
Both Directions	0800	34	38.5	71.5	56.1	63.9	25	6	3	0	0	0	56.7	57.5	48.4	0.0	0.0
Both Directions	0815	50	13.9	72.2	52.6	62.5	43	7	0	0	0	0	52.5	53.2	0.0	0.0	0.0
Both Directions	0830	88	38.3	72	53.3	59.8	74	11	3	0	0	0	53.1	54.2	55.9	0.0	0.0
Both Directions	0845	90	38.5	69.5	55.1	63.2	73	15	1	1	0	0	55.0	54.7	60.1	69.5	0.0
Both Directions	0900	90	36.9	70.4	53.2	60.8	80	9	1	0	0	0	53.1	54.0	48.3	0.0	0.0
Both Directions	0915	56	39.9	72	56.1	63.9	49	4	1	1	1	1	56.9	52.7	52.2	44.6	46.1
Both Directions	0930	46	17.2	81.7	52.9	61	35	7	2	2	0	0	53.4	51.1	48.5	55.1	0.0
Both Directions	0945	20	36.8	62	47.8	53.7	18	1	1	0	0	0	47.5	62.0	38.0	0.0	0.0
Both Directions	1000	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1015	1	48.7	48.7	48.7	-	1	0	0	0	0	0	48.7	0.0	0.0	0.0	0.0
Both Directions	1030	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1045	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1100	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1115	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1130	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1145	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1200	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1215	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1230	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1245	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1300	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1315	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1330	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1345	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1400	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1415	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1430	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1445	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1500	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1515	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1530	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1545	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1600	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1615	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1630	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1645	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1700	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1715	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1730	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1745	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1800	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1815	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1830	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1845	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1900	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1915	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1930	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1945	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2000	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2015	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2030	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2045	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2100	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2115	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2130	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2145	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2200	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2215	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2230	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2245	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2300	0	-	-	-	-	0	0	0	0	0	0	0.0				

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type : Automatic Traffic Count (ATC) Survey
 Date : 03.05.23-11.05.23
 Time : 00:00 - 23:59
 Location : [Blessington Bridge](#)
 Classification : Car, LGV, OGV1, OGV2, PSV



Wednesday 3 May 2023

Direction	Time	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85 Speed	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0015	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0030	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0045	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0100	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0115	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0130	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0145	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0200	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0215	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0330	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0445	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0500	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0515	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0530	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0545	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0600	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0615	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0630	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0645	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0700	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0715	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0730	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0745	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0800	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0815	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0830	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0845	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0900	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0915	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0930	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0945	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1000	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1015	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1030	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1045	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1100	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1115	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1130	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1145	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1200	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1215	31	0	77.2	45.9	58	30	0	1	0	0	0	45.4	0.0	58.7	0.0	0.0
Both Directions	1230	37	35.8	72.6	51.1	63.1	27	7	1	2	0	0	51.3	54.5	46.2	38.8	0.0
Both Directions	1245	44	17.5	65.3	44.9	55.6	34	9	1	0	0	0	43.7	49.8	39.3	0.0	0.0
Both Directions	1300	37	31.7	60	45.5	55.3	34	2	1	0	0	0	44.8	58.9	41.4	0.0	0.0
Both Directions	1315	40	14.9	73.1	49.3	56.9	28	9	3	0	0	0	50.6	47.4	43.0	0.0	0.0
Both Directions	1330	45	24.6	61.6	46.9	56.2	32	11	2	0	0	0	45.7	51.4	41.6	0.0	0.0
Both Directions	1345	47	35.5	66.6	48.5	57.7	36	7	4	0	0	0	48.8	50.6	42.5	0.0	0.0
Both Directions	1400	41	28.5	72	51.8	59.4	33	6	2	0	0	0	51.3	53.4	55.4	0.0	0.0
Both Directions	1415	48	26.8	66.2	49	57.4	39	4	3	2	0	0	49.3	47.2	56.3	36.6	0.0
Both Directions	1430	61	25.4	79.4	49.3	55.4	47	10	3	1	0	0	49.1	48.4	53.9	51.2	0.0
Both Directions	1445	53	25.2	69.6	46.8	53	45	7	1	0	0	0	46.6	47.2	49.4	0.0	0.0
Both Directions	1500	56	16	69.2	47.8	55.3	48	5	3	0	0	0	47.6	46.6	48.7	0.0	0.0
Both Directions	1515	35	33.3	67.3	47.9	54.6	28	5	2	0	0	0	48.1	49.4	41.4	0.0	0.0
Both Directions	1530	45	35.1	67.3	48.1	55.4	34	9	1	1	0	0	47.9	49.2	40.8	51.3	0.0
Both Directions	1545	48	16	65	46.4	55.9	41	4	3	0	0	0	46.5	45.7	46.2	0.0	0.0
Both Directions	1600	54	30.1	70.2	48.8	57.4	46	7	1	0	0	0	49.5	44.0	48.0	0.0	0.0
Both Directions	1615	47	30.7	71.5	46.6	54.2	38	6	2	1	0	0	46.6	48.8	40.1	45.9	0.0
Both Directions	1630	59	19.7	65.9	46.5	58	50	8	1	0	0	0	47.0	43.5	44.6	0.0	0.0
Both Directions	1645	52	27.8	71.1	47.4	56.5	41	9	2	0	0	0	47.1	51.5	34.7	0.0	0.0
Both Directions	1700	73	27.6	70.8	48	54.7	59	11	3	0	0	0	47.7	49.8	47.7	0.0	0.0
Both Directions	1715	68	22.6	70	49.3	60.8	54	13	1	0	0	0	49.4	49.3	41.8	0.0	0.0
Both Directions	1730	69	37.4	73.5	50.2	59	60	9	0	0	0	0	49.6	53.5	0.0	0.0	0.0
Both Directions	1745	68	24.9	69.3	48.7	56.2	53	15	0	0	0	0	48.9	47.9	0.0	0.0	0.0
Both Directions	1800	59	15.3	75.6	46.2	54.7	48	10	1	0	0	0	45.3	51.3	41.6	0.0	0.0
Both Directions	1815	42	29.7	63.5	48.4	55.4	37	5	0	0	0	0	48.3	49.0	0.0	0.0	0.0
Both Directions	1830	48	20.7	70.3	46.9	56.7	42	5	1	0	0	0	46.2	50.8	57.5	0.0	0.0
Both Directions	1845	34	24.2	71.8	48.2	56.8	25	9	0	0	0	0	45.9	54.4	0.0	0.0	0.0
Both Directions	1900	41	22.1	69.6	48.2	61	33	7	1	0	0	0	47.7	52.0	37.8	0.0	0.0
Both Directions	1915	38	36.5	75.5	48.9	57.1	35	3	0	0	0	0	48.8	50.3	0.0	0.0	0.0
Both Directions	1930	35	26.1	70.5	52.3	63.6	30	5	0	0	0	0	51.9	54.3	0.0	0.0	0.0
Both Directions	1945	35	20	66.1	47	56.8	27	8	0	0	0	0	46.6	48.5	0.0	0.0	0.0
Both Directions	2000	36	14.2	88	46.9	57.7	28	7	1	0	0	0	47.6	42.7	55.8	0.0	0.0
Both Directions	2015	27	31.3	60.8	48.4	57.1	22	5	0	0	0	0	48.6	47.1	0.0	0.0	0.0
Both Directions	2030	23	33.9	60.2	49.5	56.8	20	2	1	0	0	0	49.1	56.1	44.9	0.0	0.0
Both Directions	2045	27	37.1	68.6	49.4	58.9	22	5	0	0	0	0	47.5	57.5	0.0	0.0	0.0
Both Directions	2100	37	28.1	63.5	48.8	57.1	27	10	0	0	0	0	47.9	51.2	0.0	0.0	0.0
Both Directions	2115	11	40.5	60.3	50.1	55.1	8	3	0	0	0	0	50.1	49.8	0.0	0.0	0.0
Both Directions	2130	15	42	70	54.1	64	13	2	0	0	0	0	52.9	61.6	0.0	0.0	0.0
Both Directions	2145	14	22.6	63.6	46.8	55	12	1	0	1	0	0	46.4	54.2	0.0	43.3	0.0
Both Directions	2200</																

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: [Blessington Bridge](#)
 Classification: Car, LGV, OGV1, OGV2, PSV



Thursday 4 May 2023

Direction	Time [-]	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85 Speed	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0015	4	49.2	66.7	55.4	-	4	0	0	0	0	0	55.4	0.0	0.0	0.0	0.0
Both Directions	0030	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0045	4	44.2	54	47.8	-	3	1	0	0	0	0	47.8	48.4	0.0	0.0	0.0
Both Directions	0100	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0115	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0130	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0145	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0200	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0215	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0330	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0415	1	44.4	44.4	44.4	-	1	0	0	0	0	0	44.4	0.0	0.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0445	1	55.5	55.5	55.5	-	1	0	0	0	0	0	55.5	0.0	0.0	0.0	0.0
Both Directions	0500	1	72.2	72.2	72.2	-	0	1	0	0	0	0	0.0	72.2	0.0	0.0	0.0
Both Directions	0515	5	56.4	75.4	65.7	-	4	0	1	0	0	0	65.7	0.0	61.6	0.0	0.0
Both Directions	0530	2	51.6	62.7	57.1	-	2	0	0	0	0	0	57.1	0.0	0.0	0.0	0.0
Both Directions	0545	4	44.3	60.1	52.8	-	4	0	0	0	0	0	52.8	0.0	0.0	0.0	0.0
Both Directions	0600	14	41.1	72.6	57.3	69.3	13	1	0	0	0	0	56.4	69.8	0.0	0.0	0.0
Both Directions	0615	11	44	79.6	62	78.1	9	2	0	0	0	0	59.2	74.6	0.0	0.0	0.0
Both Directions	0630	12	43.9	71.5	55.1	63.1	10	1	1	0	0	0	54.2	56.1	62.6	0.0	0.0
Both Directions	0645	21	40.6	66.3	54.2	63	13	8	0	0	0	0	54.3	54.0	0.0	0.0	0.0
Both Directions	0700	24	28.5	72	54.4	65.6	17	7	0	0	0	0	52.9	58.0	0.0	0.0	0.0
Both Directions	0715	34	35.9	84.2	55.5	65.5	26	7	1	0	0	0	54.1	60.4	58.8	0.0	0.0
Both Directions	0730	30	42.8	70	54.2	62.2	24	4	2	0	0	0	54.2	55.3	52.0	0.0	0.0
Both Directions	0745	31	35.1	82.2	53.8	63.2	18	8	3	2	0	0	55.7	55.6	42.8	45.7	0.0
Both Directions	0800	38	30.6	70.1	52.2	60.9	32	5	1	0	0	0	51.7	53.2	62.6	0.0	0.0
Both Directions	0815	40	16.3	77	50.9	60.7	30	7	3	0	0	0	50.0	51.3	59.1	0.0	0.0
Both Directions	0830	58	31.8	69.4	53.6	61.7	51	6	1	0	0	0	53.7	55.3	40.5	0.0	0.0
Both Directions	0845	69	29.5	64	48.7	57.8	60	9	0	0	0	0	49.1	46.0	0.0	0.0	0.0
Both Directions	0900	37	36.8	69.2	50.2	59.4	29	8	0	0	0	0	49.9	51.2	0.0	0.0	0.0
Both Directions	0915	44	28.4	75.5	49.7	61.6	35	5	4	0	0	0	48.8	56.8	47.7	0.0	0.0
Both Directions	0930	40	34.7	66.5	47.3	56.2	26	9	4	1	0	0	47.6	49.8	38.1	53.6	0.0
Both Directions	0945	47	33.4	62.4	47	55.1	41	5	0	1	0	0	47.1	48.2	0.0	39.4	0.0
Both Directions	1000	37	18.6	69.8	51.2	62.9	30	6	1	0	0	0	51.7	50.4	39.0	0.0	0.0
Both Directions	1015	26	37.4	61.3	48.9	56.6	20	5	1	0	0	0	49.3	46.2	53.8	0.0	0.0
Both Directions	1030	28	31.1	67.8	49	57.9	22	6	0	0	0	0	50.5	43.7	0.0	0.0	0.0
Both Directions	1045	33	34.6	67.2	51	58.5	27	6	0	0	0	0	50.4	54.0	0.0	0.0	0.0
Both Directions	1100	30	20.7	57.9	43.7	52	23	3	3	1	0	0	43.7	45.6	43.1	39.4	0.0
Both Directions	1115	30	17.3	65.8	47.7	60.7	26	2	2	0	0	0	46.3	58.4	54.4	0.0	0.0
Both Directions	1130	35	24.3	71.2	48.8	61.6	30	4	1	0	0	0	48.8	51.6	39.6	0.0	0.0
Both Directions	1145	24	40.9	67.9	48.5	52.7	20	3	1	0	0	0	48.7	49.6	41.7	0.0	0.0
Both Directions	1200	45	26.2	65.1	48.5	56.1	38	6	1	0	0	0	47.6	52.2	59.2	0.0	0.0
Both Directions	1215	23	23.7	57.3	42.9	48.2	20	2	1	0	0	0	43.6	35.5	44.1	0.0	0.0
Both Directions	1230	33	19.9	67.6	45.5	61.7	30	1	1	0	0	0	46.1	44.7	21.8	52.4	0.0
Both Directions	1245	33	32.8	74.2	49.3	58	30	2	1	0	0	0	49.3	44.8	57.9	0.0	0.0
Both Directions	1300	23	37.7	85.4	55.5	66.9	17	3	3	0	0	0	53.2	57.1	67.4	0.0	0.0
Both Directions	1315	34	27.7	63.6	48.2	57.8	27	5	2	0	0	0	48.7	45.0	49.7	0.0	0.0
Both Directions	1330	30	30.1	73	48.5	59.1	26	4	0	0	0	0	46.6	61.3	0.0	0.0	0.0
Both Directions	1345	30	37.7	64.4	50.5	56.2	23	7	0	0	0	0	50.1	51.6	0.0	0.0	0.0
Both Directions	1400	42	19.7	62.2	45.4	55.5	32	9	1	0	0	0	45.5	45.4	42.3	0.0	0.0
Both Directions	1415	41	11.5	60.2	45.3	53.7	34	3	4	0	0	0	45.7	46.1	41.3	0.0	0.0
Both Directions	1430	50	28.1	72.4	49.7	59.2	40	9	1	0	0	0	48.0	56.0	60.1	0.0	0.0
Both Directions	1445	43	17	64	45.7	57.1	36	6	1	0	0	0	46.6	39.5	50.9	0.0	0.0
Both Directions	1500	37	22.8	72.9	49.4	58.4	29	5	2	1	0	0	49.8	52.1	49.8	22.8	0.0
Both Directions	1515	39	30.3	73.8	47.9	54.9	29	9	1	0	0	0	47.7	49.6	41.4	0.0	0.0
Both Directions	1530	45	29	64.3	47.7	56.3	40	3	2	0	0	0	47.5	46.5	51.8	0.0	0.0
Both Directions	1545	53	23.5	70	45.8	53.4	43	7	2	1	0	0	45.8	46.7	43.3	45.1	0.0
Both Directions	1600	39	27.8	64.6	49.6	60.1	32	7	0	0	0	0	48.1	56.2	0.0	0.0	0.0
Both Directions	1615	47	29.5	66.5	48.5	56.1	39	6	1	1	0	0	48.0	49.0	62.7	53.8	0.0
Both Directions	1630	55	35.3	67	49.1	56.8	45	9	1	0	0	0	49.1	49.1	52.0	0.0	0.0
Both Directions	1645	60	30.6	68.4	49	58.1	44	10	4	2	0	0	49.0	47.9	51.0	50.7	0.0
Both Directions	1700	46	23.4	65.2	49.2	58.3	40	3	2	1	0	0	49.2	48.8	54.6	38.8	0.0
Both Directions	1715	62	26.2	67.9	49.2	57.3	63	11	7	1	0	0	49.1	49.9	50.4	39.6	0.0
Both Directions	1730	57	31.1	66.5	49.3	58.8	43	11	3	0	0	0	47.8	52.8	58.4	0.0	0.0
Both Directions	1745	61	22.3	69.7	48.8	55.1	52	7	2	0	0	0	48.0	55.6	44.2	0.0	0.0
Both Directions	1800	51	32.4	68.8	51.1	61.3	44	7	0	0	0	0	50.9	52.3	0.0	0.0	0.0
Both Directions	1815	41	28.4	67.4	47.1	56.2	32	7	1	1	0	0	47.2	49.3	35.2	38.5	0.0
Both Directions	1830	56	13	65.5	45.9	55.2	44	11	1	0	0	0	46.4	44.5	40.3	0.0	0.0
Both Directions	1845	54	16.3	67.9	47	56.7	48	5	1	0	0	0	46.8	50.3	40.3	0.0	0.0
Both Directions	1900	31	31.3	66.6	50.8	62.9	24	7	0	0	0	0	50.9	50.5	0.0	0.0	0.0
Both Directions	1915	32	39.2	72.6	53	62.3	24	6	2	0	0	0	53.1	51.4	56.6	0.0	0.0
Both Directions	1930	21	41.9	67	51.3	57.1	17	4	0	0	0	0	51.3	51.5	0.0	0.0	0.0
Both Directions	1945	26	24.3	77.9	49.1	54.7	23	3	0	0	0	0	47.7	59.5	0.0	0.0	0.0
Both Directions	2000	32	28.4	58.8	47	52.4	29	3	0	0	0	0	46.9	48.7	0.0	0.0	0.0
Both Directions	2015	18	40.4	64.2	51.7	59.4	15	3	0	0	0	0	50.7	56.4	0.0	0.0	0.0
Both Directions	2030	23	36.5	63.5	46.6	52.5	18	3	1	1	0	0	46.3	51.9	40.8	43.2	0.0
Both Directions	2045	26	29.2	74.5	49.6	56.9	22	4	0	0	0	0	49.5	50.6	0.0	0.0	0.0
Both Directions	2100	25	30.9	64.8	49.2	55.2	20	5	0	0	0	0	47.7	55.2	0.0	0.0	0.0
Both Directions	2115	18	35.2	70.1	49.8	60.2	16										

Irish Traffic Surveys Ltd

Survey Name :	ITS J-721 Blessington Greenway
Survey Type:	Automatic Traffic Count (ATC) Survey
Date:	03.05.23-11.05.23
Time:	00:00 - 23:59
Location:	Blessington Bridge
Classification:	Car, LGV, OGV1, OGV2, PSV



Friday 5 May 2023

Direction	Time	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85 Speed	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	4	35.4	52.6	42.8	-	3	0	0	1	0	0	0.43	0.0	0.0	41.9	0.0
Both Directions	0015	5	39.2	66.5	52.7	-	4	1	0	0	0	0	0.49	0.0	0.0	0.0	0.0
Both Directions	0030	2	57.6	66.5	62.1	-	2	0	0	0	0	0	0.62	0.0	0.0	0.0	0.0
Both Directions	0045	4	35.2	57.9	47.4	-	4	0	0	0	0	0	0.47	0.0	0.0	0.0	0.0
Both Directions	0100	1	40.7	40.7	40.7	-	1	0	0	0	0	0	0.40	0.0	0.0	0.0	0.0
Both Directions	0115	0	-	-	-	-	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0
Both Directions	0130	0	-	-	-	-	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0
Both Directions	0145	2	40.6	52.8	46.7	-	2	0	0	0	0	0	0.46	0.0	0.0	0.0	0.0
Both Directions	0200	1	31.5	31.5	31.5	-	1	0	0	0	0	0	0.31	0.0	0.0	0.0	0.0
Both Directions	0215	1	49.1	49.1	49.1	-	1	0	0	0	0	0	0.49	0.0	0.0	0.0	0.0
Both Directions	0230	1	66	66	66	-	1	0	0	0	0	0	0.66	0.0	0.0	0.0	0.0
Both Directions	0245	1	47.5	47.5	47.5	-	1	0	0	0	0	0	0.47	0.0	0.0	0.0	0.0
Both Directions	0300	1	46.8	46.8	46.8	-	0	1	0	0	0	0	0.00	46.8	0.0	0.0	0.0
Both Directions	0315	2	38.1	40.1	39.1	-	2	0	0	0	0	0	0.39	0.0	0.0	0.0	0.0
Both Directions	0330	0	-	-	-	-	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0
Both Directions	0415	1	53.2	53.2	53.2	-	1	0	0	0	0	0	0.53	0.0	0.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0
Both Directions	0445	2	58.6	66.6	62.6	-	1	1	0	0	0	0	0.66	58.6	0.0	0.0	0.0
Both Directions	0500	0	-	-	-	-	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0
Both Directions	0515	3	56.4	58.1	57.1	-	3	0	0	0	0	0	0.57	0.0	0.0	0.0	0.0
Both Directions	0530	3	41.9	61.3	51.3	-	3	0	0	0	0	0	0.51	0.0	0.0	0.0	0.0
Both Directions	0545	2	47.3	51.5	49.4	-	2	0	0	0	0	0	0.49	0.0	0.0	0.0	0.0
Both Directions	0600	13	47.6	71.7	59.7	69.4	11	2	0	0	0	0	0.59	59.7	0.0	0.0	0.0
Both Directions	0615	4	64.6	72.7	68.5	-	3	0	1	0	0	0	0.69	0.0	64.6	0.0	0.0
Both Directions	0630	17	36.7	96.7	64.6	81.5	13	3	1	0	0	0	3.64	66.5	57.6	0.0	0.0
Both Directions	0645	19	45.4	71	59.2	68.2	14	5	0	0	0	0	0.58	62.2	0.0	0.0	0.0
Both Directions	0700	17	36.4	68.2	54.5	61.6	11	6	0	0	0	0	0.54	54.2	0.0	0.0	0.0
Both Directions	0715	27	41.5	72.9	57.3	70.4	20	6	1	0	0	0	0.56	61.0	53.3	0.0	0.0
Both Directions	0730	29	39.2	75.8	55.8	68.7	26	1	2	0	0	0	0.56	39.2	53.0	0.0	0.0
Both Directions	0745	25	42.5	69.6	56.3	67.9	16	6	3	0	0	0	0.56	54.4	58.2	0.0	0.0
Both Directions	0800	45	35.1	75.8	50.1	58.7	31	12	1	1	0	0	0.50	50.8	54.2	42.9	0.0
Both Directions	0815	42	17.6	73	53.5	59.8	40	1	1	0	0	0	0.53	57.3	34.5	0.0	0.0
Both Directions	0830	77	30.6	69.7	52.1	58.7	59	14	3	1	0	0	0.51	54.9	51.9	47.3	0.0
Both Directions	0845	84	28.7	69.5	50.6	57.6	74	6	4	0	0	0	0.50	55.2	52.6	0.0	0.0
Both Directions	0900	60	23.7	71.9	48.4	57.6	43	12	4	1	0	0	0.48	51.6	42.1	42.9	0.0
Both Directions	0915	36	37.5	66.6	49.9	57.8	29	5	2	0	0	0	0.49	52.4	50.5	0.0	0.0
Both Directions	0930	43	35.5	64.5	48.3	54.3	30	11	2	0	0	0	0.48	47.5	42.8	0.0	0.0
Both Directions	0945	35	29	70.4	51.4	61.8	30	5	0	0	0	0	0.50	54.9	0.0	0.0	0.0
Both Directions	1000	39	38	64.9	48.6	58.9	28	10	1	0	0	0	0.48	50.7	45.9	0.0	0.0
Both Directions	1015	29	16.7	73	46.9	61.3	23	3	3	0	0	0	0.48	42.4	41.2	0.0	0.0
Both Directions	1030	26	42.4	78.9	51.6	62.1	23	3	0	0	0	0	0.51	51.1	0.0	0.0	0.0
Both Directions	1045	29	33.5	68.3	49.3	57.4	26	3	0	0	0	0	0.49	46.8	0.0	0.0	0.0
Both Directions	1100	37	36.3	73.8	49.1	56.9	31	5	1	0	0	0	0.50	43.8	46.0	0.0	0.0
Both Directions	1115	37	28	73.5	47	59.1	32	4	0	0	1	0	0.46	58.2	0.0	0.0	35.3
Both Directions	1130	36	14.6	75.3	46.4	58.2	28	4	4	0	0	0	0.48	48.8	32.9	0.0	0.0
Both Directions	1145	36	23.4	78	50.8	60	33	2	0	0	1	0	0.50	60.1	0.0	0.0	48.4
Both Directions	1200	37	17.3	67.6	45.8	57.1	28	8	1	0	0	0	0.46	44.5	52.8	0.0	0.0
Both Directions	1215	38	28.6	71.9	49.2	59.2	31	7	0	0	0	0	0.48	53.0	0.0	0.0	0.0
Both Directions	1230	48	32.9	67.7	47.8	58.4	38	8	2	0	0	0	0.47	46.4	55.2	0.0	0.0
Both Directions	1245	31	35.9	69.7	54.3	65.7	29	1	1	0	0	0	0.53	67.2	63.5	0.0	0.0
Both Directions	1300	48	23.6	68.7	49.4	58.3	39	8	1	0	0	0	0.47	58.0	46.0	0.0	0.0
Both Directions	1315	44	18.2	66.8	48.2	56.8	28	9	7	0	0	0	0.47	50.5	48.4	0.0	0.0
Both Directions	1330	51	30.3	64.9	50.1	61.4	44	4	3	0	0	0	0.50	54.9	42.4	0.0	0.0
Both Directions	1345	43	25.7	64.9	49.3	58.8	35	6	1	1	0	0	0.48	50.6	49.3	58.7	0.0
Both Directions	1400	40	24.5	67.7	48.9	60.4	35	5	0	0	0	0	0.48	55.0	0.0	0.0	0.0
Both Directions	1415	39	28.1	70.5	50.6	60.1	33	3	3	0	0	0	0.50	55.1	51.3	0.0	0.0
Both Directions	1430	59	28.5	68.3	50.3	60.3	50	8	1	0	0	0	0.48	59.0	53.2	0.0	0.0
Both Directions	1445	53	25.6	72.2	48.7	54.7	49	3	1	0	0	0	0.48	48.3	51.0	0.0	0.0
Both Directions	1500	42	38.8	70.8	49.6	59	32	8	2	0	0	0	0.49	49.5	55.2	0.0	0.0
Both Directions	1515	58	20.4	74.6	48.8	59.5	50	5	2	1	0	0	0.49	44.2	32.1	50.2	0.0
Both Directions	1530	54	32.1	71.3	48.4	56.7	43	9	2	0	0	0	0.48	49.6	46.4	0.0	0.0
Both Directions	1545	62	14.9	69.4	47	55.1	52	6	2	0	2	0	0.46	58.8	42.5	0.0	35.9
Both Directions	1600	53	33.6	68.5	46.8	55.6	46	5	1	1	0	0	0.46	51.8	42.9	46.0	0.0
Both Directions	1615	44	34.6	70.4	50.6	57.6	33	10	1	0	0	0	0.50	50.3	56.5	0.0	0.0
Both Directions	1630	63	15.4	62.9	47.1	57.5	51	10	2	0	0	0	0.46	48.0	55.3	0.0	0.0
Both Directions	1645	64	24.1	73.9	48.9	58.5	58	4	2	0	0	0	0.48	48.4	62.0	0.0	0.0
Both Directions	1700	48	22.6	69.2	48.8	60.2	39	8	1	0	0	0	0.48	52.0	53.7	0.0	0.0
Both Directions	1715	64	24.6	76.4	48.4	56.9	57	6	1	0	0	0	0.48	44.1	51.2	0.0	0.0
Both Directions	1730	66	28	73.9	51.4	62.8	56	8	1	1	0	0	0.50	55.4	68.3	36.4	0.0
Both Directions	1745	73	23.3	70	49.5	60.2	60	11	1	1	0	0	0.49	53.3	28.0	37.6	0.0
Both Directions	1800	51	31.5	70.1	48	54.7	42	9	0	0	0	0	0.47	49.4	0.0	0.0	0.0
Both Directions	1815	54	26.3	63.1	46.7	59	48	5	1	0	0	0	0.46	45.8	49.8	0.0	0.0
Both Directions	1830	53	33.6	72.9	48.6	56.3	42	9	1	1	0	0	0.48	50.7	38.0	38.3	0.0
Both Directions	1845	48	22.2	70	48.2	58.2	44	3	1	0	0	0	0.47	53.2	55.7	0.0	0.0
Both Directions	1900	34	13.8	80.5	50.7	64.1	30	3	1	0	0	0	1.50	57.4	33.7	0.0	0.0
Both Directions	1915	33	27.8	71.5	49.1	55.8	30	3	0	0	0	0	0.49	46.3	0.0	0.0	0.0
Both Directions	1930	44	26.5	64.3	47.5	54.2	39	4	1	0	0	0	0.47	47.9	40.8	0.0	0.0
Both Directions	1945	36	24.8	65.4	47.4	60.7	30	3	3	0	0	0	0.47	44.6	49.3	0.0	0.0
Both Directions	2000	29	21.8	81.8	47.5	56.3	24	4	0	1	0	0	1.47	45.0	0.0	47.4	0.0
Both Directions	2015	34	26.3	69.9	45.6	53.9	30	4	0	0	0	0	0.45	49.7	0.0	0.0	0.0
Both Directions	2030	32	28.5	62.6	47.4	57.2	27	3	1	1	0	0	0.47	42.0	46.1	51.5	0.0
Both Directions	2045	29	36.6	69.4	49.3	62.1	25	4	0	0	0	0	0.49	47.6	0.0	0.0	0.0

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: [Blessington Bridge](#)
 Classification: Car, LGV, OGV1, OGV2, PSV



Saturday 6 May 2023

Direction	Time [-]	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85 Speed	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	6	41.6	51.9	47.8	-	6	0	0	0	0	0	0.478	0.0	0.0	0.0	0.0
Both Directions	0015	7	39.7	54.7	49.3	-	5	2	0	0	0	0	0.501	47.1	0.0	0.0	0.0
Both Directions	0030	3	44.6	61	51.4	-	3	0	0	0	0	0	0.514	0.0	0.0	0.0	0.0
Both Directions	0045	5	42.8	70.5	55.9	-	5	0	0	0	0	0	0.559	0.0	0.0	0.0	0.0
Both Directions	0100	2	45.2	51.6	48.4	-	2	0	0	0	0	0	0.484	0.0	0.0	0.0	0.0
Both Directions	0115	3	45.2	53.6	49.2	-	3	0	0	0	0	0	0.492	0.0	0.0	0.0	0.0
Both Directions	0130	3	48.5	53.5	50.5	-	2	1	0	0	0	0	0.515	48.5	0.0	0.0	0.0
Both Directions	0145	1	67.5	67.5	67.5	-	1	0	0	0	0	0	0.675	0.0	0.0	0.0	0.0
Both Directions	0200	4	39.3	60.3	46.3	-	3	1	0	0	0	0	0.416	60.3	0.0	0.0	0.0
Both Directions	0215	1	54.9	54.9	54.9	-	1	0	0	0	0	0	0.549	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0245	1	54.6	54.6	54.6	-	1	0	0	0	0	0	0.546	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0315	2	40.7	41.6	41.2	-	2	0	0	0	0	0	0.412	0.0	0.0	0.0	0.0
Both Directions	0330	3	52.3	60.8	56.6	-	3	0	0	0	0	0	0.566	0.0	0.0	0.0	0.0
Both Directions	0345	5	53.5	63.7	58.4	-	3	2	0	0	0	0	0.599	56.3	0.0	0.0	0.0
Both Directions	0400	12	47.8	60.1	54.8	59.9	10	2	0	0	0	0	0.540	58.7	0.0	0.0	0.0
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0430	3	48.2	66.4	54.4	-	3	0	0	0	0	0	0.544	0.0	0.0	0.0	0.0
Both Directions	0445	4	46.2	57.2	50.7	-	3	1	0	0	0	0	0.510	49.8	0.0	0.0	0.0
Both Directions	0500	1	45	45	45	-	1	0	0	0	0	0	0.450	0.0	0.0	0.0	0.0
Both Directions	0515	6	42.8	53.3	49.7	-	5	0	1	0	0	0	0.511	0.0	42.8	0.0	0.0
Both Directions	0530	15	23.7	67.9	47.4	60.4	15	0	0	0	0	0	0.474	0.0	0.0	0.0	0.0
Both Directions	0545	4	40.5	61.9	51.5	-	3	1	0	0	0	0	0.480	61.9	0.0	0.0	0.0
Both Directions	0600	6	37.2	82.1	50.2	-	5	1	0	0	0	0	1.512	44.8	0.0	0.0	0.0
Both Directions	0615	3	55.4	78.8	65.3	-	3	0	0	0	0	0	0.653	0.0	0.0	0.0	0.0
Both Directions	0630	7	35	71.6	52.8	-	3	3	1	0	0	0	0.506	51.7	62.3	0.0	0.0
Both Directions	0645	7	40.2	67.9	52.9	-	4	3	0	0	0	0	0.478	59.8	0.0	0.0	0.0
Both Directions	0700	9	35.4	64.9	51.4	-	6	2	1	0	0	0	0.473	61.0	57.1	0.0	0.0
Both Directions	0715	9	32.4	66.1	57	-	5	4	0	0	0	0	0.525	62.6	0.0	0.0	0.0
Both Directions	0730	22	32.7	74.2	49.3	53.8	19	2	1	0	0	0	0.519	53.8	47.5	45.5	0.0
Both Directions	0745	24	26	71.7	51.5	68.3	22	2	0	0	0	0	0.514	53.0	0.0	0.0	0.0
Both Directions	0800	19	25.8	61.4	43.5	56	14	3	0	2	0	0	0.428	47.9	0.0	41.9	0.0
Both Directions	0815	32	31.6	64.5	49.3	59.2	25	5	2	0	0	0	0.487	50.1	54.1	0.0	0.0
Both Directions	0830	28	22.8	74.9	51.6	64.9	21	7	0	0	0	0	0.501	56.3	0.0	0.0	0.0
Both Directions	0845	33	15.3	76.3	49.6	60.6	24	8	0	1	0	0	0.480	55.6	0.0	40.6	0.0
Both Directions	0900	29	27.1	69	50.3	59	25	3	1	0	0	0	0.505	47.6	53.5	0.0	0.0
Both Directions	0915	45	16.3	70.1	45.7	58.7	36	6	2	1	0	0	0.458	49.7	34.6	41.4	0.0
Both Directions	0930	44	30.5	62.9	47.5	55.4	42	2	0	0	0	0	0.473	51.1	0.0	0.0	0.0
Both Directions	0945	40	28.6	69.8	48.2	59.9	31	5	3	1	0	0	0.466	60.6	49.9	31.6	0.0
Both Directions	1000	43	26	79.1	51.7	62.6	35	5	2	1	0	0	0.519	53.8	47.5	45.5	0.0
Both Directions	1015	51	24.8	67.6	47.9	57.3	39	8	4	0	0	0	0.475	52.1	43.5	0.0	0.0
Both Directions	1030	66	16.1	61.6	43.8	54.5	60	4	2	0	0	0	0.444	40.1	34.4	0.0	0.0
Both Directions	1045	78	15.2	65.5	44.6	55	69	8	0	1	0	0	0.442	50.4	0.0	26.6	0.0
Both Directions	1100	39	27.5	64.3	46.5	56.5	31	8	0	0	0	0	0.448	53.1	0.0	0.0	0.0
Both Directions	1115	58	30.1	67.8	47	56.1	47	8	1	2	0	0	0.468	48.8	40.2	49.1	0.0
Both Directions	1130	73	11.8	60.2	43.3	53	61	8	3	1	0	0	0.428	45.3	50.4	33.5	0.0
Both Directions	1145	58	17.7	70.5	44	53.9	49	8	1	0	0	0	0.429	54.0	20.7	0.0	0.0
Both Directions	1200	46	19.1	60.8	44	52.6	40	5	1	0	0	0	0.444	40.8	45.8	0.0	0.0
Both Directions	1215	66	15.3	64.2	49	55.1	60	6	0	0	0	0	0.486	52.9	0.0	0.0	0.0
Both Directions	1230	55	28.8	71.6	47.3	56.9	42	10	2	1	0	0	0.475	49.6	38.7	33.4	0.0
Both Directions	1245	44	33.2	67.4	46.3	54	38	5	0	1	0	0	0.456	51.5	0.0	45.6	0.0
Both Directions	1300	57	24.5	68.5	44.7	53	47	9	1	0	0	0	0.448	44.2	47.1	0.0	0.0
Both Directions	1315	47	30.2	73.1	46.7	54.3	40	6	1	0	0	0	0.466	45.7	56.1	0.0	0.0
Both Directions	1330	50	19.3	66.2	47.5	57.7	40	7	2	1	0	0	0.472	50.9	39.3	51.3	0.0
Both Directions	1345	54	29.6	75.8	46.2	54.5	45	8	0	1	0	0	0.462	46.8	0.0	40.6	0.0
Both Directions	1400	39	28.3	65.2	47.8	58.5	30	7	2	0	0	0	0.471	51.6	46.5	0.0	0.0
Both Directions	1415	37	21.9	71.9	49.3	57.1	25	10	2	0	0	0	0.489	51.4	45.1	0.0	0.0
Both Directions	1430	33	27.2	73.6	49.4	60.3	29	3	1	0	0	0	0.497	46.8	48.9	0.0	0.0
Both Directions	1445	53	27.8	61	48.5	56.3	40	10	2	1	0	0	0.488	46.4	56.2	42.7	0.0
Both Directions	1500	45	28.3	77.8	49.6	59.7	32	9	3	1	0	0	0.494	52	49.7	29.3	0.0
Both Directions	1515	35	17.8	61.3	43.5	51.8	29	5	1	0	0	0	0.432	45.0	43.7	0.0	0.0
Both Directions	1530	34	14.7	64.1	43	54.5	29	5	0	0	0	0	0.434	40.7	0.0	0.0	0.0
Both Directions	1545	49	20.1	78.3	47.3	57.9	44	4	0	1	0	0	0.455	66.2	0.0	54.2	0.0
Both Directions	1600	46	14.2	69.4	45.5	56.8	37	9	0	0	0	0	0.442	50.9	0.0	0.0	0.0
Both Directions	1615	41	22.7	65.2	46	55.2	36	5	0	0	0	0	0.458	47.7	0.0	0.0	0.0
Both Directions	1630	52	28.6	74	48.3	57.3	43	8	1	0	0	0	0.476	52.1	46.3	0.0	0.0
Both Directions	1645	45	18.4	84	44.7	56.4	41	4	0	0	0	0	1.449	42.8	0.0	0.0	0.0
Both Directions	1700	56	10.8	68.5	44.6	56.7	48	8	0	0	0	0	0.459	37.0	0.0	0.0	0.0
Both Directions	1715	34	35	67.1	48.4	57.4	31	3	0	0	0	0	0.488	44.2	0.0	0.0	0.0
Both Directions	1730	56	15.6	68.2	46.7	55.8	51	5	1	0	0	0	0.461	48.5	68.2	0.0	0.0
Both Directions	1745	43	28.3	66.5	47.4	54.8	38	4	1	0	0	0	0.477	44.9	44.0	0.0	0.0
Both Directions	1800	57	10.2	67.5	47	55.2	50	5	1	1	0	0	0.470	50.0	48.7	28.4	0.0
Both Directions	1815	34	16.6	69.8	45.5	53.6	32	1	1	0	0	0	0.456	53.8	35.4	0.0	0.0
Both Directions	1830	24	17.5	57	45.8	54.7	21	3	0	0	0	0	0.448	52.4	0.0	0.0	0.0
Both Directions	1845	47	26.8	68.2	48.2	54.3	43	4	0	0	0	0	0.484	46.6	0.0	0.0	0.0
Both Directions	1900	34	29.7	69	46.8	56	26	7	0	1	0	0	0.455	51.2	0.0	48.4	0.0
Both Directions	1915	26	30	55.8	47.2	52.4	23	3	0	0	0	0	0.471	47.7	0.0	0.0	0.0
Both Directions	1930	27	28.6	69	47.7	59	19	7	1	0	0	0	0.462	54.7	28.6	0.0	0.0
Both Directions	1945	35	26	60.8	45.1	51.3	33	1	1	0	0	0	0.450	60.6	35.6	0.0	0.0
Both Directions	2000	30	27.7	62.7	48.3	58.5	22	7	1	0	0	0	0.481	47.0	60.8	0.0	0.0
Both Directions	2015	26	30.1	67.3	46.6	55.4	22	4	0	0	0	0	0.448	56.6	0.0	0.0	0.0
Both Directions	2030	23	20.7	71.4	44.3	54.5	21	2	0	0	0	0	0.426	62.5	0.0	0.0	0.0
Both Directions	2045	28	37.7	67.8	48.8	55.2	23	5	0	0	0	0	0.488	49.1	0.0	0.0	0.0

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: [Blessington Bridge](#)
 Classification: Car, LGV, OGV1, OGV2, PSV



Sunday 7 May 2023

Direction	Time [-]	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85 Speed	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	10	34	54.3	44.5	-	8	2	0	0	0	0	0.448	43.4	0.0	0.0	0.0
Both Directions	0015	4	43	61.8	53.5	-	3	1	0	0	0	0	0.508	61.8	0.0	0.0	0.0
Both Directions	0030	7	28	56.3	46.4	-	5	2	0	0	0	0	0.445	51.3	0.0	0.0	0.0
Both Directions	0045	6	34.6	77.2	51.1	-	4	2	0	0	0	0	0.461	61.1	0.0	0.0	0.0
Both Directions	0100	4	53.3	61	57.3	-	3	1	0	0	0	0	0.576	56.4	0.0	0.0	0.0
Both Directions	0115	4	52.5	66.5	58.5	-	3	1	0	0	0	0	0.582	59.4	0.0	0.0	0.0
Both Directions	0130	5	49.1	56.6	52.9	-	4	1	0	0	0	0	0.539	49.1	0.0	0.0	0.0
Both Directions	0145	6	44.9	53.5	48.7	-	6	0	0	0	0	0	0.487	0.0	0.0	0.0	0.0
Both Directions	0200	4	51.5	61.1	55.3	-	2	2	0	0	0	0	0.543	56.3	0.0	0.0	0.0
Both Directions	0215	2	49.1	52.9	51	-	2	0	0	0	0	0	0.510	0.0	0.0	0.0	0.0
Both Directions	0230	1	60.7	60.7	-	-	1	0	0	0	0	0	0.607	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0
Both Directions	0300	3	44.4	61.8	51.5	-	3	0	0	0	0	0	0.515	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0
Both Directions	0330	0	-	-	-	-	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0
Both Directions	0345	1	60.8	60.8	60.8	-	1	0	0	0	0	0	0.608	0.0	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0
Both Directions	0445	1	50.5	50.5	50.5	-	1	0	0	0	0	0	0.505	0.0	0.0	0.0	0.0
Both Directions	0500	3	48	60.1	55.1	-	3	0	0	0	0	0	0.551	0.0	0.0	0.0	0.0
Both Directions	0515	2	52.9	53.6	53.3	-	2	0	0	0	0	0	0.533	0.0	0.0	0.0	0.0
Both Directions	0530	2	46.1	71.3	58.7	-	1	1	0	0	0	0	0.461	71.3	0.0	0.0	0.0
Both Directions	0545	0	-	-	-	-	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0
Both Directions	0600	2	29.9	37.1	33.5	-	2	0	0	0	0	0	0.335	0.0	0.0	0.0	0.0
Both Directions	0615	0	-	-	-	-	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0
Both Directions	0630	3	35.1	65	45.3	-	3	0	0	0	0	0	0.453	0.0	0.0	0.0	0.0
Both Directions	0645	4	36.9	72.7	51.8	-	3	1	0	0	0	0	0.449	72.7	0.0	0.0	0.0
Both Directions	0700	5	32.3	52.6	41.7	-	4	1	0	0	0	0	0.441	32.3	0.0	0.0	0.0
Both Directions	0715	7	35.6	61.7	49.9	-	6	1	0	0	0	0	0.480	61.2	0.0	0.0	0.0
Both Directions	0730	14	32.8	67.8	48.4	57.5	14	0	0	0	0	0	0.484	0.0	0.0	0.0	0.0
Both Directions	0745	15	36.4	54.9	47	53.5	15	0	0	0	0	0	0.470	0.0	0.0	0.0	0.0
Both Directions	0800	19	35.1	57	48.3	54.5	18	1	0	0	0	0	0.478	57.0	0.0	0.0	0.0
Both Directions	0815	29	18.6	67.5	48.2	58.1	23	6	0	0	0	0	0.473	51.4	0.0	0.0	0.0
Both Directions	0830	23	29.3	68.8	48.3	61.1	18	3	1	1	0	0	0.492	50.8	42.7	29.3	0.0
Both Directions	0845	29	15.7	68.6	47.8	59.9	24	4	1	0	0	0	0.477	47.7	52.7	0.0	0.0
Both Directions	0900	32	14.7	71.1	45.1	57.1	27	4	0	1	0	0	0.443	53.6	0.0	31.4	0.0
Both Directions	0915	37	31.8	63.8	46	57.5	32	5	0	0	0	0	0.464	43.8	0.0	0.0	0.0
Both Directions	0930	40	20.7	66.7	45.8	55.1	34	5	0	1	0	0	0.452	45.9	0.0	63.2	0.0
Both Directions	0945	53	15.1	70.9	47.2	57.4	44	9	0	0	0	0	0.464	51.3	0.0	0.0	0.0
Both Directions	1000	44	18	65	42.6	55	37	7	0	0	0	0	0.425	43.0	0.0	0.0	0.0
Both Directions	1015	44	18.8	68.8	44.9	56.6	38	4	1	1	0	0	0.452	52.3	19.3	31.1	0.0
Both Directions	1030	45	24.3	70.9	48.5	62	41	4	0	0	0	0	0.483	50.2	0.0	0.0	0.0
Both Directions	1045	61	23.6	62.1	45.5	55.4	53	8	0	0	0	0	0.448	50.3	0.0	0.0	0.0
Both Directions	1100	66	20.6	60.8	42.8	51.7	58	8	0	0	0	0	0.428	42.7	0.0	0.0	0.0
Both Directions	1115	56	20.6	68.4	45.2	56	48	6	1	1	0	0	0.443	52.9	54.7	36.6	0.0
Both Directions	1130	62	19.9	67.7	44.5	52.6	53	8	0	1	0	0	0.438	49.9	0.0	40.9	0.0
Both Directions	1145	64	25.3	72.6	44.8	54.4	56	7	1	0	0	0	0.438	52.2	50.1	0.0	0.0
Both Directions	1200	46	28.6	67.9	45.6	58	40	5	1	0	0	0	0.448	53.9	33.6	0.0	0.0
Both Directions	1215	65	17.5	75.9	42.3	55.3	62	1	0	2	0	0	0.420	75.9	0.0	34.0	0.0
Both Directions	1230	59	15.8	67.2	39.3	50.9	52	2	3	2	0	0	0.399	37.2	35.3	30.7	0.0
Both Directions	1245	61	26.3	71.6	48.6	59.5	50	9	1	1	0	0	0.484	50.7	42.7	46.4	0.0
Both Directions	1300	57	21.6	62.9	41.3	51.3	48	7	2	0	0	0	0.411	41.8	44.3	0.0	0.0
Both Directions	1315	58	16	71	43.7	55.9	50	7	1	0	0	0	0.432	51.7	16.1	0.0	0.0
Both Directions	1330	71	13.5	67.5	42.8	55.5	62	6	2	1	0	0	0.423	46.1	49.3	36.9	0.0
Both Directions	1345	64	14.6	64	42.3	52.9	53	11	0	0	0	0	0.416	45.3	0.0	0.0	0.0
Both Directions	1400	64	14.2	60.3	42	49.5	56	8	0	0	0	0	0.411	48.0	0.0	0.0	0.0
Both Directions	1415	53	20.8	68.1	46.1	56.7	46	6	1	0	0	0	0.460	48.4	40.7	0.0	0.0
Both Directions	1430	43	8	68.9	43.3	55.9	41	2	0	0	0	0	0.431	46.7	0.0	0.0	0.0
Both Directions	1445	56	19.2	64.2	44.3	53.8	50	4	2	0	0	0	0.440	51.4	37.6	0.0	0.0
Both Directions	1500	67	11.4	69.6	42.1	52.9	59	7	0	1	0	0	0.409	53.1	0.0	59.9	0.0
Both Directions	1515	65	31.4	58.9	45.5	53	60	3	1	1	0	0	0.456	45.7	45.3	41.0	0.0
Both Directions	1530	58	14.2	71.1	41.2	50.9	51	7	0	0	0	0	0.406	45.4	0.0	0.0	0.0
Both Directions	1545	61	14.8	62.3	40.7	50.3	54	7	0	0	0	0	0.399	47.2	0.0	0.0	0.0
Both Directions	1600	62	8.1	63.1	42.7	52.3	55	7	0	0	0	0	0.421	47.7	0.0	0.0	0.0
Both Directions	1615	54	24.4	67.5	42.3	54.8	49	5	0	0	0	0	0.410	55.5	0.0	0.0	0.0
Both Directions	1630	64	24.7	55.9	40.8	49	55	8	1	0	0	0	0.404	42.4	48.1	0.0	0.0
Both Directions	1645	57	25.4	68.4	44.2	54.4	54	3	0	0	0	0	0.437	52.2	0.0	0.0	0.0
Both Directions	1700	62	19.3	62.6	42.5	51.9	57	4	1	0	0	0	0.428	39.8	34.3	0.0	0.0
Both Directions	1715	30	33.8	66	46.7	55	28	2	0	0	0	0	0.469	43.9	0.0	0.0	0.0
Both Directions	1730	40	30.5	68.4	47.2	54.1	32	7	1	0	0	0	0.462	49.7	63.4	0.0	0.0
Both Directions	1745	61	19.6	78.2	44.6	54.6	52	8	1	0	0	0	0.444	45.6	45.7	0.0	0.0
Both Directions	1800	42	34	75.7	49.9	58.2	35	7	0	0	0	0	0.503	48.1	0.0	0.0	0.0
Both Directions	1815	34	31.7	67.7	48.7	58.6	31	3	0	0	0	0	0.478	57.6	0.0	0.0	0.0
Both Directions	1830	29	33.5	58.4	47.2	54.5	27	2	0	0	0	0	0.470	49.5	0.0	0.0	0.0
Both Directions	1845	38	21.7	64.8	45.2	56.8	35	2	1	0	0	0	0.459	38.5	33.4	0.0	0.0
Both Directions	1900	25	39.6	87.2	52.1	65.6	23	2	0	0	0	0	1.513	61.4	0.0	0.0	0.0
Both Directions	1915	26	31.1	68.4	49.1	57.8	24	2	0	0	0	0	0.492	47.1	0.0	0.0	0.0
Both Directions	1930	29	20	58.8	46.6	55	24	5	0	0	0	0	0.482	38.9	0.0	0.0	0.0
Both Directions	1945	28	22.7	68.5	48.1	58.9	23	3	1	1	0	0	0.475	51.8	37.9	61.7	0.0
Both Directions	2000	19	42	64.3	52.2	59.6	15	3	0	1	0	0	0.514	56.0	0.0	52.9	0.0
Both Directions	2015	20	22.5	61.2	48	58.7	17	3	0	0	0	0	0.474	51.4	0.0	0.0	0.0
Both Directions	2030	22	37.4	74	49.9	57.6	16	6	0	0	0	0	0.499	49.9	0.0	0.0	0.0
Both Directions	2045	21	35.3	64.6	48.6	59.5	18	3	0	0	0	0	0.474	55.8	0.0	0.0	0.0
Both Directions	2100	19	20.6	54.6	43.1	51.8	18	1	0	0	0	0					

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: [Blessington Bridge](#)
 Classification: Car, LGV, OGV1, OGV2, PSV



Monday 8 May 2023

Direction	Time [-]	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85 Speed	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV	
Both Directions	0000	5	45.3	57.4	50.9	-	5	0	0	0	0	0	0	50.9	0.0	0.0	0.0	0.0
Both Directions	0015	1	56	56	56	-	1	0	0	0	0	0	0	56.0	0.0	0.0	0.0	0.0
Both Directions	0030	4	45.2	61	50	-	2	1	1	0	0	0	0	46.1	61.0	46.8	0.0	0.0
Both Directions	0045	1	32.2	32.2	32.2	-	1	0	0	0	0	0	0	32.2	0.0	0.0	0.0	0.0
Both Directions	0100	1	51.6	51.6	51.6	-	1	0	0	0	0	0	0	51.6	0.0	0.0	0.0	0.0
Both Directions	0115	3	41.3	59.8	51.2	-	2	0	0	1	0	0	0	56.1	0.0	0.0	41.3	0.0
Both Directions	0130	1	47.8	47.8	47.8	-	0	0	1	0	0	0	0	0.0	0.0	47.8	0.0	0.0
Both Directions	0145	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0200	1	47.7	47.7	47.7	-	1	0	0	0	0	0	0	47.7	0.0	0.0	0.0	0.0
Both Directions	0215	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0245	1	48.1	48.1	48.1	-	1	0	0	0	0	0	0	48.1	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0330	1	63.8	63.8	63.8	-	0	1	0	0	0	0	0	0.0	63.8	0.0	0.0	0.0
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0430	1	56.2	56.2	56.2	-	0	1	0	0	0	0	0	0.0	56.2	0.0	0.0	0.0
Both Directions	0445	1	59.1	59.1	59.1	-	1	0	0	0	0	0	0	59.1	0.0	0.0	0.0	0.0
Both Directions	0500	2	52.5	56.2	54.3	-	0	2	0	0	0	0	0	0.0	54.3	0.0	0.0	0.0
Both Directions	0515	2	57.8	57.8	57.8	-	1	0	0	0	0	0	0	57.8	0.0	0.0	0.0	0.0
Both Directions	0530	2	64.1	65.1	64.6	-	2	0	0	0	0	0	0	64.6	0.0	0.0	0.0	0.0
Both Directions	0545	2	62.5	67.4	65	-	2	0	0	0	0	0	0	65.0	0.0	0.0	0.0	0.0
Both Directions	0600	8	47.2	69.5	56.1	-	8	0	0	0	0	0	0	56.1	0.0	0.0	0.0	0.0
Both Directions	0615	4	53.7	66.5	58.7	-	4	0	0	0	0	0	0	58.7	0.0	0.0	0.0	0.0
Both Directions	0630	13	46.7	83.8	64.3	76.5	10	2	1	0	0	0	0	62.3	72.3	68.9	0.0	0.0
Both Directions	0645	20	43.5	72.9	56.5	65.1	14	6	0	0	0	0	0	56.9	55.5	0.0	0.0	0.0
Both Directions	0700	26	43.9	75.1	57.3	66.2	19	6	1	0	0	0	0	57.4	58.5	46.2	0.0	0.0
Both Directions	0715	36	30.4	79.1	56.4	66.3	28	7	1	0	0	0	0	55.6	58.9	63.1	0.0	0.0
Both Directions	0730	29	33.3	70.3	53.2	60	26	3	0	0	0	0	0	53.0	55.1	0.0	0.0	0.0
Both Directions	0745	32	41.2	73	54.3	63.7	23	5	3	1	0	0	0	54.3	60.7	46.9	43.5	0.0
Both Directions	0800	46	38.8	73.3	51.7	61.1	34	11	1	0	0	0	0	50.6	55.1	50.6	0.0	0.0
Both Directions	0815	33	38.4	65.2	50.9	58.4	27	4	2	0	0	0	0	51.5	49.2	45.8	0.0	0.0
Both Directions	0830	58	15.1	74.9	49.2	57.1	53	5	0	0	0	0	0	49.7	44.4	0.0	0.0	0.0
Both Directions	0845	80	12.7	66	47.1	55.2	65	12	3	0	0	0	0	47.3	46.2	46.3	0.0	0.0
Both Directions	0900	57	29	67.1	49.1	55.9	41	13	1	2	0	0	0	49.6	50.2	29.0	40.8	0.0
Both Directions	0915	41	40.8	68.1	50.9	60.8	37	2	2	0	0	0	0	50.1	61.0	55.6	0.0	0.0
Both Directions	0930	33	32.4	71.8	51.1	61.6	24	8	1	0	0	0	0	49.7	53.4	64.4	0.0	0.0
Both Directions	0945	24	39.3	63.4	49	56.8	20	4	0	0	0	0	0	49.1	48.3	0.0	0.0	0.0
Both Directions	1000	35	31.1	63.8	47.7	57.5	31	2	2	0	0	0	0	47.5	55.3	42.4	0.0	0.0
Both Directions	1015	29	19.2	67.3	49.7	63.5	24	3	2	0	0	0	0	48.1	64.7	46.6	0.0	0.0
Both Directions	1030	37	16	66.3	45.9	56.1	31	5	1	0	0	0	0	45.6	46.5	51.3	0.0	0.0
Both Directions	1045	36	14.4	64.3	46.6	52.6	33	2	1	0	0	0	0	47.1	49.0	23.7	0.0	0.0
Both Directions	1100	34	31.5	81.2	47.7	56.8	29	2	2	1	0	0	0	47.6	44.9	54.2	43.0	0.0
Both Directions	1115	37	32.1	61.4	48.5	55.9	31	3	2	1	0	0	0	49.0	44.9	45.2	47.5	0.0
Both Directions	1130	38	18.2	69.6	49.8	59.7	34	4	0	0	0	0	0	50.1	47.1	0.0	0.0	0.0
Both Directions	1145	35	24.9	75.2	47	57.3	30	4	1	0	0	0	0	47.0	49.0	40.5	0.0	0.0
Both Directions	1200	25	37.2	65.1	49.1	57.3	22	3	0	0	0	0	0	48.6	53.0	0.0	0.0	0.0
Both Directions	1215	34	33.6	65.3	49.5	60.3	31	3	0	0	0	0	0	49.9	45.9	0.0	0.0	0.0
Both Directions	1230	32	27.7	68.1	47.9	59	25	5	2	0	0	0	0	47.4	48.4	52.7	0.0	0.0
Both Directions	1245	25	37.4	60.1	50	56.3	20	1	3	1	0	0	0	49.4	58.5	50.2	52.3	0.0
Both Directions	1300	45	22.2	59.7	47.7	53.7	37	3	4	1	0	0	0	47.2	50.6	48.6	51.5	0.0
Both Directions	1315	44	38.4	70.9	50.8	61.5	35	6	3	0	0	0	0	50.7	49.6	55.0	0.0	0.0
Both Directions	1330	39	30.4	72.5	46.9	54.4	29	9	1	0	0	0	0	46.3	48.9	47.2	0.0	0.0
Both Directions	1345	36	23.2	66.3	46.8	53.5	29	6	0	1	0	0	0	46.2	48.3	0.0	54.5	0.0
Both Directions	1400	33	22.1	66.5	48.9	61.7	24	6	3	0	0	0	0	48.1	47.7	57.8	0.0	0.0
Both Directions	1415	53	21.9	70.2	49.3	57.8	43	5	4	1	0	0	0	49.1	56.6	43.5	47.2	0.0
Both Directions	1430	51	31.3	68.1	49.9	57.5	42	6	3	0	0	0	0	49.2	53.7	52.1	0.0	0.0
Both Directions	1445	49	30.5	68.4	47.4	55.8	37	10	2	0	0	0	0	48.5	44.4	42.5	0.0	0.0
Both Directions	1500	43	28.8	67.5	48	55	40	3	0	0	0	0	0	48.2	44.9	0.0	0.0	0.0
Both Directions	1515	47	20.6	64.6	47.3	55.9	39	6	1	1	0	0	0	47.6	46.6	47.1	41.0	0.0
Both Directions	1530	41	21.7	62.5	47.3	56.4	36	5	0	0	0	0	0	46.3	54.2	0.0	0.0	0.0
Both Directions	1545	48	14.5	71	46.1	55.7	41	4	3	0	0	0	0	46.2	43.6	47.7	0.0	0.0
Both Directions	1600	50	35.3	69.9	50.9	60.3	42	7	1	0	0	0	0	50.8	50.1	61.7	0.0	0.0
Both Directions	1615	51	27.2	71.1	46	53	42	8	1	0	0	0	0	45.9	46.7	44.9	0.0	0.0
Both Directions	1630	39	33.3	75.1	49	58.3	30	8	1	0	0	0	0	49.2	49.0	41.2	0.0	0.0
Both Directions	1645	54	16.4	62.5	47	56.4	49	4	1	0	0	0	0	47.3	42.1	52.7	0.0	0.0
Both Directions	1700	62	31.7	65.8	47.3	55.7	50	10	2	0	0	0	0	47.3	48.1	42.7	0.0	0.0
Both Directions	1715	60	31.3	77.1	51.1	60.2	50	6	4	0	0	0	0	51.8	50.6	43.4	0.0	0.0
Both Directions	1730	54	26.1	64.2	49.7	56.8	43	10	1	0	0	0	0	48.5	53.4	63.1	0.0	0.0
Both Directions	1745	54	37.8	68.4	48.4	53.2	45	8	1	0	0	0	0	48.4	48.7	45.5	0.0	0.0
Both Directions	1800	59	28.5	66.4	48.6	58.1	50	8	0	1	0	0	0	49.0	47.0	0.0	44.3	0.0
Both Directions	1815	51	16.9	64.5	46.7	54.6	47	4	0	0	0	0	0	46.4	50.6	0.0	0.0	0.0
Both Directions	1830	41	25.9	63.5	47.8	57.7	32	7	1	1	0	0	0	46.7	50.9	52.6	58.6	0.0
Both Directions	1845	35	31.3	64.5	47.8	53.9	31	4	0	0	0	0	0	48.1	45.5	0.0	0.0	0.0
Both Directions	1900	40	35.2	73	49.9	57.6	35	4	1	0	0	0	0	49.8	48.7	57.8	0.0	0.0
Both Directions	1915	36	22.6	63.8	49	58	28	8	0	0	0	0	0	49.3	48.2	0.0	0.0	0.0
Both Directions	1930	36	19.1	80.2	45.7	56.5	29	5	1	1	0	0	0	43.3	54.4	80.2	35.8	0.0
Both Directions	1945	23	33.8	73.5	48.9	60.1	20	3	0	0	0	0	0	48.1	54.1	0.0	0.0	0.0
Both Directions	2000	33	34.1	63.4	50	56.4	29	4	0	0	0	0	0	50.5	46.8	0.0	0.0	0.0
Both Directions	2015	19	33.2	65.6	48.1	62.5	16											

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type : Automatic Traffic Count (ATC) Survey
 Date : 03.05.23-11.05.23
 Time : 00:00 - 23:59
 Location : [Blessington Bridge](#)
 Classification : Car, LGV, OGV1, OGV2, PSV



Tuesday 9 May 2023

Direction	Time [-]	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85 Speed	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV	
Both Directions	0000	4	41.1	65.8	52.6	-	3	1	0	0	0	0	0	48.2	65.8	0.0	0.0	0.0
Both Directions	0015	2	51.5	57.8	54.6	-	2	0	0	0	0	0	0	54.6	0.0	0.0	0.0	0.0
Both Directions	0030	1	57.3	57.3	57.3	-	1	0	0	0	0	0	0	57.3	0.0	0.0	0.0	0.0
Both Directions	0045	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0100	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0115	1	55.5	55.5	55.5	-	1	0	0	0	0	0	0	55.5	0.0	0.0	0.0	0.0
Both Directions	0130	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0145	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0200	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0215	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0330	2	44.4	45.4	44.9	-	1	1	0	0	0	0	0	44.4	45.4	0.0	0.0	0.0
Both Directions	0345	1	44.9	44.9	44.9	-	0	1	0	0	0	0	0	0.0	44.9	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0445	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0500	3	54.9	66.8	60.8	-	1	2	0	0	0	0	0	54.9	63.7	0.0	0.0	0.0
Both Directions	0515	2	56.4	57.1	56.8	-	2	0	0	0	0	0	0	56.8	0.0	0.0	0.0	0.0
Both Directions	0530	1	57	57	57	-	1	0	0	0	0	0	0	57.0	0.0	0.0	0.0	0.0
Both Directions	0545	3	44.1	65.5	55	-	2	1	0	0	0	0	0	54.8	55.6	0.0	0.0	0.0
Both Directions	0600	11	42.1	69.1	57	64.1	8	2	1	0	0	0	0	55.0	59.2	69.1	0.0	0.0
Both Directions	0615	10	40.9	74.4	54.9	-	9	1	0	0	0	0	0	55.8	46.9	0.0	0.0	0.0
Both Directions	0630	10	39.8	77.4	58.5	-	7	3	0	0	0	0	0	58.3	58.9	0.0	0.0	0.0
Both Directions	0645	21	51	74	59.6	65.6	16	5	0	0	0	0	0	59.7	59.1	0.0	0.0	0.0
Both Directions	0700	26	40.4	74.3	55.6	61.8	21	5	0	0	0	0	0	55.2	57.2	0.0	0.0	0.0
Both Directions	0715	34	36.2	77.6	54.9	67.3	27	5	2	0	0	0	0	53.7	62.2	53.9	0.0	0.0
Both Directions	0730	24	42.4	74.8	56.4	65.7	19	3	2	0	0	0	0	57.1	59.7	44.4	0.0	0.0
Both Directions	0745	40	36.9	70.4	55.1	63	35	3	2	0	0	0	0	54.9	55.1	57.1	0.0	0.0
Both Directions	0800	39	40	71.9	51.5	61.6	26	10	0	3	0	0	0	50.6	56.0	0.0	43.9	0.0
Both Directions	0815	45	30.3	69.8	51.3	60	36	6	3	0	0	0	0	51.8	50.8	45.8	0.0	0.0
Both Directions	0830	70	22.7	77.2	53.2	60.8	64	6	0	0	0	0	0	53.0	55.7	0.0	0.0	0.0
Both Directions	0845	69	31.5	68.4	50.4	57.1	55	10	3	1	0	0	0	50.2	50.3	56.1	48.5	0.0
Both Directions	0900	39	23.5	59.5	49.3	58.1	29	8	2	0	0	0	0	48.6	50.3	55.0	0.0	0.0
Both Directions	0915	38	40.2	67	51.3	59.8	29	6	2	1	0	0	0	50.0	59.6	42.4	56.7	0.0
Both Directions	0930	32	30.3	67.8	46.5	57.3	23	6	2	1	0	0	0	44.9	50.6	47.5	57.9	0.0
Both Directions	0945	34	24.7	68	50.2	59	27	4	2	1	0	0	0	50.6	55.7	46.5	24.7	0.0
Both Directions	1000	31	38.3	66.4	49.9	57.4	28	2	0	1	0	0	0	49.0	49.6	0.0	45.9	0.0
Both Directions	1015	32	14.6	70.3	48.1	54.9	25	4	3	0	0	0	0	47.5	46.2	55.2	0.0	0.0
Both Directions	1030	42	35.7	66.2	50.6	60.9	34	3	2	0	0	0	0	50.4	56.1	49.1	47.8	0.0
Both Directions	1045	32	21.3	59.9	46.6	54.2	24	6	2	0	0	0	0	46.3	49.3	42.1	0.0	0.0
Both Directions	1100	18	35.4	59.7	47.6	54.6	14	3	0	1	0	0	0	48.2	45.4	0.0	45.5	0.0
Both Directions	1115	28	11.8	68.4	48.4	59.5	21	5	1	1	0	0	0	48.2	50.6	43.1	46.4	0.0
Both Directions	1130	39	25.9	77.4	48.2	58.9	28	8	2	1	0	0	0	48.1	50.4	34.9	59.5	0.0
Both Directions	1145	27	18.2	68.7	50	63.7	21	3	3	0	0	0	0	49.8	58.5	42.3	0.0	0.0
Both Directions	1200	29	28	65.1	45.5	52.3	23	5	1	0	0	0	0	44.6	48.8	49.0	0.0	0.0
Both Directions	1215	35	30.7	64.8	47.8	58	28	3	3	1	0	0	0	48.1	49.3	45.7	40.9	0.0
Both Directions	1230	37	18.6	61.6	44.9	53	30	3	2	2	0	0	0	44.0	48.3	46.7	51.1	0.0
Both Directions	1245	28	19.1	72	47.9	60.2	21	5	2	0	0	0	0	46.4	52.2	52.6	0.0	0.0
Both Directions	1300	34	26.1	63.3	45	54.4	29	3	1	1	0	0	0	45.0	47.6	38.9	44.4	0.0
Both Directions	1315	44	17.1	58	43.3	53.6	32	8	4	0	0	0	0	43.4	43.4	41.6	0.0	0.0
Both Directions	1330	41	21.2	57.4	44.1	51.3	36	3	1	1	0	0	0	43.6	48.2	48.4	43.8	0.0
Both Directions	1345	39	15.6	72.7	46.3	60.3	34	3	2	0	0	0	0	45.5	51.2	52.0	0.0	0.0
Both Directions	1400	40	26.6	67.9	45.8	58.1	31	6	3	0	0	0	0	46.3	47.7	36.7	0.0	0.0
Both Directions	1415	50	23	63.4	48.9	59.2	43	4	3	0	0	0	0	49.2	44.0	50.1	0.0	0.0
Both Directions	1430	43	34.3	65.9	49.5	56.6	33	7	3	0	0	0	0	50.2	46.9	48.0	0.0	0.0
Both Directions	1445	60	22.3	64.7	46.4	56.8	49	5	6	0	0	0	0	48.3	41.9	35.0	0.0	0.0
Both Directions	1500	38	24.2	61.4	47.5	55.6	27	9	1	1	0	0	0	47.0	49.0	34.7	59.8	0.0
Both Directions	1515	42	34.6	65.2	48.7	55.8	33	8	1	0	0	0	0	48.4	49.9	50.2	0.0	0.0
Both Directions	1530	43	29.5	73.6	50.2	58.8	38	3	2	0	0	0	0	50.3	49.9	49.6	0.0	0.0
Both Directions	1545	61	22.7	62.8	46	57.1	49	9	3	0	0	0	0	46.5	44.3	42.7	0.0	0.0
Both Directions	1600	33	23.8	65.4	48.9	58.1	26	6	0	1	0	0	0	48.6	50.1	0.0	49.7	0.0
Both Directions	1615	62	35.7	66.8	49.8	59.6	48	13	1	0	0	0	0	49.8	49.4	53.2	0.0	0.0
Both Directions	1630	45	21.5	66.4	47.1	53.7	41	2	2	0	0	0	0	46.8	41.0	57.8	0.0	0.0
Both Directions	1645	46	18	76.1	49	59.5	41	5	0	0	0	0	0	48.9	49.5	0.0	0.0	0.0
Both Directions	1700	58	28.5	73.8	50	58	51	4	2	1	0	0	0	50.7	47.4	47.7	30.7	0.0
Both Directions	1715	57	20.7	68.3	47.3	56.6	47	9	1	0	0	0	0	46.9	48.7	53.2	0.0	0.0
Both Directions	1730	66	28.4	70.8	47.3	55.1	51	14	0	1	0	0	0	46.9	48.7	0.0	44.7	0.0
Both Directions	1745	58	20.5	65.5	48.5	58.9	48	8	2	0	0	0	0	49.6	44.0	40.6	0.0	0.0
Both Directions	1800	50	30.9	56.5	46.9	52.3	41	8	0	1	0	0	0	46.8	46.7	0.0	52.3	0.0
Both Directions	1815	43	34	67.1	48.2	56.2	37	5	1	0	0	0	0	47.2	53.8	58.1	0.0	0.0
Both Directions	1830	57	34.2	64.8	48.6	58	49	8	0	0	0	0	0	47.9	52.3	0.0	0.0	0.0
Both Directions	1845	49	26.9	74.9	51.6	62.3	38	10	0	1	0	0	0	51.3	53.7	0.0	44.8	0.0
Both Directions	1900	52	22.8	78.4	48.1	58.6	45	7	0	0	0	0	0	47.7	50.6	0.0	0.0	0.0
Both Directions	1915	44	25.6	72.4	47.2	57.3	40	4	0	0	0	0	0	47.1	48.0	0.0	0.0	0.0
Both Directions	1930	31	18.9	65.2	50.5	60.2	27	4	0	0	0	0	0	50.0	54.1	0.0	0.0	0.0
Both Directions	1945	40	26.9	72.4	49.3	59.8	34	6	0	0	0	0	0	49.2	49.5	0.0	0.0	0.0
Both Directions	2000	36	34.8	64.6	47.1	55.6	27	6	3	0	0	0	0	47.1	47.2	46.4	0.0	0.0
Both Directions	2015	34	27.4	61.3	49.4	59.2	27	6	0	1	0	0	0	49.0	51.9	0.0	44.7	

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type : Automatic Traffic Count (ATC) Survey
 Date : 03.05.23-11.05.23
 Time : 00:00 - 23:59
 Location : [Blessington Bridge](#)
 Classification : Car, LGV, OGV1, OGV2, PSV



Wednesday 10 May 2023

Direction	Time [-]	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85 Speed	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV	
Both Directions	0000	4	44.2	71	56.6	-	4	0	0	0	0	0	0	56.6	0.0	0.0	0.0	0.0
Both Directions	0015	5	41.6	63.1	49.8	-	2	2	1	0	0	0	0	52.4	50.7	42.9	0.0	0.0
Both Directions	0030	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0045	2	50.5	56.8	53.6	-	1	1	0	0	0	0	0	50.5	56.8	0.0	0.0	0.0
Both Directions	0100	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0115	1	51.6	51.6	51.6	-	1	0	0	0	0	0	0	51.6	0.0	0.0	0.0	0.0
Both Directions	0130	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0145	1	46.2	46.2	46.2	-	1	0	0	0	0	0	0	46.2	0.0	0.0	0.0	0.0
Both Directions	0200	1	46.6	46.6	46.6	-	1	0	0	0	0	0	0	46.6	0.0	0.0	0.0	0.0
Both Directions	0215	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0230	1	53	-	53	-	1	0	0	0	0	0	0	53.0	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0330	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0445	1	69.6	69.6	69.6	-	1	0	0	0	0	0	0	69.6	0.0	0.0	0.0	0.0
Both Directions	0500	4	48.1	69	59.1	-	3	1	0	0	0	0	0	58.7	60.3	0.0	0.0	0.0
Both Directions	0515	3	56.2	62.4	59.2	-	3	0	0	0	0	0	0	59.2	0.0	0.0	0.0	0.0
Both Directions	0530	1	68.1	68.1	68.1	-	1	0	0	0	0	0	0	68.1	0.0	0.0	0.0	0.0
Both Directions	0545	3	41.3	62.1	50.6	-	3	0	0	0	0	0	0	50.6	0.0	0.0	0.0	0.0
Both Directions	0600	7	51.3	75.3	62.4	-	6	1	0	0	0	0	0	60.2	75.3	0.0	0.0	0.0
Both Directions	0615	9	36.9	92.5	59.1	-	8	0	1	0	0	0	0	57.1	0.0	74.9	0.0	0.0
Both Directions	0630	14	33.3	71.9	54.6	66.9	9	5	0	0	0	0	0	57.1	50.0	0.0	0.0	0.0
Both Directions	0645	17	46.8	68.1	54.3	60.4	11	4	1	1	0	0	0	53.3	53.9	54.4	67.5	0.0
Both Directions	0700	31	42	69.7	55	64.5	29	2	0	0	0	0	0	54.4	63.7	0.0	0.0	0.0
Both Directions	0715	30	37.9	67.5	53.4	62.4	24	5	1	0	0	0	0	53.3	54.8	47.8	0.0	0.0
Both Directions	0730	35	40.6	70.4	57	64.6	29	6	0	0	0	0	0	55.8	63.0	0.0	0.0	0.0
Both Directions	0745	38	32.5	81.6	54.3	63.9	25	7	4	2	0	0	0	54.4	56.2	57.5	40.7	0.0
Both Directions	0800	34	34.3	63.8	51.8	61.4	28	6	0	0	0	0	0	52.1	50.6	0.0	0.0	0.0
Both Directions	0815	53	36.6	71.9	51.3	57.6	47	4	2	0	0	0	0	51.2	52.4	52.0	0.0	0.0
Both Directions	0830	54	35.5	71.3	50.3	58.6	46	6	2	0	0	0	0	50.5	52.0	42.4	0.0	0.0
Both Directions	0845	73	28.5	71	48.2	56.3	56	12	1	4	0	0	0	48.5	46.6	55.5	47.8	0.0
Both Directions	0900	48	28.6	69.2	49.7	56.1	40	5	2	1	0	0	0	49.3	49.1	53.8	60.8	0.0
Both Directions	0915	43	30.9	62.4	50.5	56.4	31	9	3	0	0	0	0	50.4	51.4	49.5	0.0	0.0
Both Directions	0930	30	21.2	73.4	47.4	58.6	21	7	1	1	0	0	0	48.8	43.4	50.9	42.7	0.0
Both Directions	0945	41	26.5	78.4	49.5	64.4	35	5	1	0	0	0	0	48.7	51.5	65.0	0.0	0.0
Both Directions	1000	26	38.1	64.2	47.9	54.1	19	7	0	0	0	0	0	47.6	48.9	0.0	0.0	0.0
Both Directions	1015	18	35.1	68.5	52	62.7	14	4	0	0	0	0	0	51.1	55.3	0.0	0.0	0.0
Both Directions	1030	38	28.2	71.8	46.1	54.7	27	9	0	2	0	0	0	46.7	44.6	0.0	43.5	0.0
Both Directions	1045	35	35.6	67.5	51.8	63.5	28	5	2	0	0	0	0	50.6	56.5	56.8	0.0	0.0
Both Directions	1100	38	33.8	75.7	51.6	61.8	29	8	1	0	0	0	0	50.2	55.1	63.1	0.0	0.0
Both Directions	1115	27	34.3	63.8	48.7	56.3	24	3	0	0	0	0	0	49.1	46.1	0.0	0.0	0.0
Both Directions	1130	30	24.6	69.7	46.9	53.9	26	4	0	0	0	0	0	46.1	52.2	0.0	0.0	0.0
Both Directions	1145	33	21.2	64.1	45.2	53.4	26	4	2	1	0	0	0	44.2	48.5	50.9	47.8	0.0
Both Directions	1200	31	25.9	65.1	46.8	58.8	23	5	3	0	0	0	0	47.1	46.6	44.5	0.0	0.0
Both Directions	1215	35	14.6	73.7	46.6	59.1	27	4	4	0	0	0	0	46.6	46.9	45.9	0.0	0.0
Both Directions	1230	30	15	60.8	46.7	54.7	26	4	0	0	0	0	0	46.2	50.1	0.0	0.0	0.0
Both Directions	1245	27	21.7	72.9	47	57.5	22	4	1	0	0	0	0	46.4	48.9	51.8	0.0	0.0
Both Directions	1300	25	17.4	66.5	48	58.6	19	3	2	0	1	0	0	49.0	54.3	40.7	0.0	24.4
Both Directions	1315	30	21.4	63.6	46	57.5	25	2	3	0	0	0	0	47.7	41.3	34.9	0.0	0.0
Both Directions	1330	46	27.3	65.7	47	54	34	9	3	0	0	0	0	47.2	46.8	45.2	0.0	0.0
Both Directions	1345	49	32.8	71.7	48.8	54.5	39	9	1	0	0	0	0	48.1	51.3	52.8	0.0	0.0
Both Directions	1400	49	21.3	66.8	48.1	55.3	41	8	0	0	0	0	0	47.9	48.7	0.0	0.0	0.0
Both Directions	1415	49	19.3	64.5	47.5	56.4	40	7	2	0	0	0	0	47.0	49.6	49.1	0.0	0.0
Both Directions	1430	45	27.4	64.4	49.4	58.4	36	7	1	1	0	0	0	49.5	46.1	59.4	60.3	0.0
Both Directions	1445	43	30.6	63.1	48.3	55	34	9	0	0	0	0	0	47.0	52.9	0.0	0.0	0.0
Both Directions	1500	37	33.8	67.1	48.9	59.7	35	1	1	0	0	0	0	47.9	37.1	0.0	44.8	0.0
Both Directions	1515	36	26.2	66.3	50.1	59.6	31	2	3	0	0	0	0	50.2	50.5	47.9	0.0	0.0
Both Directions	1530	35	37.1	72.4	51.9	64.2	28	6	1	0	0	0	0	50.4	57.0	63.1	0.0	0.0
Both Directions	1545	43	23.7	70.6	49.1	58.7	34	5	4	0	0	0	0	48.8	50.7	49.2	0.0	0.0
Both Directions	1600	49	25.4	67.5	48.5	56.8	38	10	1	0	0	0	0	48.1	48.7	61.0	0.0	0.0
Both Directions	1615	47	27.1	64.9	46.1	56.3	38	8	1	0	0	0	0	45.8	48.0	40.0	0.0	0.0
Both Directions	1630	57	28.4	69.4	48.5	58.2	45	11	1	0	0	0	0	48.1	51.7	28.4	0.0	0.0
Both Directions	1645	53	33.8	65.4	48.5	53.4	48	5	0	0	0	0	0	48.3	50.5	0.0	0.0	0.0
Both Directions	1700	67	29.4	68	48.9	57.7	56	5	6	0	0	0	0	49.2	42.5	51.9	0.0	0.0
Both Directions	1715	52	24.2	79.2	47.9	55.4	39	13	0	0	0	0	0	47.2	50.1	0.0	0.0	0.0
Both Directions	1730	60	18.6	70.6	48.3	56	49	9	2	0	0	0	0	48.7	45.7	49.9	0.0	0.0
Both Directions	1745	41	40.2	70.3	50.2	56.1	35	4	1	1	0	0	0	50.3	48.0	55.8	49.0	0.0
Both Directions	1800	54	13.4	70.1	49.7	58	46	8	0	0	0	0	0	49.3	51.4	0.0	0.0	0.0
Both Directions	1815	43	17.2	62.5	50	59.1	34	6	3	0	0	0	0	50.1	48.9	51.2	0.0	0.0
Both Directions	1830	41	21.8	76.3	48.9	57.4	37	4	0	0	0	0	0	47.7	60.7	0.0	0.0	0.0
Both Directions	1845	49	32	69.2	50.1	60.1	42	7	0	0	0	0	0	50.2	49.5	0.0	0.0	0.0
Both Directions	1900	44	20.8	66.1	49.9	59.3	37	6	1	0	0	0	0	50.8	44.9	45.0	0.0	0.0
Both Directions	1915	34	25.2	73.8	47.8	57.3	30	4	0	0	0	0	0	48.1	45.6	0.0	0.0	0.0
Both Directions	1930	35	19.9	80.2	51.7	59.9	35	0	0	0	0	0	0	51.7	0.0	0.0	0.0	0.0
Both Directions	1945	34	25.1	68.1	50.9	63.7	26	7	1	0	0	0	0	51.0	50.6	49.1	0.0	0.0
Both Directions	2000	40	25.1	80.4	48.6	58.8	35	5	0	0	0	0	0	48.8	47.4	0.0	0.0	0.0
Both Directions	2015	32	36.6	70.7	52.3	61.2	27	4	1	0	0	0	0	51.5	60.3			

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type : Automatic Traffic Count (ATC) Survey
 Date : 03.05.23-11.05.23
 Time : 00:00 - 23:59
 Location : [Blessington Bridge](#)
 Classification : Car, LGV, OGV1, OGV2, PSV



Thursday 11 May 2023

Direction	Time	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85 Speed	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	4	50.7	55.9	53.6	-	3	1	0	0	0	0	53.6	53.4	0.0	0.0	0.0
Both Directions	0015	4	51.8	65.2	58.3	-	4	0	0	0	0	0	58.3	0.0	0.0	0.0	0.0
Both Directions	0030	2	43.9	51.7	47.8	-	1	1	0	0	0	0	43.9	51.7	0.0	0.0	0.0
Both Directions	0045	2	54.7	61.3	58	-	1	0	1	0	0	0	54.7	0.0	61.3	0.0	0.0
Both Directions	0100	1	46.2	46.2	46.2	-	1	0	0	0	0	0	46.2	0.0	0.0	0.0	0.0
Both Directions	0115	1	53.8	53.8	53.8	-	1	0	0	0	0	0	53.8	0.0	0.0	0.0	0.0
Both Directions	0130	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0145	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0200	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0215	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0330	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0430	1	79	79	79	-	0	1	0	0	0	0	0.0	79.0	0.0	0.0	0.0
Both Directions	0445	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0500	3	54.6	63	59.2	-	2	1	0	0	0	0	58.8	60.1	0.0	0.0	0.0
Both Directions	0515	4	55.1	62.3	57.4	-	3	1	0	0	0	0	57.6	56.7	0.0	0.0	0.0
Both Directions	0530	1	58.6	58.6	58.6	-	0	1	0	0	0	0	0.0	58.6	0.0	0.0	0.0
Both Directions	0545	3	38.2	65.9	54.2	-	3	0	0	0	0	0	54.2	0.0	0.0	0.0	0.0
Both Directions	0600	6	47.2	89.2	61.6	-	4	1	0	1	0	0	164.9	50.4	0.0	60.0	0.0
Both Directions	0615	5	47.4	73.5	59.7	-	4	1	0	0	0	0	62.7	47.8	0.0	0.0	0.0
Both Directions	0630	19	43.8	80.5	62.3	76.5	13	5	1	0	0	0	160.9	64.4	69.5	0.0	0.0
Both Directions	0645	20	43.6	83	58.2	65.3	15	4	1	0	0	0	157.0	61.8	61.0	0.0	0.0
Both Directions	0700	31	46	69.7	57.4	62.3	25	6	0	0	0	0	57.0	58.8	0.0	0.0	0.0
Both Directions	0715	28	41.2	74	53.6	61.1	22	5	1	0	0	0	52.8	55.6	60.8	0.0	0.0
Both Directions	0730	32	42.3	75.3	54.8	64.3	24	6	1	1	0	0	53.6	61.8	45.6	51.6	0.0
Both Directions	0745	26	41.3	79.8	59	67.7	19	6	1	0	0	0	59.6	56.6	62.5	0.0	0.0
Both Directions	0800	33	32.9	73.5	52.4	62.3	27	5	1	0	0	0	52.4	52.6	50.1	0.0	0.0
Both Directions	0815	42	41.7	68.7	51.5	59	34	7	1	0	0	0	51.6	50.9	53.0	0.0	0.0
Both Directions	0830	70	34.5	72.9	50.7	59.3	56	10	3	1	0	0	50.3	53.9	51.3	39.7	0.0
Both Directions	0845	57	28	68.7	50.8	59.3	46	10	1	0	0	0	50.3	53.6	45.3	0.0	0.0
Both Directions	0900	66	19.3	63.9	49.6	57.6	58	7	1	0	0	0	49.4	50.1	52.7	0.0	0.0
Both Directions	0915	45	18	71.8	51.7	61.5	37	7	1	0	0	0	51.7	52.7	41.4	0.0	0.0
Both Directions	0930	36	30.9	66.8	49.3	56.9	27	7	2	0	0	0	48.5	51.9	50.9	0.0	0.0
Both Directions	0945	12	7.4	55.6	45.1	52.2	11	0	1	0	0	0	45.1	0.0	44.5	0.0	0.0
Both Directions	1000	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1015	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1030	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1045	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1100	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1115	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1130	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1145	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1200	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1215	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1230	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1245	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1300	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1315	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1330	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1345	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1400	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1415	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1430	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1445	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1500	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1515	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1530	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1545	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1600	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1615	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1630	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1645	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1700	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1715	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1730	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1745	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1800	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1815	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1830	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1845	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1900	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1915	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1930	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1945	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2000	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2015	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2030	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2045	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2100	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2115	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2130	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2145	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2200	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2215	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2230	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2245	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2300	0	-	-	-	-	0	0	0	0	0	0	0.0	0.			

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: [L4635 Lake Drive](#)
 Classification: Car, LGV, OGV1, OGV2, PSV



Wednesday 3 May 2023

Direction	Time	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85 Speed	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0015	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0030	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0045	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0100	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0115	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0130	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0145	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0200	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0215	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0330	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0445	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0500	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0515	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0530	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0545	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0600	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0615	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0630	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0645	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0700	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0715	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0730	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0745	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0800	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0815	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0830	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0845	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0900	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0915	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0930	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0945	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1000	13	17.8	67.3	48.7	63.3	12	1	0	0	0	0	0.487	49.0	0.0	0.0	0.0
Both Directions	1015	15	45.9	81.3	67.1	80.6	11	3	1	0	0	0	3.694	65.8	45.9	0.0	0.0
Both Directions	1030	23	47.8	90.2	66.6	77.5	20	2	1	0	0	0	3.666	67.4	64.3	0.0	0.0
Both Directions	1045	15	35.6	88.1	67.8	84.1	12	3	0	0	0	0	3.669	71.4	0.0	0.0	0.0
Both Directions	1100	30	17.6	100	67.8	79.8	21	7	2	0	0	0	4.670	72.3	60.7	0.0	0.0
Both Directions	1115	20	42.8	81.5	66.7	74.8	15	4	1	0	0	0	1.668	68.9	56.0	0.0	0.0
Both Directions	1130	17	57.8	84.9	67.6	73.8	12	4	0	1	0	0	1.660	74.0	0.0	61.0	0.0
Both Directions	1145	24	60.5	83.1	70.8	78.4	20	4	0	0	0	0	1.713	68.4	0.0	0.0	0.0
Both Directions	1200	23	49.7	80.9	66.3	75.3	18	2	1	2	0	0	1.667	64.2	72.3	62.3	0.0
Both Directions	1215	34	36.7	95.5	68.7	80.7	28	4	2	0	0	0	7.685	68.5	71.9	0.0	0.0
Both Directions	1230	21	52.8	84.6	69.6	81.3	17	3	1	0	0	0	3.703	71.2	52.8	0.0	0.0
Both Directions	1245	25	46.1	82.3	68.4	77.2	20	4	1	0	0	0	1.681	71.3	63.8	0.0	0.0
Both Directions	1300	26	17.3	77.8	63.7	72.2	24	1	1	0	0	0	0.630	75.2	67.9	0.0	0.0
Both Directions	1315	22	52.7	87.8	68.2	81.7	17	3	1	0	1	0	4.695	64.4	67.2	0.0	58.9
Both Directions	1330	29	45.3	76.9	65.5	74.1	23	4	2	0	0	0	0.654	63.3	71.2	0.0	0.0
Both Directions	1345	23	58.9	91	71.4	79.1	17	4	2	0	0	0	2.723	70.3	66.1	0.0	0.0
Both Directions	1400	31	51	84.3	72.2	79.6	25	3	3	0	0	0	3.719	75.3	72.5	0.0	0.0
Both Directions	1415	29	56.3	79	68.6	76.1	23	2	4	0	0	0	0.689	68.3	67.2	0.0	0.0
Both Directions	1430	36	57	92.4	70.3	76.4	32	2	2	0	0	0	2.708	73.9	58.3	0.0	0.0
Both Directions	1445	33	59.2	93.4	71.4	77	29	3	1	0	0	0	2.718	72.0	59.2	0.0	0.0
Both Directions	1500	36	33.8	89.2	69.2	75.9	28	5	2	1	0	0	3.696	72.1	56.8	67.2	0.0
Both Directions	1515	22	48	77.6	64.1	73.3	19	1	2	0	0	0	0.645	70.2	57.6	0.0	0.0
Both Directions	1530	24	48.1	83.4	71.4	80.7	21	3	0	0	0	0	4.701	80.4	0.0	0.0	0.0
Both Directions	1545	29	10.3	77.2	62.7	72.8	26	2	1	0	0	0	0.620	69.7	67.3	0.0	0.0
Both Directions	1600	33	47.5	81.4	69.6	78.5	26	4	2	1	0	0	2.702	69.6	67.5	59.6	0.0
Both Directions	1615	28	34	85.8	64.3	80.3	23	4	0	1	0	0	4.641	66.8	0.0	60.9	0.0
Both Directions	1630	36	38.9	86	65.2	76.7	29	7	0	0	0	0	2.661	61.4	0.0	0.0	0.0
Both Directions	1645	32	28.3	85.5	63.2	75.5	22	7	3	0	0	0	1.629	65.6	60.2	0.0	0.0
Both Directions	1700	36	24.2	89.3	66.4	79.6	30	5	1	0	0	0	5.659	66.8	77.8	0.0	0.0
Both Directions	1715	34	56.3	85.3	71	75.6	28	6	0	0	0	0	2.711	70.6	0.0	0.0	0.0
Both Directions	1730	42	55	87.5	71.2	79.7	34	8	0	0	0	0	5.708	72.7	0.0	0.0	0.0
Both Directions	1745	28	55.3	93.7	70.6	81.8	25	3	0	0	0	0	5.712	85.6	0.0	0.0	0.0
Both Directions	1800	33	18.9	94.1	67.9	79.3	28	5	0	0	0	0	4.680	67.6	0.0	0.0	0.0
Both Directions	1815	30	50.9	85.6	67.8	77	25	5	0	0	0	0	2.664	74.8	0.0	0.0	0.0
Both Directions	1830	27	53	94.7	69.8	79.7	23	4	0	0	0	0	4.706	65.4	0.0	0.0	0.0
Both Directions	1845	22	54	88.4	70.5	82.6	18	3	1	0	0	0	3.699	74.7	69.1	0.0	0.0
Both Directions	1900	20	54	82.2	64.9	75.7	16	3	1	0	0	0	1.649	68.4	54.7	0.0	0.0
Both Directions	1915	22	51.9	85.1	69.9	82.4	21	1	0	0	0	0	5.693	82.4	0.0	0.0	0.0
Both Directions	1930	21	52.8	91.1	71.3	82.8	19	1	0	1	0	0	4.712	91.1	0.0	52.8	0.0
Both Directions	1945	18	15.8	92.6	65.9	78	16	2	0	0	0	0	2.659	66.1	0.0	0.0	0.0
Both Directions	2000	13	56.7	108.2	77.4	94.6	10	2	1	0	0	0	4.778	73.6	80.3	0.0	0.0
Both Directions	2015	16	51	87.5	70.2	82.7	13	3	0	0	0	0	3.722	81.8	0.0	0.0	0.0
Both Directions	2030	11	47.8	86.3	69.2	81.9	5	5	0	1	0	0	2.637	77.2	0.0	56.6	0.0
Both Directions	2045	18	56.1	107.5	71.5	85	17	1	0	0	0	0	4.723	58.7	0.0	0.0	0.0
Both Directions	2100	18	55.9	80.7	69.4	76.3	10	8	0	0	0	0	1.698	68.8	0.0	0.0	0.0
Both Directions	2115	13	59.8	73.3	69.3	72.7	10	3	0	0	0	0	0.699	67.3	0.0	0.0	0.0
Both Directions	2130	8	56.8	91	73.4	-	7	1	0	0	0	0	2.715	86.9	0.0	0.0	0.0
Both Directions	2145	10	56	90.7	66.9	-	10	0	0	0	0	0	2.669	0.0	0.0	0.0	0.0
Both Directions	2200	10	54.6	87.8	6												

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: [L4635 Lake Drive](#)
 Classification: Car, LGV, OGV1, OGV2, PSV



Thursday 4 May 2023

Direction	Time	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85 Speed	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0015	3	63.5	89.6	78.1	-	3	0	0	0	0	0	278.1	0.0	0.0	0.0	0.0
Both Directions	0030	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0045	5	55.6	74.2	66.6	-	4	1	0	0	0	0	64.9	73.2	0.0	0.0	0.0
Both Directions	0100	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0115	1	66.8	66.8	66.8	-	0	1	0	0	0	0	0.0	66.8	0.0	0.0	0.0
Both Directions	0130	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0145	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0200	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0215	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0330	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0430	1	84.5	84.5	84.5	-	1	0	0	0	0	0	184.5	0.0	0.0	0.0	0.0
Both Directions	0445	1	77.3	77.3	77.3	-	1	0	0	0	0	0	77.3	0.0	0.0	0.0	0.0
Both Directions	0500	2	75	83.6	79.3	-	2	0	0	0	0	0	179.3	0.0	0.0	0.0	0.0
Both Directions	0515	3	72.7	91.8	79.1	-	2	0	1	0	0	0	182.2	0.0	72.8	0.0	0.0
Both Directions	0530	2	64.5	73.6	69	-	2	0	0	0	0	0	69.0	0.0	0.0	0.0	0.0
Both Directions	0545	4	71.1	89.1	77.3	-	4	0	0	0	0	0	177.3	0.0	0.0	0.0	0.0
Both Directions	0600	8	46.3	89.4	73.8	-	7	1	0	0	0	0	271.8	88.4	0.0	0.0	0.0
Both Directions	0615	9	65.2	98.3	78.8	-	8	1	0	0	0	0	477.1	92.4	0.0	0.0	0.0
Both Directions	0630	11	57	89	70.3	78.3	8	2	1	0	0	0	167.2	80.0	75.6	0.0	0.0
Both Directions	0645	14	62.7	92	76.7	84.9	8	6	0	0	0	0	678.0	75.0	0.0	0.0	0.0
Both Directions	0700	17	56.3	95.7	77.9	89.4	15	2	0	0	0	0	979.3	67.3	0.0	0.0	0.0
Both Directions	0715	20	57.5	93	75.4	84.5	16	4	0	0	0	0	774.0	81.1	0.0	0.0	0.0
Both Directions	0730	20	52.2	85.5	72.1	83.6	15	3	2	0	0	0	472.1	75.7	65.9	0.0	0.0
Both Directions	0745	19	61.4	96.5	75.7	89.6	14	3	2	0	0	0	476.0	81.9	63.8	0.0	0.0
Both Directions	0800	16	58.2	93.9	70.1	79.9	13	1	2	0	0	0	270.2	60.8	74.4	0.0	0.0
Both Directions	0815	24	60.2	97.2	71.5	79.5	20	2	2	0	0	0	371.9	76.5	62.6	0.0	0.0
Both Directions	0830	35	59.4	100	75	82.5	30	4	1	0	0	0	675.0	79.0	59.4	0.0	0.0
Both Directions	0845	33	59.3	89.5	72.2	78.3	26	6	1	0	0	0	372.1	72.1	73.1	0.0	0.0
Both Directions	0900	20	55.4	87.6	72.4	79.3	15	5	0	0	0	0	272.1	73.5	0.0	0.0	0.0
Both Directions	0915	27	42.1	96.8	70.1	80.5	21	4	2	0	0	0	469.1	74.4	71.8	0.0	0.0
Both Directions	0930	21	52	81.5	69.3	77.6	15	3	2	1	0	0	170.1	70.9	57.5	75.3	0.0
Both Directions	0945	21	54.7	97.4	69.6	76.9	17	3	0	1	0	0	267.4	85.1	0.0	60.2	0.0
Both Directions	1000	21	49.9	100.1	69.6	82.5	18	3	0	0	0	0	470.5	64.3	0.0	0.0	0.0
Both Directions	1015	17	48.2	83.1	68.1	76.6	16	0	1	0	0	0	168.3	0.0	65.9	0.0	0.0
Both Directions	1030	24	39.8	78	67.8	75.2	22	2	0	0	0	0	68.4	61.0	0.0	0.0	0.0
Both Directions	1045	19	16.5	82.4	64.9	77.2	14	3	2	0	0	0	262.9	76.9	60.5	0.0	0.0
Both Directions	1100	13	13.9	91.5	62.6	76.3	9	3	1	0	0	0	161.6	65.6	62.5	0.0	0.0
Both Directions	1115	15	38.6	78.3	64.1	76.2	12	1	2	0	0	0	64.8	38.6	72.6	0.0	0.0
Both Directions	1130	16	10.3	84.6	60.2	78.1	13	3	0	0	0	0	256.8	75.2	0.0	0.0	0.0
Both Directions	1145	17	42.7	80.6	68.4	79	14	2	1	0	0	0	269.7	53.2	80.2	0.0	0.0
Both Directions	1200	28	53.4	89	70	79.4	23	5	0	0	0	0	370.0	70.1	0.0	0.0	0.0
Both Directions	1215	17	51.5	84.1	64.7	75.4	16	1	0	0	0	0	165.2	56.3	0.0	0.0	0.0
Both Directions	1230	18	44.9	77.4	66.9	75.5	16	1	1	0	0	0	688.5	63.9	44.9	0.0	0.0
Both Directions	1245	21	44	78.4	69.2	76.6	17	3	1	0	0	0	68.2	74.1	71.5	0.0	0.0
Both Directions	1300	15	61.7	94.5	75.8	88.1	12	3	2	0	0	0	474.0	82.8	0.0	0.0	0.0
Both Directions	1315	21	59.6	102.1	72.3	85.1	15	4	2	0	0	0	674.0	72.2	59.8	0.0	0.0
Both Directions	1330	21	52.6	85.3	67.2	77.7	18	3	0	0	0	0	166.6	71.0	0.0	0.0	0.0
Both Directions	1345	15	47.1	80.3	65.7	78.6	11	4	0	0	0	0	264.9	67.8	0.0	0.0	0.0
Both Directions	1400	24	50.2	90.1	67.5	79.8	16	6	2	0	0	0	368.9	63.3	69.2	0.0	0.0
Both Directions	1415	22	42.5	99.8	65.5	78.6	18	2	2	0	0	0	368.1	54.6	52.6	0.0	0.0
Both Directions	1430	24	48.4	89.2	70.9	82.9	20	3	1	0	0	0	570.7	65.8	89.2	0.0	0.0
Both Directions	1445	28	26.1	81	68.7	79.1	25	3	0	0	0	0	169.4	62.6	0.0	0.0	0.0
Both Directions	1500	21	22	95.2	67.2	80.8	17	4	0	0	0	0	368.4	62.3	0.0	0.0	0.0
Both Directions	1515	33	15	83.6	66.3	80.2	29	3	1	0	0	0	566.9	61.2	63.6	0.0	0.0
Both Directions	1530	27	40.3	86.3	66.1	76.1	21	5	1	0	0	0	168.9	62.7	66.8	0.0	0.0
Both Directions	1545	28	18.2	91	65	79.7	24	2	1	0	0	1	365.4	59.1	73.3	0.0	58.0
Both Directions	1600	19	45.2	93.6	67	80.1	16	2	1	0	0	0	388.5	65.2	47.6	0.0	0.0
Both Directions	1615	27	50.9	87.2	69.1	77.3	21	4	1	1	0	0	269.2	67.4	71.4	73.1	0.0
Both Directions	1630	26	46.9	87.6	69	77.5	21	4	1	0	0	0	269.5	68.2	61.9	0.0	0.0
Both Directions	1645	30	54.1	91.3	72.1	80.4	21	6	2	1	0	0	671.0	74.2	72.0	80.8	0.0
Both Directions	1700	26	24.5	103	66.2	80	22	2	2	0	0	0	465.2	78.6	64.8	0.0	0.0
Both Directions	1715	44	47.1	83.5	66.8	77.1	35	6	2	1	0	0	366.3	67.9	73.4	63.9	0.0
Both Directions	1730	29	54	93.1	71.9	78	21	7	1	0	0	0	371.4	73.5	71.0	0.0	0.0
Both Directions	1745	35	36.7	95.9	67.5	76.1	31	4	0	0	0	0	367.5	67.8	0.0	0.0	0.0
Both Directions	1800	30	51	89.9	70.3	80.6	26	4	0	0	0	0	571.0	65.3	0.0	0.0	0.0
Both Directions	1815	34	33.8	82.3	63.3	76.5	26	6	2	0	0	0	263.9	65.3	50.2	0.0	0.0
Both Directions	1830	41	44.6	98.4	68.7	76.7	32	8	1	0	0	0	368.1	71.3	67.7	0.0	0.0
Both Directions	1845	28	53.9	94.2	71.3	78.8	26	1	1	0	0	0	371.8	73.7	56.3	0.0	0.0
Both Directions	1900	15	17.2	81.9	62.9	77	11	4	0	0	0	0	163.7	60.6	0.0	0.0	0.0
Both Directions	1915	15	53.8	84	74.4	83	12	2	1	0	0	0	372.6	82.9	78.6	0.0	0.0
Both Directions	1930	11	52.5	86.7	73.8	86.2	6	5	0	0	0	0	471.1	77.1	0.0	0.0	0.0
Both Directions	1945	13	56.3	89	71.9	82.4	13	0	0	0	0	0	371.9	0.0	0.0	0.0	0.0
Both Directions	2000	21	55.8	76	67.2	74.5	19	2	0	0	0	0	67.1	67.6	0.0	0.0	0.0
Both Directions	2015	14	53.3	89.9	71.4	84.1	11	3	0	0	0	0	474.0	61.6	0.0	0.0	0.0
Both Directions	2030	16	49.2	86.3	67.8	82.3	13	3	0	0	0	0	368.8	72.0	0.0	0.0	0.0
Both Directions	2045	12	50.9	76.7	68.9	75.3	9	3	0	0	0	0	69.3	67.5	0.0	0.0	0.0
Both Directions	2100	13	42.5	83	68.7	82.7	10	3	0	0	0	0	367.5	72.8	0.0	0.0	0.0
Both Directions	2115	9	52.3	80.1	69												

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: [L4635 Lake Drive](#)
 Classification: Car, LGV, OGV1, OGV2, PSV



Friday 5 May 2023

Direction	Time [-]	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85 Speed	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	2	59.3	59.5	59.4	-	1	0	0	1	0	0	0.593	0.0	0.0	59.5	0.0
Both Directions	0015	5	41.6	95.3	67.7	-	4	1	0	0	0	0	2.641	82.1	0.0	0.0	0.0
Both Directions	0030	2	74.1	84.9	79.5	-	1	1	0	0	0	0	1.741	84.9	0.0	0.0	0.0
Both Directions	0045	1	64.1	64.1	64.1	-	1	0	0	0	0	0	0.641	0.0	0.0	0.0	0.0
Both Directions	0100	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0115	1	60.6	60.6	60.6	-	1	0	0	0	0	0	0.606	0.0	0.0	0.0	0.0
Both Directions	0130	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0145	1	59.8	59.8	59.8	-	1	0	0	0	0	0	0.598	0.0	0.0	0.0	0.0
Both Directions	0200	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0215	1	66.3	66.3	66.3	-	1	0	0	0	0	0	0.663	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0300	2	64.7	73.1	68.9	-	1	1	0	0	0	0	0.647	73.1	0.0	0.0	0.0
Both Directions	0315	2	51.4	71.2	61.3	-	2	0	0	0	0	0	0.613	0.0	0.0	0.0	0.0
Both Directions	0330	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0415	1	75.3	75.3	75.3	-	1	0	0	0	0	0	0.753	0.0	0.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0445	1	75.7	75.7	75.7	-	1	0	0	0	0	0	0.757	0.0	0.0	0.0	0.0
Both Directions	0500	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0515	1	70.7	70.7	70.7	-	1	0	0	0	0	0	0.707	0.0	0.0	0.0	0.0
Both Directions	0530	3	62.0	75.1	69.7	79.5	3	0	0	0	0	0	0.695	0.0	0.0	0.0	0.0
Both Directions	0545	2	66.7	68.3	67.5	-	2	0	0	0	0	0	0.675	0.0	0.0	0.0	0.0
Both Directions	0600	8	69.9	92.4	79.9	-	6	2	0	0	0	0	4.774	87.4	0.0	0.0	0.0
Both Directions	0615	6	74.2	97	81.5	-	5	0	1	0	0	0	2.830	0.0	74.4	0.0	0.0
Both Directions	0630	12	72	100.1	82.5	89.8	10	1	1	0	0	0	7.841	74.5	74.6	0.0	0.0
Both Directions	0645	19	64.8	89.3	77.8	86	11	8	0	0	0	0	7.775	78.2	0.0	0.0	0.0
Both Directions	0700	13	61.1	92	77.8	88.1	11	2	0	0	0	0	6.791	70.8	0.0	0.0	0.0
Both Directions	0715	17	56.2	104.8	79.4	92.9	11	5	1	0	0	0	9.796	80.3	73.5	0.0	0.0
Both Directions	0730	16	47.9	91.4	71.8	85.5	13	0	3	0	0	0	6.733	0.0	65.2	0.0	0.0
Both Directions	0745	20	59.1	87.5	73.4	86	14	3	3	0	0	0	5.742	70.4	72.5	0.0	0.0
Both Directions	0800	22	57.7	99.6	72.2	80.8	16	5	1	0	0	0	3.734	69.2	67.7	0.0	0.0
Both Directions	0815	28	54.8	96.5	73.5	80.4	26	1	1	0	0	0	4.742	73.8	54.8	0.0	0.0
Both Directions	0830	53	57	93.2	73.3	80.8	43	8	2	0	0	0	9.731	75.5	67.3	0.0	0.0
Both Directions	0845	54	55	95.5	72.4	80.2	45	6	3	0	0	0	8.721	75.3	71.6	0.0	0.0
Both Directions	0900	39	50.7	87.7	69.5	77.4	29	7	2	1	0	0	2.707	68.3	60.3	59.3	0.0
Both Directions	0915	23	52.1	85.9	71	80.9	20	3	0	0	0	0	3.713	68.6	0.0	0.0	0.0
Both Directions	0930	18	50.9	90.3	67.9	74.5	14	4	0	0	0	0	1.697	61.5	0.0	0.0	0.0
Both Directions	0945	29	53.4	88.2	70.8	80.5	21	8	0	0	0	0	6.710	70.4	0.0	0.0	0.0
Both Directions	1000	28	44.7	84.6	68.2	78.8	20	7	1	0	0	0	3.664	73.2	67.4	0.0	0.0
Both Directions	1015	21	48.3	100.8	67.3	75.9	18	1	1	1	0	0	1.672	62.1	76.0	65.8	0.0
Both Directions	1030	17	46.8	90.3	69.7	79.5	14	3	0	0	0	0	2.714	61.8	0.0	0.0	0.0
Both Directions	1045	16	51.8	80.4	69	74.9	14	2	0	0	0	0	1.690	69.1	0.0	0.0	0.0
Both Directions	1100	21	51.3	88.6	67.6	78.7	18	2	1	0	0	0	2.675	70.6	63.2	0.0	0.0
Both Directions	1115	25	10.2	87.7	67.7	79.5	22	2	0	0	1	3	6.77	75.7	0.0	0.0	52.0
Both Directions	1130	21	49.9	84.3	68.4	80.6	17	3	1	0	0	0	3.699	66.0	49.9	0.0	0.0
Both Directions	1145	21	16.5	80.5	62.3	75	19	1	0	0	1	1	1.618	75.0	0.0	0.0	59.8
Both Directions	1200	25	48.3	86.3	70.1	79.9	19	4	2	0	0	0	3.695	76.5	62.9	0.0	0.0
Both Directions	1215	22	51.8	78.4	65.3	73.4	17	5	0	0	0	0	0.644	68.1	0.0	0.0	0.0
Both Directions	1230	28	47.4	90.3	66.7	74.2	23	4	1	0	0	0	3.671	67.7	54.5	0.0	0.0
Both Directions	1245	23	21.5	91.2	73.7	84.7	19	3	1	0	0	0	7.722	83.7	73.3	0.0	0.0
Both Directions	1300	23	19.1	93.4	69.9	82.9	19	3	1	0	0	0	5.693	75.7	65.2	0.0	0.0
Both Directions	1315	29	48.8	80.7	68.5	78.2	18	5	6	0	0	0	1.684	71.1	66.7	0.0	0.0
Both Directions	1330	31	31.8	94.2	69.1	79.7	28	1	2	0	0	0	3.690	75.1	67.1	0.0	0.0
Both Directions	1345	23	47.1	88.2	69	79.3	18	2	3	0	0	0	3.706	66.6	61.3	0.0	0.0
Both Directions	1400	23	53.4	85.5	71.3	82.2	20	2	1	0	0	0	5.712	75.3	64.5	0.0	0.0
Both Directions	1415	26	39.8	87.2	68.2	80.3	19	2	5	0	0	0	4.674	71.5	69.8	0.0	0.0
Both Directions	1430	46	42.6	99.1	72.4	79.2	40	6	0	0	0	0	6.715	78.0	0.0	0.0	0.0
Both Directions	1445	37	48.7	96.9	72.2	82.5	36	1	0	0	0	0	6.724	66.4	0.0	0.0	0.0
Both Directions	1500	28	49.6	101.9	67.3	77.6	20	7	0	0	1	2	6.71	70.2	0.0	0.0	50.8
Both Directions	1515	29	45.2	87	67.6	81.8	24	3	2	0	0	0	5.673	67.8	71.5	0.0	0.0
Both Directions	1530	34	51.5	99.2	69.1	77.6	26	6	2	0	0	0	3.707	63.2	66.2	0.0	0.0
Both Directions	1545	30	50.9	106.6	72.7	87.3	23	4	1	0	2	2	8.722	80.0	82.7	0.0	58.3
Both Directions	1600	22	57.2	91.4	70.5	81.7	18	3	1	0	0	0	4.689	76.3	82.5	0.0	0.0
Both Directions	1615	21	47.4	84.4	68.2	79.9	15	6	0	0	0	0	3.675	69.8	0.0	0.0	0.0
Both Directions	1630	30	50.4	92.7	70.7	85.3	26	2	2	0	0	0	5.700	84.5	66.1	0.0	0.0
Both Directions	1645	36	54.5	93.1	73.6	85.9	30	3	3	0	0	0	8.731	78.7	72.7	0.0	0.0
Both Directions	1700	32	33.9	91.5	69.4	81.5	23	8	1	0	0	0	5.678	73.2	75.1	0.0	0.0
Both Directions	1715	35	53	97.8	69.9	84	30	4	1	0	0	0	6.692	75.1	68.8	0.0	0.0
Both Directions	1730	36	20.5	91.2	66.6	78	32	4	0	0	0	0	3.659	73.0	0.0	0.0	0.0
Both Directions	1745	36	39.2	84.6	66.3	76.9	29	5	1	1	0	0	3.674	67.1	57.3	39.2	0.0
Both Directions	1800	30	51	99.6	68.2	78.6	26	4	0	0	0	0	3.678	71.0	0.0	0.0	0.0
Both Directions	1815	37	20.4	89.1	66.8	80.9	30	7	0	0	0	0	6.677	63.1	0.0	0.0	0.0
Both Directions	1830	26	55.2	94.6	73.4	84.9	20	5	1	0	0	0	7.754	68.8	56.4	0.0	0.0
Both Directions	1845	32	52.1	96.5	73.3	81.8	28	3	1	0	0	0	5.726	80.0	74.7	0.0	0.0
Both Directions	1900	17	54.9	82.8	70.9	82.3	16	1	0	0	0	0	3.707	74.9	0.0	0.0	0.0
Both Directions	1915	20	50.4	103.8	72.4	80.4	19	1	0	0	0	0	3.720	81.1	0.0	0.0	0.0
Both Directions	1930	24	51.9	89.9	70.2	77.2	20	2	1	1	0	0	3.696	80.4	67.1	64.9	0.0
Both Directions	1945	23	31.2	86.3	65.6	76.9	18	4	1	0	0	0	2.661	62.6	67.3	0.0	0.0
Both Directions	2000	16	47.4	75.4	64.4	74.3	11	4	0	1	0	0	0.644	67.5	0.0	53.0	0.0
Both Directions	2015	26	43.5	114.7	64.7	78.8	24	2	0	0	0	0	2.651	60.7	0.0	0.0	0.0
Both Directions	2030	25	26	94.1	66.5	78.3	21	2	1	1	0	0	3.664	62.1	78.0	66.5	0.0
Both Directions	2045	11	56.9	90.9	69.6	84.9	8	3	0	0	0	0	2.721	63.0	0.0	0.0	0.0
Both Directions	2100	19	48.7	82.2	65.5	74.2											

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: [L4635 Lake Drive](#)
 Classification: Car, LGV, OGV1, OGV2, PSV



Saturday 6 May 2023

Direction	Time [-]	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85 Speed	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV	
Both Directions	0000	2	57.7	96.1	76.9	-	2	0	0	0	0	0	1	76.9	0.0	0.0	0.0	0.0
Both Directions	0015	4	60.7	69.8	66.3	-	3	1	0	0	0	0	0	65.2	69.8	0.0	0.0	0.0
Both Directions	0030	3	60.3	81.5	71.2	-	3	0	0	0	0	0	0	71.2	0.0	0.0	0.0	0.0
Both Directions	0045	2	86.3	86.8	86.6	-	2	0	0	0	0	0	0	86.6	0.0	0.0	0.0	0.0
Both Directions	0100	2	56.4	82.3	69.4	-	2	0	0	0	0	0	0	69.4	0.0	0.0	0.0	0.0
Both Directions	0115	2	58.8	80.5	69.7	-	2	0	0	0	0	0	0	69.7	0.0	0.0	0.0	0.0
Both Directions	0130	1	76.3	76.3	76.3	-	1	0	0	0	0	0	0	76.3	0.0	0.0	0.0	0.0
Both Directions	0145	1	67	67	67	-	1	0	0	0	0	0	0	67.0	0.0	0.0	0.0	0.0
Both Directions	0200	2	47.8	56	51.9	-	2	0	0	0	0	0	0	51.9	0.0	0.0	0.0	0.0
Both Directions	0215	1	68.6	68.6	68.6	-	1	0	0	0	0	0	0	68.6	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0245	1	84.4	84.4	84.4	-	1	0	0	0	0	0	0	84.4	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0330	3	64.3	68.5	67	-	3	0	0	0	0	0	0	67.0	0.0	0.0	0.0	0.0
Both Directions	0345	4	56	81.2	74	-	3	1	0	0	0	0	0	71.7	81.0	0.0	0.0	0.0
Both Directions	0400	6	58.9	79.4	68.5	-	5	1	0	0	0	0	0	69.7	62.5	0.0	0.0	0.0
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0430	1	84.9	84.9	84.9	-	1	0	0	0	0	0	0	84.9	0.0	0.0	0.0	0.0
Both Directions	0445	5	61.8	74.6	66.4	-	3	2	0	0	0	0	0	67.1	65.4	0.0	0.0	0.0
Both Directions	0500	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0515	4	55.2	64	60.9	-	4	0	0	0	0	0	0	60.9	0.0	0.0	0.0	0.0
Both Directions	0530	10	46.7	84.8	67.2	-	10	0	0	0	0	0	0	67.2	0.0	0.0	0.0	0.0
Both Directions	0545	3	56.3	85.1	66.5	-	2	1	0	0	0	0	0	57.2	85.1	0.0	0.0	0.0
Both Directions	0600	4	60.5	78.5	68	-	3	1	0	0	0	0	0	69.9	62.3	0.0	0.0	0.0
Both Directions	0615	5	62.2	105.4	79.6	-	3	2	0	0	0	0	0	86.3	69.6	0.0	0.0	0.0
Both Directions	0630	4	58.3	91.3	71.1	-	2	1	1	0	0	0	0	75.6	74.8	58.3	0.0	0.0
Both Directions	0645	4	64.6	76	69.7	-	3	1	0	0	0	0	0	68.6	73.0	0.0	0.0	0.0
Both Directions	0700	6	60.8	95.1	69.9	-	3	2	1	0	0	0	0	61.1	81.4	73.3	0.0	0.0
Both Directions	0715	8	66.1	91.6	79.9	-	5	3	0	0	0	0	0	78.5	82.3	0.0	0.0	0.0
Both Directions	0730	8	57.5	63.9	73	-	6	2	0	0	0	0	0	71.3	76.3	0.0	0.0	0.0
Both Directions	0745	11	43.4	90.8	71.9	89.7	9	2	0	0	0	0	0	72.9	67.5	0.0	0.0	0.0
Both Directions	0800	9	19.2	93	70.8	-	6	3	0	0	0	0	0	64.9	82.6	0.0	0.0	0.0
Both Directions	0815	13	48.1	78.7	67.2	76.3	9	3	1	0	0	0	0	68.5	60.6	75.8	0.0	0.0
Both Directions	0830	17	17.3	88.6	69.6	82.9	13	4	0	0	0	0	0	68.7	72.7	0.0	0.0	0.0
Both Directions	0845	15	55.1	98.9	75.1	94.5	10	5	0	0	0	0	0	77.5	70.3	0.0	0.0	0.0
Both Directions	0900	22	15	79.8	60.3	75.5	17	4	0	1	0	0	0	58.4	68.3	0.0	61.8	0.0
Both Directions	0915	30	47.2	101.2	68.5	81	24	4	1	1	0	0	0	67.9	74.6	73.0	54.6	0.0
Both Directions	0930	30	18.2	88.5	66.3	82	28	1	1	0	0	0	0	67.6	45.5	51.3	0.0	0.0
Both Directions	0945	27	15.2	79.2	58.8	76.8	21	2	3	1	0	0	0	58.7	76.7	57.9	26.3	0.0
Both Directions	1000	31	21.3	63.5	64.8	79.2	29	1	1	0	0	0	0	64.4	80.8	60.5	0.0	0.0
Both Directions	1015	31	31.6	80.3	67.6	78.2	23	4	4	0	0	0	0	69.7	71.8	51.6	0.0	0.0
Both Directions	1030	37	36.5	85.1	62.3	75.5	33	3	1	0	0	0	0	62.4	63.6	53.9	0.0	0.0
Both Directions	1045	49	15.1	90.7	60.3	80.3	48	0	1	0	0	0	0	61.2	0.0	17.5	0.0	0.0
Both Directions	1100	25	21.8	88	65.6	79.4	23	2	0	0	0	0	0	64.5	78.2	0.0	0.0	0.0
Both Directions	1115	27	50.2	82.1	69.3	78.3	18	6	1	2	0	0	0	69.8	74.9	50.2	58.4	0.0
Both Directions	1130	35	31.4	87.5	65.4	77.2	27	6	2	0	0	0	0	65.4	72.0	45.5	0.0	0.0
Both Directions	1145	30	14.8	78.9	57.1	72.2	24	5	1	0	0	0	0	55.5	69.2	33.7	0.0	0.0
Both Directions	1200	34	30.3	82.2	60.9	73.2	29	5	0	0	0	0	0	60.5	62.9	0.0	0.0	0.0
Both Directions	1215	51	21.1	85.5	66.2	79.2	45	6	0	0	0	0	0	66.9	61.5	0.0	0.0	0.0
Both Directions	1230	34	18	90.9	63.5	79	28	5	1	0	0	0	0	61.5	73.7	69.9	0.0	0.0
Both Directions	1245	43	33.2	80.3	64	72.2	36	4	2	1	0	0	0	63.8	69.3	57.6	61.9	0.0
Both Directions	1300	23	51.5	93.9	69.4	80.9	19	3	1	0	0	0	0	69.4	72.7	60.0	0.0	0.0
Both Directions	1315	35	19.9	77.9	63.7	73.5	30	3	2	0	0	0	0	63.7	56.9	74.4	0.0	0.0
Both Directions	1330	33	30.8	101.2	64	76.9	25	5	2	1	0	0	0	63.1	69.8	60.7	64.6	0.0
Both Directions	1345	28	40.6	81.6	67.9	77.2	21	5	1	1	0	0	0	67.6	68.0	65.3	77.2	0.0
Both Directions	1400	23	36.2	81.9	65.5	76.8	17	5	1	0	0	0	0	64.1	69.6	70.4	0.0	0.0
Both Directions	1415	25	43.5	80.8	64.3	77.2	20	3	2	0	0	0	0	65.0	58.0	66.5	0.0	0.0
Both Directions	1430	16	55.7	88.9	70.4	82.1	13	2	1	0	0	0	0	71.4	64.8	68.5	0.0	0.0
Both Directions	1445	33	48.8	93.8	71.4	84	25	5	2	1	0	0	0	67.2	71.5	64.4	66.7	0.0
Both Directions	1500	33	53.2	90	69	77.9	21	8	3	1	0	0	0	69.1	71.4	63.8	63.0	0.0
Both Directions	1515	24	48	76.9	65.2	75.2	21	3	4	0	0	0	0	65.4	64.0	0.0	0.0	0.0
Both Directions	1530	27	25.8	89.7	63.4	75.9	22	4	1	0	0	0	0	64.1	61.3	57.0	0.0	0.0
Both Directions	1545	30	32.8	86.2	65.9	80	27	3	0	0	0	0	0	64.4	78.9	0.0	0.0	0.0
Both Directions	1600	19	15.8	91.5	62.9	79.7	15	4	0	0	0	0	0	63.8	59.5	0.0	0.0	0.0
Both Directions	1615	21	49.3	79	64.9	76.9	18	3	0	0	0	0	0	64.3	67.9	0.0	0.0	0.0
Both Directions	1630	30	33.8	78.7	66.5	75.1	25	5	0	0	0	0	0	66.1	68.7	0.0	0.0	0.0
Both Directions	1645	25	41.7	112	67.4	75.6	21	4	0	0	0	0	0	68.2	63.0	0.0	0.0	0.0
Both Directions	1700	33	50.2	96.5	69.1	81.7	28	5	0	0	0	0	0	70.6	60.4	0.0	0.0	0.0
Both Directions	1715	25	47.7	97.6	67.5	78.2	22	3	0	0	0	0	0	68.0	63.7	0.0	0.0	0.0
Both Directions	1730	31	13.3	86.2	65	76.4	25	5	1	0	0	0	0	64.9	63.7	74.7	0.0	0.0
Both Directions	1745	23	35.7	97.3	66	77.3	21	2	0	0	0	0	0	66.6	59.9	0.0	0.0	0.0
Both Directions	1800	37	22.5	95.5	65.5	82	32	4	1	0	0	0	0	63.9	73.6	82.6	0.0	0.0
Both Directions	1815	17	28.5	89.7	65	79.8	14	3	0	0	0	0	0	65.2	64.4	0.0	0.0	0.0
Both Directions	1830	16	17.8	81	64.5	77	11	5	0	0	0	0	0	62.4	69.2	0.0	0.0	0.0
Both Directions	1845	33	55.1	94.8	68.9	80.5	27	6	0	0	0	0	0	69.1	68.0	0.0	0.0	0.0
Both Directions	1900	17	37.9	78.7	64	76.8	13	3	0	1	0	0	0	64.5	59.6	0.0	71.3	0.0
Both Directions	1915	17	37.9	76.6	59.5	72.2	13	4	0	0	0	0	0	58.6	62.6	0.0	0.0	0.0
Both Directions	1930	15	38.7	89.3	63.7	79.7	10	3	2	0	0	0	0	67.1	63.6	47.1	0.0	0.0
Both Directions	1945	18	49.3	77.2	64.1	72.3	16	2	0	0	0	0	0	63.5	69.2	0.0	0.0	0.0
Both Directions	2000	25	55.3	78.5	63.1	70.8	18	6	1	0	0	0	0	63.4	60.6	72.5	0.0	0.0
Both Directions	2015	9	62.2	79.4	70.9	-	6	3	0	0	0							

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: [L4635 Lake Drive](#)
 Classification: Car, LGV, OGV1, OGV2, PSV



Sunday 7 May 2023

Direction	Time [-]	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85 Speed	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	6	40.3	73.6	60.2	-	4	2	0	0	0	0	0 64.8	51.2	0.0	0.0	0.0
Both Directions	0015	3	58.5	80.8	68.3	-	2	1	0	0	0	0	1 62.1	80.8	0.0	0.0	0.0
Both Directions	0030	1	63.7	63.7	63.7	-	1	0	0	0	0	0	0 63.7	0.0	0.0	0.0	0.0
Both Directions	0045	5	53.5	97.3	69.2	-	3	2	0	0	0	0	2 63.1	78.5	0.0	0.0	0.0
Both Directions	0100	4	62.3	88.1	76.6	-	2	2	0	0	0	0	2 75.2	78.1	0.0	0.0	0.0
Both Directions	0115	3	64.7	97.4	80.1	-	2	1	0	0	0	0	1 71.4	97.4	0.0	0.0	0.0
Both Directions	0130	5	50.4	71	65	-	4	1	0	0	0	0	0 63.7	70.5	0.0	0.0	0.0
Both Directions	0145	3	49.9	65	57.2	-	3	0	0	0	0	0	0 57.2	0.0	0.0	0.0	0.0
Both Directions	0200	3	65.2	75.1	69.3	-	0	3	0	0	0	0	0 0.0	69.3	0.0	0.0	0.0
Both Directions	0215	1	96.9	96.9	96.9	-	1	0	0	0	0	0	1 96.9	0.0	0.0	0.0	0.0
Both Directions	0230	1	65.7	65.7	65.7	-	1	0	0	0	0	0	0 65.7	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0300	2	78.2	82.1	80.1	-	2	0	0	0	0	0	1 80.1	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0330	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0345	1	82.3	82.3	82.3	-	1	0	0	0	0	0	1 82.3	0.0	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0445	1	72.5	72.5	72.5	-	0	1	0	0	0	0	0 0.0	72.5	0.0	0.0	0.0
Both Directions	0500	2	72.6	73.3	72.9	-	2	0	0	0	0	0	0 72.9	0.0	0.0	0.0	0.0
Both Directions	0515	3	55.7	80.9	67	-	3	0	0	0	0	0	1 67.0	0.0	0.0	0.0	0.0
Both Directions	0530	2	56	84	70	-	1	1	0	0	0	0	1 58.0	84	0.0	0.0	0.0
Both Directions	0545	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0600	1	63.3	63.3	63.3	-	1	0	0	0	0	0	0 63.3	0.0	0.0	0.0	0.0
Both Directions	0615	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0630	3	55.4	85.4	68.7	-	2	1	0	0	0	0	1 70.4	65.2	0.0	0.0	0.0
Both Directions	0645	2	45.4	64.7	55.1	-	2	0	0	0	0	0	0 55.1	0.0	0.0	0.0	0.0
Both Directions	0700	4	19.5	57.4	45.9	-	4	0	0	0	0	0	0 45.9	0.0	0.0	0.0	0.0
Both Directions	0715	4	49.6	88.2	63.9	-	4	0	0	0	0	0	1 63.9	0.0	0.0	0.0	0.0
Both Directions	0730	4	61.2	81.6	73.7	-	4	0	0	0	0	0	2 73.7	0.0	0.0	0.0	0.0
Both Directions	0745	3	46.6	87.6	69.7	-	3	0	0	0	0	0	1 69.7	0.0	0.0	0.0	0.0
Both Directions	0800	6	50.9	67.8	61	-	5	1	0	0	0	0	0 60.6	63.1	0.0	0.0	0.0
Both Directions	0815	16	40.2	86.2	69.5	82.5	14	2	0	0	0	0	4 68.6	76.1	0.0	0.0	0.0
Both Directions	0830	16	14.6	81.2	55.9	76.4	14	2	0	0	0	0	1 54.2	67.9	0.0	0.0	0.0
Both Directions	0845	15	19.7	90.1	70.3	85.4	11	4	0	0	0	0	4 70.4	69.9	0.0	0.0	0.0
Both Directions	0900	18	20.3	91.1	63.4	80.9	16	2	0	0	0	0	2 61.8	76.3	0.0	0.0	0.0
Both Directions	0915	25	17.8	79.4	57.3	73.2	24	1	0	0	0	0	0 56.9	66.4	0.0	0.0	0.0
Both Directions	0930	30	16.1	83.4	54.4	76	25	4	0	1	0	0	2 51.4	67.9	0.0	74.3	0.0
Both Directions	0945	40	15.6	87.1	63.3	78.5	31	9	0	0	0	0	3 62.6	65.5	0.0	0.0	0.0
Both Directions	1000	29	15.7	87	63.6	73.7	26	3	0	0	0	0	2 63.1	68.0	0.0	0.0	0.0
Both Directions	1015	37	14.5	79.3	47.9	73.9	30	5	1	1	0	0	0 44.0	72.9	73.3	16.6	0.0
Both Directions	1030	28	17.8	86.3	61.7	80.7	25	3	0	0	0	0	4 60.4	72.8	0.0	0.0	0.0
Both Directions	1045	33	16.2	86.8	59.7	79.8	27	5	0	1	0	0	4 60.1	65.3	0.0	19.3	0.0
Both Directions	1100	34	37.9	85.8	62.6	75.5	31	2	1	0	0	0	2 62.5	74.7	39.4	0.0	0.0
Both Directions	1115	23	19.6	85.8	63.4	83.4	22	1	0	0	0	0	5 63.3	65.3	0.0	0.0	0.0
Both Directions	1130	37	13	78.8	60.8	73.5	27	8	1	1	0	0	0 60.6	66.5	13.0	67.5	0.0
Both Directions	1145	34	14.7	85	59.9	74	31	3	0	0	0	0	2 59.3	65.6	0.0	0.0	0.0
Both Directions	1200	33	16.5	88.6	57.9	75	29	4	0	0	0	0	1 57.4	61.4	0.0	0.0	0.0
Both Directions	1215	37	21.8	87.7	64.1	76.4	34	0	2	1	0	0	3 64.2	0.0	59.4	69.1	0.0
Both Directions	1230	33	28.3	90.8	66.3	83.9	31	2	0	0	0	0	5 64.9	87.9	0.0	0.0	0.0
Both Directions	1245	38	13.2	89.6	63.6	78.4	31	7	0	0	0	0	3 63.2	65.7	0.0	0.0	0.0
Both Directions	1300	34	15.9	78.6	58.8	73.3	29	4	0	0	0	0	0 56.6	58.2	58.9	0.0	0.0
Both Directions	1315	33	27.7	84.7	58	72.4	28	5	0	0	0	0	1 58.2	56.9	0.0	0.0	0.0
Both Directions	1330	41	43.7	86.6	64.2	73.6	37	3	1	0	0	0	3 63.8	69.4	62.3	0.0	0.0
Both Directions	1345	36	14	82	59.3	73	30	6	0	0	0	0	1 58.5	63.3	0.0	0.0	0.0
Both Directions	1400	37	29.7	81	57.4	66.4	31	6	0	0	0	0	1 57.1	58.8	0.0	0.0	0.0
Both Directions	1415	38	28.2	89.3	62.6	73.1	34	3	1	0	0	0	2 62.0	68.9	65.2	0.0	0.0
Both Directions	1430	20	40.6	80.9	62	73.7	17	3	0	0	0	0	1 61.7	63.7	0.0	0.0	0.0
Both Directions	1445	38	21.6	87	59	73.2	35	1	2	0	0	0	2 58.9	69.9	54.9	0.0	0.0
Both Directions	1500	46	29.7	82.9	63.9	74.3	41	5	0	0	0	0	1 63.3	68.6	0.0	0.0	0.0
Both Directions	1515	42	17.9	76	58	66	36	4	1	1	0	0	0 58.0	56.7	61.0	59.5	0.0
Both Directions	1530	29	15.7	94	58.8	74.1	27	2	0	0	0	0	3 57.1	81.1	0.0	0.0	0.0
Both Directions	1545	40	46.4	79.2	60.6	69.6	32	8	0	0	0	0	0 60.2	62.1	0.0	0.0	0.0
Both Directions	1600	38	27.9	83.8	61	77.8	33	4	1	0	0	0	2 61.5	57.2	59.6	0.0	0.0
Both Directions	1615	30	18.9	100.2	64.9	78.4	25	5	0	0	0	0	4 64.4	67.7	0.0	0.0	0.0
Both Directions	1630	40	41.4	91.9	62.5	76.2	34	5	1	0	0	0	1 62.6	63.7	53.4	0.0	0.0
Both Directions	1645	56	24	86.8	59.3	70.7	54	2	0	0	0	0	2 59.3	59.8	0.0	0.0	0.0
Both Directions	1700	39	32.5	88.8	58.3	72.7	37	1	1	0	0	0	4 59.0	48.1	45.2	0.0	0.0
Both Directions	1715	25	17.8	81.4	64.3	74.1	24	1	0	0	0	0	1 64.8	54.5	0.0	0.0	0.0
Both Directions	1730	22	46.6	80.4	65.7	76.5	13	7	1	1	0	0	1 63.4	71.7	71.4	46.6	0.0
Both Directions	1745	37	34.2	88.1	62.5	81.3	33	3	1	0	0	0	6 62.4	65.3	56.1	0.0	0.0
Both Directions	1800	24	35.2	111.9	68.1	77.8	19	4	0	1	0	0	2 67.8	73.4	0.0	51.5	0.0
Both Directions	1815	23	15.1	88.5	66.6	79.7	17	6	0	0	0	0	3 65.1	71.0	0.0	0.0	0.0
Both Directions	1830	16	49.4	93.8	70.7	84.5	16	0	0	0	0	0	3 70.7	0.0	0.0	0.0	0.0
Both Directions	1845	27	37.4	80.5	61.1	73.2	21	4	1	1	0	0	1 61.6	66.2	48.4	42.5	0.0
Both Directions	1900	14	43	74.5	65.5	72.8	13	1	0	0	0	0	0 64.9	73.2	0.0	0.0	0.0
Both Directions	1915	15	46.7	89.9	67.9	83.7	14	0	1	0	0	0	3 68.7	0.0	56.0	0.0	0.0
Both Directions	1930	18	49.1	82.8	69.3	80.5	13	5	0	0	0	0	3 67.6	73.7	0.0	0.0	0.0
Both Directions	1945	13	52.4	85	69.7	84.3	9	4	0	0	0	0	2 70.2	68.3	0.0	0.0	0.0
Both Directions	2000	17	45.1	82.3	68.5	77.8	14	2	1	0	0	0	1 69.3	72.1	50.9	0.0	0.0
Both Directions	2015	13	57	96	70.2	84.8	13	0	0	0	0	0	2 70.2	0.0	0.0	0.0	0.0
Both Directions	2030	16	54.7	85.6	71.8	82.4	12	4	0	0	0	0	5 70.0	77.4	0.0	0.0	0.0
Both Directions	2045	12	50.6	86.7	65.1	79.6	8	4	0	0	0	0	1 61.8	71.7	0.0	0.0	0.0
Both Directions	2100	13	45.6	82.9	67.2												

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: [L4635 Lake Drive](#)
 Classification: Car, LGV, OGV1, OGV2, PSV



Monday 8 May 2023

Direction	Time	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85 Speed	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV	
Both Directions	0000	4	58.1	68.9	62.6	-	4	0	0	0	0	0	0	62.6	0.0	0.0	0.0	0.0
Both Directions	0015	1	70.7	70.7	70.7	-	1	0	0	0	0	0	0	70.7	0.0	0.0	0.0	0.0
Both Directions	0030	3	62.7	64.5	63.8	-	1	1	1	0	0	0	0	64.5	64.2	62.7	0.0	0.0
Both Directions	0045	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0100	2	67.2	73.5	70.3	-	2	0	0	0	0	0	0	70.3	0.0	0.0	0.0	0.0
Both Directions	0115	1	59.7	59.7	59.7	-	0	0	0	1	0	0	0	0.0	0.0	0.0	59.7	0.0
Both Directions	0130	1	71.5	71.5	71.5	-	0	0	1	0	0	0	0	0.0	0.0	71.5	0.0	0.0
Both Directions	0145	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0200	1	67.7	67.7	67.7	-	1	0	0	0	0	0	0	67.7	0.0	0.0	0.0	0.0
Both Directions	0215	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0245	1	62.8	62.8	62.8	-	1	0	0	0	0	0	0	62.8	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0330	1	74.5	74.5	74.5	-	0	1	0	0	0	0	0	0.0	74.5	0.0	0.0	0.0
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0445	1	72.2	72.2	72.2	-	1	0	0	0	0	0	0	72.2	0.0	0.0	0.0	0.0
Both Directions	0500	2	62.1	79	70.6	-	0	2	0	0	0	0	0	0.0	70.6	0.0	0.0	0.0
Both Directions	0515	1	68.2	68.2	68.2	-	1	0	0	0	0	0	0	68.2	0.0	0.0	0.0	0.0
Both Directions	0530	2	70.3	87.4	71.7	-	2	0	0	0	0	0	0	71.7	0.0	0.0	0.0	0.0
Both Directions	0545	2	59.9	76.2	70.6	-	4	0	0	0	0	0	0	70.6	0.0	0.0	0.0	0.0
Both Directions	0600	4	55.8	84.6	74.1	-	4	0	0	0	0	0	0	74.1	0.0	0.0	0.0	0.0
Both Directions	0615	3	58.3	78.1	71.3	-	3	0	0	0	0	0	0	71.3	0.0	0.0	0.0	0.0
Both Directions	0630	9	67.8	110.8	79.2	-	7	1	1	0	0	0	0	77.7	91.4	78.1	0.0	0.0
Both Directions	0645	16	59.5	108.7	75.5	84.3	13	3	0	0	0	0	0	75.5	75.9	0.0	0.0	0.0
Both Directions	0700	15	63.9	100.2	78.7	94.1	11	4	0	0	0	0	0	81.0	72.1	0.0	0.0	0.0
Both Directions	0715	24	57.2	94.6	75.3	86.2	17	6	1	0	0	0	0	75.5	74.8	74.6	0.0	0.0
Both Directions	0730	24	47.4	95.7	75.7	86.1	19	3	1	0	1	1	11	78.6	73.7	47.4	0.0	55.1
Both Directions	0745	23	57.7	96.7	75.4	86.4	15	5	3	0	0	0	0	76.9	74.7	69.2	0.0	0.0
Both Directions	0800	19	57	88.8	72.9	79.2	13	6	0	0	0	0	0	71.1	77.0	0.0	0.0	0.0
Both Directions	0815	22	54.5	84.8	72.9	81.6	18	2	2	0	0	0	0	74.4	67.7	64.5	0.0	0.0
Both Directions	0830	50	56.4	85.8	70.2	76.9	41	7	2	0	0	0	0	70.4	71.7	61.8	0.0	0.0
Both Directions	0845	48	56.9	87.3	70.8	78.1	37	8	2	1	0	0	0	70.1	73.9	75.5	61.4	0.0
Both Directions	0900	34	57.7	91.9	73.2	80.5	24	10	0	0	0	0	0	72.2	75.6	0.0	0.0	0.0
Both Directions	0915	23	56.8	95.8	69.3	77.3	20	2	1	0	0	0	0	68.4	77.3	71.3	0.0	0.0
Both Directions	0930	18	57.6	84.9	72.2	81	14	4	0	0	0	0	0	71.9	73.3	0.0	0.0	0.0
Both Directions	0945	18	28.5	78.7	64	76.5	12	3	3	0	0	0	0	66.0	76.3	43.8	0.0	0.0
Both Directions	1000	14	50	80.8	64.4	75.9	13	0	1	0	0	0	0	65.6	0.0	50.0	0.0	0.0
Both Directions	1015	16	56.9	83	73.1	81.1	14	2	0	0	0	0	0	72.8	75.4	0.0	0.0	0.0
Both Directions	1030	22	33.8	87.4	64.8	75.7	18	3	1	0	0	0	0	65.9	56.3	71.7	0.0	0.0
Both Directions	1045	23	56.5	84.4	69.3	80.7	22	1	0	0	0	0	0	69.0	75.9	0.0	0.0	0.0
Both Directions	1100	15	15.8	79.9	65.1	78.4	15	0	0	0	0	0	0	65.1	0.0	0.0	0.0	0.0
Both Directions	1115	26	51.2	83.3	64.5	76.2	23	0	2	1	0	0	0	64.5	0.0	63.8	66.2	0.0
Both Directions	1130	30	53.4	88.6	70.6	78.4	25	5	0	0	0	0	0	69.9	74.1	0.0	0.0	0.0
Both Directions	1145	26	58	86.2	68.1	75.6	23	2	0	1	0	0	0	68.6	65.5	0.0	62.6	0.0
Both Directions	1200	16	58.5	79.4	68.5	76.2	10	3	3	0	0	0	0	68.2	71.9	66.1	0.0	0.0
Both Directions	1215	23	50	80.5	68.4	75.6	20	3	0	0	0	0	0	67.5	74.3	0.0	0.0	0.0
Both Directions	1230	18	51.6	84.2	69.5	77.9	13	3	2	0	0	0	0	70.3	69.8	64.1	0.0	0.0
Both Directions	1245	14	60.7	77.2	69.5	75.3	11	1	1	0	0	0	0	69.9	70.7	67.7	65.1	0.0
Both Directions	1300	32	50.1	94.4	68.8	75.7	25	2	4	0	0	0	0	67.0	60.7	67.6	72.0	0.0
Both Directions	1315	30	51.2	90.4	68.6	79.9	22	7	1	0	0	0	0	67.7	70.9	73.0	0.0	0.0
Both Directions	1330	26	43.3	81.3	64.8	74.7	18	5	3	0	0	0	0	63.7	66.0	69.3	0.0	0.0
Both Directions	1345	28	13.2	78.6	61	75.9	22	5	0	1	0	0	0	60.2	64.3	0.0	64.0	0.0
Both Directions	1400	20	34.8	85.1	68.6	79	16	2	2	0	0	0	0	67.3	69.7	77.5	0.0	0.0
Both Directions	1415	39	52.7	83	69.2	78.3	31	3	4	1	0	0	0	69.4	68.8	69.3	65.1	0.0
Both Directions	1430	38	51.4	90.5	67.8	75.6	33	3	2	0	0	0	0	68.3	66.2	62.1	0.0	0.0
Both Directions	1445	25	51.3	82.9	68.4	79	20	5	0	0	0	0	0	69.6	63.7	0.0	0.0	0.0
Both Directions	1500	18	59.3	91	72.2	83.7	17	1	0	0	0	0	0	71.3	86.9	0.0	0.0	0.0
Both Directions	1515	31	58.5	87.4	68.8	78.3	24	5	1	1	0	0	0	69.4	67.8	58.5	70.3	0.0
Both Directions	1530	21	27.6	86.5	59.1	78.9	19	1	1	0	0	0	0	65.0	72.5	28.3	0.0	0.0
Both Directions	1545	29	51.7	88.5	69.2	81	24	3	1	1	0	0	0	68.9	75.5	58.4	68.0	0.0
Both Directions	1600	31	48.8	94.4	69.6	75.7	23	6	2	0	0	0	0	70.3	66.7	69.5	0.0	0.0
Both Directions	1615	21	37.7	88.5	66.7	80.4	19	1	1	0	0	0	0	66.6	63.4	72.1	0.0	0.0
Both Directions	1630	23	49.6	93.7	68.6	79.4	18	5	0	0	0	0	0	69.3	66.0	0.0	0.0	0.0
Both Directions	1645	31	44.1	82.6	65.4	76.8	26	4	1	0	0	0	0	65.4	63.3	71.8	0.0	0.0
Both Directions	1700	37	50.5	96.7	69.6	78.8	28	8	1	0	0	0	0	68.9	73.4	60.7	0.0	0.0
Both Directions	1715	33	58.6	86.8	72	84	27	5	1	0	0	0	0	73.6	65.6	58.6	0.0	0.0
Both Directions	1730	28	46.4	86.5	70.3	81.9	23	4	1	0	0	0	0	68.9	74.5	84.9	0.0	0.0
Both Directions	1745	34	49.4	90.1	65.5	74.9	27	5	1	1	0	0	0	66.6	69.9	62.0	49.4	0.0
Both Directions	1800	33	54.9	85.5	70.5	80.5	28	5	0	0	0	0	0	70.9	68.3	0.0	0.0	0.0
Both Directions	1815	32	52.3	88.6	70.7	78.9	28	4	0	0	0	0	0	71.2	67.9	0.0	0.0	0.0
Both Directions	1830	26	44.1	88.5	66.1	73.6	19	7	0	0	0	0	0	66.3	65.5	0.0	0.0	0.0
Both Directions	1845	29	20.9	86.6	64.4	79.4	26	3	0	0	0	0	0	65.0	59.7	0.0	0.0	0.0
Both Directions	1900	24	58.5	100.6	68.6	75.3	20	4	0	0	0	0	0	69.6	64.0	0.0	0.0	0.0
Both Directions	1915	24	47.2	88.4	66.3	80	17	6	1	0	0	0	0	66.0	63.3	88.4	0.0	0.0
Both Directions	1930	23	30.8	101	69.2	79.2	16	7	0	0	0	0	0	71.6	63.8	0.0	0.0	0.0
Both Directions	1945	16	56.2	84.6	68.7	76.9	13	3	0	0	0	0	0	68.2	70.8	0.0	0.0	0.0
Both Directions	2000	20	48.2	84	66.7	75.6	15	5	0	0	0	0	0	66.6	66.9	0.0	0.0	0.0
Both Directions	2015	15	43.5	82.6	69.7	81.1	13	2	0	0	0	0						

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: [L4635 Lake Drive](#)
 Classification: Car, LGV, OGV1, OGV2, PSV



Tuesday 9 May 2023

Direction	Time	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85 Speed	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	2	63	64.1	63.6	-	2	0	0	0	0	0	0.636	0.0	0.0	0.0	0.0
Both Directions	0015	1	83.1	83.1	83.1	-	0	1	0	0	0	0	1.000	83.1	0.0	0.0	0.0
Both Directions	0030	1	90	90	90	-	1	0	0	0	0	0	1.900	0.0	0.0	0.0	0.0
Both Directions	0045	0	-	-	-	-	0	0	0	0	0	0	0.000	0.0	0.0	0.0	0.0
Both Directions	0100	0	-	-	-	-	0	0	0	0	0	0	0.000	0.0	0.0	0.0	0.0
Both Directions	0115	1	86.7	86.7	86.7	-	1	0	0	0	0	0	1.867	0.0	0.0	0.0	0.0
Both Directions	0130	0	-	-	-	-	0	0	0	0	0	0	0.000	0.0	0.0	0.0	0.0
Both Directions	0145	0	-	-	-	-	0	0	0	0	0	0	0.000	0.0	0.0	0.0	0.0
Both Directions	0200	0	-	-	-	-	0	0	0	0	0	0	0.000	0.0	0.0	0.0	0.0
Both Directions	0215	0	-	-	-	-	0	0	0	0	0	0	0.000	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0.000	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0.000	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0.000	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0.000	0.0	0.0	0.0	0.0
Both Directions	0330	1	56.3	56.3	56.3	-	0	1	0	0	0	0	0.000	56.3	0.0	0.0	0.0
Both Directions	0345	1	65	65	65	-	0	1	0	0	0	0	0.000	65.0	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0.000	0.0	0.0	0.0	0.0
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0.000	0.0	0.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0.000	0.0	0.0	0.0	0.0
Both Directions	0445	0	-	-	-	-	0	0	0	0	0	0	0.000	0.0	0.0	0.0	0.0
Both Directions	0500	3	69.2	75.8	73.5	-	1	2	0	0	0	0	0.692	75.7	0.0	0.0	0.0
Both Directions	0515	1	71	71	71	-	1	0	0	0	0	0	0.710	0.0	0.0	0.0	0.0
Both Directions	0530	1	65.5	65.5	65.5	-	1	0	0	0	0	0	0.655	0.0	0.0	0.0	0.0
Both Directions	0545	5	53.3	96.1	77.2	-	3	2	0	0	0	0	3.888	89.8	0.0	0.0	0.0
Both Directions	0600	6	59.1	82.3	70.9	-	5	0	1	0	0	0	1.891	0.0	79.9	0.0	0.0
Both Directions	0615	7	69.5	114.6	82.6	-	7	0	0	0	0	0	2.826	0.0	0.0	0.0	0.0
Both Directions	0630	6	66.6	90.6	75.8	-	3	3	0	0	0	0	2.766	75.1	0.0	0.0	0.0
Both Directions	0645	23	44.1	96.2	75.1	87.5	17	6	0	0	0	0	9.743	77.5	0.0	0.0	0.0
Both Directions	0700	17	65.6	96.7	79.5	94.4	16	1	0	0	0	0	6.790	88.4	0.0	0.0	0.0
Both Directions	0715	22	60.5	92.9	75.2	86.5	15	7	0	0	0	0	7.746	76.6	0.0	0.0	0.0
Both Directions	0730	22	49	87.6	74.3	83.1	15	5	1	0	1	1	8.762	76.2	49.0	0.0	61.1
Both Directions	0745	27	45.7	83.2	70.4	80	21	4	2	0	0	0	4.700	71.7	72.8	0.0	0.0
Both Directions	0800	30	55.7	91.4	72.9	85.3	20	6	2	0	0	0	9.736	76.0	70.9	58.7	0.0
Both Directions	0815	31	45.3	90.4	71	80.3	24	6	1	0	0	0	5.899	76.2	66.6	0.0	0.0
Both Directions	0830	48	49.3	87.3	71.4	78.4	42	3	2	1	0	0	4.724	64.6	60.5	67.9	0.0
Both Directions	0845	38	60	85.2	70.8	78.8	31	3	4	0	0	0	4.715	68.6	66.7	0.0	0.0
Both Directions	0900	27	57.8	82.1	70.9	78.9	21	4	2	0	0	0	3.722	67.9	63.8	0.0	0.0
Both Directions	0915	28	43.3	83.2	69.5	78.1	20	6	1	1	0	0	3.680	74.3	72.0	67.1	0.0
Both Directions	0930	23	48.9	84.4	67.1	75.2	17	3	3	0	0	0	2.665	71.6	66.1	0.0	0.0
Both Directions	0945	24	36.8	87.2	68.7	78.2	18	4	2	0	0	0	3.674	75.2	67.4	0.0	0.0
Both Directions	1000	21	57.2	82	66	74.1	18	1	1	1	0	0	1.663	75.1	57.2	61.3	0.0
Both Directions	1015	22	47.4	86.3	66.4	79	15	3	4	0	0	0	2.676	63.9	63.9	0.0	0.0
Both Directions	1030	29	55.5	87.6	69.4	79.4	25	2	2	0	0	0	3.703	61.9	66.5	0.0	0.0
Both Directions	1045	14	42	76.7	66.4	76.2	11	1	2	0	0	0	0.895	75.2	45.2	0.0	0.0
Both Directions	1100	13	12.5	79.7	56.8	72.6	12	1	0	0	0	0	0.569	54.9	0.0	0.0	0.0
Both Directions	1115	24	46.5	94.5	67	78.7	18	4	1	1	0	0	2.691	61.1	46.5	72.5	0.0
Both Directions	1130	26	39.2	81.3	66.6	79.1	18	7	1	0	0	0	1.656	69.4	65.8	0.0	0.0
Both Directions	1145	23	48.5	83.1	68.3	74.2	17	3	3	0	0	0	2.692	74.2	56.9	0.0	0.0
Both Directions	1200	18	16.5	82.4	64.8	79.8	15	2	1	0	0	0	2.653	60.6	65.3	0.0	0.0
Both Directions	1215	18	53	87.6	68.8	79.9	13	2	2	1	0	0	2.678	82.1	63.2	66.9	0.0
Both Directions	1230	28	35.9	75.5	60.3	71.9	23	3	1	1	0	0	0.594	67.4	58.8	62.5	0.0
Both Directions	1245	17	22.5	95.9	67.8	82.9	10	5	2	0	0	0	4.654	71.7	69.8	0.0	0.0
Both Directions	1300	22	51.8	84.3	68.3	78.3	19	2	1	0	0	0	2.686	65.5	68.2	0.0	0.0
Both Directions	1315	29	32.1	79.2	63.3	74.6	20	7	2	0	0	0	0.627	66.5	57.9	0.0	0.0
Both Directions	1330	22	53.3	95.3	69.2	74.7	18	2	2	0	0	0	2.697	66.5	67.2	0.0	0.0
Both Directions	1345	20	54.3	92.1	71.1	78	16	2	2	0	0	0	1.719	69.9	65.8	0.0	0.0
Both Directions	1400	27	41.3	82.1	63.5	77.1	20	4	3	0	0	0	3.642	69.4	51.5	0.0	0.0
Both Directions	1415	38	54.1	102.7	70.5	79.9	33	1	4	0	0	0	5.706	69.4	69.7	0.0	0.0
Both Directions	1430	31	57.2	102.2	69.2	73.2	22	7	2	0	0	0	3.690	70.6	66.9	0.0	0.0
Both Directions	1445	30	46.4	89.6	70.1	80.8	26	3	1	0	0	0	6.702	71.2	63.9	0.0	0.0
Both Directions	1500	30	41	82.1	63.9	75.2	21	6	2	1	0	0	2.644	57.3	73.4	76.1	0.0
Both Directions	1515	30	44.5	93	65	75.2	25	4	1	0	0	0	2.654	60.9	69.9	0.0	0.0
Both Directions	1530	27	53.1	85.8	69	78.5	23	1	3	0	0	0	4.679	78.4	65.2	0.0	0.0
Both Directions	1545	33	55.5	88.3	70.6	79.3	28	3	1	1	0	0	2.713	70.9	55.5	67.0	0.0
Both Directions	1600	22	54.9	101.2	70.3	79.4	18	4	0	0	0	0	3.704	70.2	0.0	0.0	0.0
Both Directions	1615	38	47.1	94.2	69	80.2	30	8	0	0	0	0	5.695	67.3	0.0	0.0	0.0
Both Directions	1630	31	49.8	90.6	72.6	83.4	26	3	2	0	0	0	9.726	71.0	75.3	0.0	0.0
Both Directions	1645	29	51.5	89.5	70.9	79.7	25	3	1	0	0	0	4.711	69.7	69.6	0.0	0.0
Both Directions	1700	31	60.3	91.4	72	77.6	26	5	0	0	0	0	2.715	74.5	0.0	0.0	0.0
Both Directions	1715	37	36.8	96	66.5	79.8	30	6	1	0	0	0	4.666	65.7	67.6	0.0	0.0
Both Directions	1730	33	38.1	87.9	70.6	80.8	24	6	1	2	0	0	5.708	70.2	69.3	70.6	0.0
Both Directions	1745	21	58.3	86.9	73.2	82.1	20	1	0	0	0	0	4.728	81.3	0.0	0.0	0.0
Both Directions	1800	33	54.3	83.1	68.9	74.9	27	6	0	0	0	0	1.677	63.4	0.0	0.0	0.0
Both Directions	1815	30	46.6	86.3	68.6	78	25	5	0	0	0	0	3.890	66.5	0.0	0.0	0.0
Both Directions	1830	40	36.2	87.4	65.7	75.9	36	4	0	0	0	0	2.656	67.4	0.0	0.0	0.0
Both Directions	1845	31	34.5	82.4	64.2	76.9	25	6	0	0	0	0	3.638	65.7	0.0	0.0	0.0
Both Directions	1900	34	44	92.5	71.1	79.5	26	7	1	0	0	0	3.711	69.9	79.7	0.0	0.0
Both Directions	1915	23	51.7	83.8	68.4	81.9	21	2	0	0	0	0	4.685	67.3	0.0	0.0	0.0
Both Directions	1930	24	45.1	92.5	68.6	77.4	20	4	0	0	0	0	2.686	68.4	0.0	0.0	0.0
Both Directions	1945	33	46.8	95.3	65.3	79	28	5	0	0	0	0	4.663	59.5	0.0	0.0	0.0
Both Directions	2000	19	55.5	87.1	70.4	81.2	15	3	1	0	0	0	4.704	71.6	67.6	0.0	0.0
Both Directions	2015	33	39.1	82.4	64.3	74.1	24	8	0	1	0	0	1.649	64.0	0.0	50.6	0.0
Both Directions	2030	25	53.1	87	71	83.4	18	6	0	1	0	0	4.724	67.3	0.0	67.2	0.0
Both Directions	2045	13	51.7	88.6	64.5	80.8	12	1	0	0	0	0	2.646	64.2	0.0	0.0	0.0
Both Directions	2100	14	55.3	85.4	67.4	79.2	10	4	0	0	0	0	1.667	69.2	0.0		

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: [L4635 Lake Drive](#)
 Classification: Car, LGV, OGV1, OGV2, PSV



Wednesday 10 May 2023

Direction	Time [-]	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85 Speed	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	2	69.7	73.8	71.8	-	2	0	0	0	0	0	0 71.8	0.0	0.0	0.0	0.0
Both Directions	0015	3	65.6	85.3	72.8	-	0	3	0	0	0	0	1 0.0	72.8	0.0	0.0	0.0
Both Directions	0030	2	55.5	71.5	63.5	-	1	0	1	0	0	0	0 71.5	0.0	55.5	0.0	0.0
Both Directions	0045	3	58.3	87	69.9	-	1	2	0	0	0	0	1 64.4	72.6	0.0	0.0	0.0
Both Directions	0100	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0115	1	64.9	64.9	64.9	-	1	0	0	0	0	0	0 64.9	0.0	0.0	0.0	0.0
Both Directions	0130	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0145	1	74.7	74.7	74.7	-	1	0	0	0	0	0	0 74.7	0.0	0.0	0.0	0.0
Both Directions	0200	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0215	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0230	1	66.4	66.4	66.4	-	1	0	0	0	0	0	0 66.4	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0330	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0445	1	77.6	77.6	77.6	-	1	0	0	0	0	0	0 77.6	0.0	0.0	0.0	0.0
Both Directions	0500	4	63.8	85.4	72.3	-	3	1	0	0	0	0	1 72.9	70.4	0.0	0.0	0.0
Both Directions	0515	2	64	72.3	69.2	-	2	0	0	0	0	0	0 66.2	0.0	0.0	0.0	0.0
Both Directions	0530	1	77.6	77.6	77.6	-	1	0	0	0	0	0	0 77.6	0.0	0.0	0.0	0.0
Both Directions	0545	1	71.2	71.2	71.2	-	1	0	0	0	0	0	0 71.2	0.0	0.0	0.0	0.0
Both Directions	0600	5	65.6	98.9	76.5	-	3	1	1	0	0	0	2 67.2	98.9	82.2	0.0	0.0
Both Directions	0615	5	70.5	100	82.1	-	5	0	0	0	0	0	2 82.1	0.0	0.0	0.0	0.0
Both Directions	0630	11	60.9	86.1	73	81.4	8	3	0	0	0	0	2 74.2	70.0	0.0	0.0	0.0
Both Directions	0645	12	62.7	86.5	72.2	81.3	8	2	1	1	0	0	2 70.7	77.7	65.8	79.7	0.0
Both Directions	0700	22	61.3	90.8	76.6	87.2	21	1	0	0	0	0	8 76.1	86.2	0.0	0.0	0.0
Both Directions	0715	14	58.7	85.5	72.6	81.3	9	5	0	0	0	0	2 73.0	71.9	0.0	0.0	0.0
Both Directions	0730	27	46.9	88.7	75	83.4	16	8	3	0	0	0	8 77.4	76.5	58.1	0.0	0.0
Both Directions	0745	26	21.6	93.4	66.3	79.7	20	3	2	1	0	0	3 64.7	76.6	72.1	56.2	0.0
Both Directions	0800	18	59.1	92.1	71.5	81.4	14	3	1	0	0	0	4 71.2	76.0	62.8	0.0	0.0
Both Directions	0815	38	57.5	100.1	73.4	83.1	33	3	2	0	0	0	9 73.4	78.3	65.5	0.0	0.0
Both Directions	0830	42	54.7	84.8	68.2	75.4	35	5	2	0	0	0	3 68.7	66.7	61.9	0.0	0.0
Both Directions	0845	43	55.7	85.8	68.8	75.5	33	5	3	2	0	0	2 69.3	68.6	68.7	61.3	0.0
Both Directions	0900	39	49.8	87.3	70	78.5	33	5	0	1	0	0	4 69.4	75.0	0.0	64.1	0.0
Both Directions	0915	18	58.2	83.5	68	79.5	12	5	1	0	0	0	2 68.3	69.0	59.5	0.0	0.0
Both Directions	0930	18	48.6	84.9	66.2	77.3	16	1	0	1	0	0	2 66.4	75.7	0.0	53.7	0.0
Both Directions	0945	17	53.3	89.5	71.3	81.5	15	1	1	0	0	0	2 71.0	73.1	73.6	0.0	0.0
Both Directions	1000	11	43.4	93.7	64.6	82	9	1	1	0	0	0	1 64.7	49.3	79.0	0.0	0.0
Both Directions	1015	11	50.8	80.9	65.7	78.8	8	2	1	0	0	0	1 64.4	72.8	61.6	0.0	0.0
Both Directions	1030	26	33.1	86.7	66.5	80.4	21	3	1	0	0	0	5 66.0	67.5	82.6	57.8	0.0
Both Directions	1045	20	52.4	87.6	72.3	78.6	18	1	1	0	0	0	2 72.3	77.4	67.0	0.0	0.0
Both Directions	1100	21	45.6	92.8	66	82.4	15	4	2	0	0	0	4 68.5	64.1	51.2	0.0	0.0
Both Directions	1115	12	53.7	83	62.5	73.2	10	2	0	0	0	0	1 63.5	57.5	0.0	0.0	0.0
Both Directions	1130	22	39.9	77.9	61.5	71.6	19	3	0	0	0	0	0 62.0	58.8	0.0	0.0	0.0
Both Directions	1145	25	51.2	89.1	68.3	75.2	18	5	2	0	0	0	2 68.5	71.0	59.7	0.0	0.0
Both Directions	1200	22	48.8	81.5	65.5	73.4	16	5	1	0	0	0	1 66.4	65.9	49.9	0.0	0.0
Both Directions	1215	20	48.5	78.5	63.3	75.8	13	4	3	0	0	0	0 63.5	65.2	60.0	0.0	0.0
Both Directions	1230	18	55.8	84.7	68.4	77.6	16	2	0	0	0	0	2 67.8	72.8	0.0	0.0	0.0
Both Directions	1245	13	52.3	81.7	65.3	75	11	1	1	0	0	0	1 67.4	52.3	55.8	0.0	0.0
Both Directions	1300	17	57.1	80.6	70.1	79.1	11	5	1	0	0	0	1 71.4	67.9	66.2	0.0	0.0
Both Directions	1315	20	47.5	79	64.7	76.1	15	1	4	0	0	0	0 65.4	65.0	62.2	0.0	0.0
Both Directions	1330	33	45.8	88.2	65.3	73.7	26	4	3	0	0	0	3 65.8	64.9	61.8	0.0	0.0
Both Directions	1345	36	48.1	84	69.2	78.6	30	6	0	0	0	0	3 69.0	70.2	0.0	0.0	0.0
Both Directions	1400	29	49.7	81.5	68	79.3	24	5	0	0	0	0	4 67.7	69.0	0.0	0.0	0.0
Both Directions	1415	28	51.4	88.9	67.9	79.1	19	5	4	0	0	0	3 68.6	66.5	66.4	0.0	0.0
Both Directions	1430	34	41.1	82.7	67.4	75	28	5	0	1	0	0	1 67.3	65.7	0.0	76.3	0.0
Both Directions	1445	28	53.8	79.9	67.1	75.5	25	3	0	0	0	0	0 67.1	66.5	0.0	0.0	0.0
Both Directions	1500	25	53	91.4	66.9	80.4	23	2	0	0	0	0	4 66.9	67.4	0.0	0.0	0.0
Both Directions	1515	26	43.8	89	66.6	81.3	23	2	1	0	0	0	4 65.1	82.9	70.3	0.0	0.0
Both Directions	1530	20	54.8	93.9	68.5	87.3	14	4	2	0	0	0	4 68.9	67.7	67.7	0.0	0.0
Both Directions	1545	31	53.4	82.9	68.9	79.3	29	2	0	0	0	0	4 68.9	69.2	0.0	0.0	0.0
Both Directions	1600	26	54.4	91.8	69	84.2	20	5	1	0	0	0	5 71.2	61.0	65.2	0.0	0.0
Both Directions	1615	27	51.4	86.5	67.4	76.9	20	5	2	0	0	0	2 67.4	69.2	63.1	0.0	0.0
Both Directions	1630	39	43.6	86.8	68.1	79.2	30	6	3	0	0	0	5 69.6	64.4	60.8	0.0	0.0
Both Directions	1645	24	46.8	83.9	64.9	73.7	19	5	0	0	0	0	1 66.1	60.2	0.0	0.0	0.0
Both Directions	1700	40	53.2	92.1	69.5	80.4	27	8	5	0	0	0	6 71.6	63.6	67.9	0.0	0.0
Both Directions	1715	31	46.6	101	70	77.9	23	6	2	0	0	0	3 69.7	70.3	72.9	0.0	0.0
Both Directions	1730	36	46.2	95.1	71.6	82	29	7	0	0	0	0	9 71.2	73.2	0.0	0.0	0.0
Both Directions	1745	20	17.6	92.7	68.5	86.4	18	0	1	1	0	0	3 66.2	0.0	70.1	72.1	0.0
Both Directions	1800	32	52.3	84.3	69.6	82.1	27	5	0	0	0	0	5 69.9	67.9	0.0	0.0	0.0
Both Directions	1815	30	46.7	86.3	69.5	82.3	25	5	0	0	0	0	6 70.0	67.1	0.0	0.0	0.0
Both Directions	1830	22	54.2	90.4	70.8	77.5	18	3	1	0	0	0	2 71.2	66.1	78.0	0.0	0.0
Both Directions	1845	31	61	88.2	72.7	79.7	24	7	0	0	0	0	3 73.0	71.6	0.0	0.0	0.0
Both Directions	1900	26	56.1	82.9	71.5	81.7	24	0	2	0	0	0	6 71.8	0.0	67.7	0.0	0.0
Both Directions	1915	22	57.5	83.3	71.1	80.2	21	1	0	0	0	0	3 70.6	83.1	0.0	0.0	0.0
Both Directions	1930	21	33	83.4	70.1	77.7	20	1	0	0	0	0	2 70.9	53.7	0.0	0.0	0.0
Both Directions	1945	22	51	83.4	67	75.3	18	3	1	0	0	0	2 65.7	74.3	67.5	0.0	0.0
Both Directions	2000	20	35.6	79.8	58.2	75.8	16	4	0	0	0	0	0 58.8	55.8	0.0	0.0	0.0
Both Directions	2015	21	43.2	92.6	67.1	76.8	16	5	0	0	0	0	1 68.9	61.4	0.0	0.0	0.0
Both Directions	2030	17	51.7	79.1	67.4	73.8	15	1	1	0	0	0	0 68.2	70.4	51.7	0.0	0.0
Both Directions	2045	15	51.5	80.5	65.5	76.3	12	3	0	0	0	0	1 63.9	71.7	0.0	0.0	0.0
Both Directions	2100	19	67.4</														

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: [Lake Drive \(Lacken\)](#)
 Classification: Car, LGV, OGV1, OGV2, PSV



Wednesday 3 May 2023

Direction	Time [-]	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 50	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0015	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0030	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0045	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0100	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0115	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0130	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0145	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0200	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0215	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0330	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0445	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0500	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0515	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0530	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0545	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0600	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0615	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0630	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0645	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0700	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0715	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0730	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0745	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0800	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0815	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0830	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0845	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0900	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0915	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0930	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0945	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1000	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1015	2	41.1	57.4	49.2	2	0	0	0	0	0	0	149.2	0.0	0.0	0.0	0.0
Both Directions	1030	15	31.3	67.3	48.6	62.6	14	1	0	0	0	0	847.4	65.2	0.0	0.0	0.0
Both Directions	1045	14	17.3	57.8	38.4	54.9	13	0	1	0	0	0	340.0	0.0	17.3	0.0	0.0
Both Directions	1100	15	19.7	58.3	39.7	53.6	11	3	1	0	0	0	438.9	41.1	44.7	0.0	0.0
Both Directions	1115	19	15.6	49.5	33.8	48.6	14	4	1	0	0	0	329.9	37.8	30.8	0.0	0.0
Both Directions	1130	13	30.8	52.5	41.4	49.9	10	2	1	0	0	0	243.4	36.4	30.8	0.0	0.0
Both Directions	1145	13	30.2	67.4	44.7	58.1	11	1	0	1	0	0	546.0	40.2	0.0	34.3	0.0
Both Directions	1200	17	26.4	51.2	41.9	50	12	1	2	2	0	0	243.8	26.4	43.5	36.8	0.0
Both Directions	1215	21	39.1	59.9	50.4	58.2	17	3	1	0	0	0	1250.7	46.8	56.5	0.0	0.0
Both Directions	1230	18	33.9	69.4	51.8	66.3	14	4	0	0	0	0	1051.9	51.4	0.0	0.0	0.0
Both Directions	1245	14	43.7	67.6	55.1	64.4	12	1	0	0	0	0	1254.3	66.2	53.8	0.0	0.0
Both Directions	1300	20	34	69.6	50.7	59.6	18	1	1	0	0	0	1151.0	45.9	49.5	0.0	0.0
Both Directions	1315	25	20.3	66.4	44.8	53.7	18	4	3	0	0	0	945.4	48.3	36.6	0.0	0.0
Both Directions	1330	14	34.9	55.9	44.5	54.5	11	2	1	0	0	0	346.0	38.7	40.0	0.0	0.0
Both Directions	1345	18	34.3	67.6	46.7	55.3	15	2	1	0	0	0	646.8	45.6	47.9	0.0	0.0
Both Directions	1400	17	39.5	71.7	54.9	63.4	15	2	0	0	0	0	1255.4	50.8	0.0	0.0	0.0
Both Directions	1415	31	38.5	63.8	49.2	58.2	23	4	4	0	0	0	1349.7	48.0	47.8	0.0	0.0
Both Directions	1430	26	34	60.9	47.3	54.9	24	2	0	0	0	0	1047.0	50.2	0.0	0.0	0.0
Both Directions	1445	24	21	62.1	47.2	56.9	21	2	1	0	0	0	747.0	49.6	47.1	0.0	0.0
Both Directions	1500	25	18.9	61.8	52.9	60	22	2	1	0	0	0	1952.6	55.9	52.9	0.0	0.0
Both Directions	1515	17	41.1	61.2	50.8	60.2	15	1	1	0	0	0	950.7	53.7	48.9	0.0	0.0
Both Directions	1530	14	20.6	61	50.2	58.6	11	3	0	0	0	0	850.3	49.7	0.0	0.0	0.0
Both Directions	1545	19	24.2	63.6	49.4	61	17	2	0	0	0	0	948.8	53.8	0.0	0.0	0.0
Both Directions	1600	26	30	61.8	51.3	60.6	22	3	1	0	0	0	1751.0	51.8	58.2	0.0	0.0
Both Directions	1615	19	22.9	64.6	48.8	58.7	16	3	0	0	0	0	950.2	41.1	0.0	0.0	0.0
Both Directions	1630	24	24.1	72.1	51.3	58.8	20	3	0	1	0	0	1550.9	53.0	0.0	53.3	0.0
Both Directions	1645	22	22.1	58.8	47.2	55.8	17	4	1	0	0	0	1147.0	45.9	55.3	0.0	0.0
Both Directions	1700	26	16.6	72.8	53.3	58.5	22	3	1	0	0	0	2253.5	53.9	48.6	0.0	0.0
Both Directions	1715	24	23.3	67.7	50.1	59.9	19	5	0	0	0	0	1349.0	54.5	0.0	0.0	0.0
Both Directions	1730	28	38	69.1	54	61.1	21	7	0	0	0	0	2154.2	53.4	0.0	0.0	0.0
Both Directions	1745	12	34.7	67	57.6	67	11	1	0	0	0	0	1057.4	59.0	0.0	0.0	0.0
Both Directions	1800	27	48.2	64.6	54.1	60.7	20	7	0	0	0	0	2054.3	53.3	0.0	0.0	0.0
Both Directions	1815	21	35.5	68	49.8	58.4	17	4	0	0	0	0	949.8	49.7	0.0	0.0	0.0
Both Directions	1830	15	46	58.9	52.7	58	13	2	0	0	0	0	953.7	46.3	0.0	0.0	0.0
Both Directions	1845	18	40.6	69.9	54.3	64.1	13	5	0	0	0	0	1353.6	56.2	0.0	0.0	0.0
Both Directions	1900	15	35	60.3	45.9	55.2	12	2	1	0	0	0	447.0	41.4	41.9	0.0	0.0
Both Directions	1915	11	39	66.8	54.3	66.5	10	1	0	0	0	0	853.1	66.8	0.0	0.0	0.0
Both Directions	1930	15	46.5	68.4	55.3	62.5	12	3	0	0	0	0	1054.5	58.1	0.0	0.0	0.0
Both Directions	1945	13	34.7	57.7	48.9	57.7	13	0	0	0	0	0	648.9	0.0	0.0	0.0	0.0
Both Directions	2000	14	40.2	78	56	68.5	13	1	0	0	0	0	955.9	58.0	0.0	0.0	0.0
Both Directions	2015	12	36.3	65.6	52.2	63.1	8	4	0	0	0	0	854.4	48.0	0.0	0.0	0.0
Both Directions	2030	4	42.2	55.2	48.6	-	3	0	0	1	0	0	150.7	0.0	0.0	42.2	0.0
Both Directions	2045	15	33.2	64.4	49.9	60	14	1	0	0	0	0	751.1	33.2	0.0	0.0	0.0
Both Directions	2100	12	41.7	70.8	53.5	60	7	5	0	0	0	0	953.1	54.1	0.0	0.0	0.0
Both Directions	2115	7	45	61.7	54.1	-	7	0	0	0	0	0	554.1	0.0	0.0	0.0	0.0
Both Directions	2130	5	46.2	68	56.5	-	5	0	0	0	0	0	356.5	0.0	0.0	0.0	0.0
Both Directions	2145	10	31.8	65.4	48.2	-	10	0	0	0	0	0	448.2	0.0	0.0	0.0	0.0
Both Directions	2200	6	36.1	62.9	50.3	-	5	1	0	0	0						

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: [Lake Drive \(Lacken\)](#)
 Classification: Car, LGV, OGV1, OGV2, PSV



Thursday 4 May 2023

Direction	Time	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 50	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV	
Both Directions	0000	1	51	51	51	-	1	0	0	0	0	0	1	51.0	0.0	0.0	0.0	0.0
Both Directions	0015	4	45.5	65.7	55.5	-	4	0	0	0	0	0	2	55.5	0.0	0.0	0.0	0.0
Both Directions	0030	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0045	4	38.5	51.9	45.2	-	4	0	0	0	0	0	1	45.2	0.0	0.0	0.0	0.0
Both Directions	0100	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0115	1	46.9	46.9	46.9	-	1	0	0	0	0	0	0	46.9	0.0	0.0	0.0	0.0
Both Directions	0130	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0145	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0200	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0215	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0330	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0430	1	64.7	64.7	64.7	-	1	0	0	0	0	0	1	64.7	0.0	0.0	0.0	0.0
Both Directions	0445	1	52.7	52.7	52.7	-	1	0	0	0	0	0	1	52.7	0.0	0.0	0.0	0.0
Both Directions	0500	4	57.6	64.5	60.6	-	3	0	1	0	0	0	4	60.6	0.0	80.5	0.0	0.0
Both Directions	0515	1	51.8	51.8	51.8	-	1	0	0	0	0	0	1	51.8	0.0	0.0	0.0	0.0
Both Directions	0530	1	59.9	59.9	59.9	-	1	0	0	0	0	0	1	59.9	0.0	0.0	0.0	0.0
Both Directions	0545	3	50.4	62.5	56.9	-	3	0	0	0	0	0	3	56.9	0.0	0.0	0.0	0.0
Both Directions	0600	6	57.8	65.2	61.6	-	5	1	0	0	0	0	6	61.6	64.6	0.0	0.0	0.0
Both Directions	0615	5	43.4	80.4	64.3	-	4	1	0	0	0	0	4	60.3	80.4	0.0	0.0	0.0
Both Directions	0630	11	42.1	63.4	55.6	61.5	5	4	2	0	0	0	8	58.2	55.0	50.5	0.0	0.0
Both Directions	0645	10	46.4	65.1	57.2	-	8	2	0	0	0	0	9	59.0	49.9	0.0	0.0	0.0
Both Directions	0700	16	38.4	78.5	61.4	71.1	13	3	0	0	0	0	14	61.7	60.3	0.0	0.0	0.0
Both Directions	0715	12	41	66	58	62.1	10	2	0	0	0	0	11	56.8	64.0	0.0	0.0	0.0
Both Directions	0730	10	44.7	65.1	54.8	-	6	1	3	0	0	0	8	57.8	54.2	49.3	0.0	0.0
Both Directions	0745	12	48.6	68.4	59.6	68.2	11	1	0	0	0	0	11	59.2	63.3	0.0	0.0	0.0
Both Directions	0800	12	42.2	65.7	52.3	58.5	10	1	1	0	0	0	7	53.2	46.4	49.3	0.0	0.0
Both Directions	0815	24	35.9	66	54.5	61.6	22	1	1	0	0	0	18	54.7	48.2	56.9	0.0	0.0
Both Directions	0830	26	35.8	72.9	55.6	66.1	22	3	1	0	0	0	18	55.6	60.3	40.7	0.0	0.0
Both Directions	0845	22	29.6	65.8	54.5	62.5	19	2	1	0	0	0	16	54.7	48.6	62.9	0.0	0.0
Both Directions	0900	17	36.7	65.2	53	61.6	12	5	0	0	0	0	11	56.5	44.6	0.0	0.0	0.0
Both Directions	0915	10	35.7	57.6	50.2	-	8	1	1	0	0	0	6	50.2	44.3	55.8	0.0	0.0
Both Directions	0930	12	30.9	65.4	51.4	63.3	9	1	2	0	0	0	8	52.9	54.4	42.9	0.0	0.0
Both Directions	0945	9	40.2	58.4	48.8	-	8	1	0	0	0	0	4	48.3	52.9	0.0	0.0	0.0
Both Directions	1000	9	45.5	77.3	56.8	-	9	0	0	0	0	0	6	56.8	0.0	0.0	0.0	0.0
Both Directions	1015	9	46.1	56	50.7	-	9	0	0	0	0	0	4	50.7	0.0	0.0	0.0	0.0
Both Directions	1030	14	23.4	64.7	52.7	62.8	13	1	0	0	0	0	11	51.9	63.0	0.0	0.0	0.0
Both Directions	1045	17	34.9	61.9	49.9	58.3	12	3	2	0	0	0	7	48.9	57.7	44.2	0.0	0.0
Both Directions	1100	4	43.6	50.8	47.2	-	4	0	0	0	0	0	1	47.2	0.0	0.0	0.0	0.0
Both Directions	1115	15	33.8	62.9	50	58.8	10	1	4	0	0	0	9	49.3	51.2	51.3	0.0	0.0
Both Directions	1130	8	43	63.3	52.6	-	7	1	0	0	0	0	5	51.7	58.8	0.0	0.0	0.0
Both Directions	1145	18	31.6	62.4	48.1	57.1	12	6	0	0	0	0	7	50.7	42.8	0.0	0.0	0.0
Both Directions	1200	15	23.2	66.8	51.2	65.1	12	2	1	0	0	0	8	50.9	47.8	61.2	0.0	0.0
Both Directions	1215	9	41.9	62.5	50.6	-	8	1	0	0	0	0	4	49.8	56.9	0.0	0.0	0.0
Both Directions	1230	15	37.4	62	52.8	60.8	14	0	1	0	0	0	11	53.8	0.0	39.2	0.0	0.0
Both Directions	1245	10	49.4	67.6	54.9	-	10	0	0	0	0	0	7	54.9	0.0	0.0	0.0	0.0
Both Directions	1300	13	39.9	66.4	56.6	64	11	2	0	0	0	0	11	56.8	55.8	0.0	0.0	0.0
Both Directions	1315	13	23.6	65.5	53	64.4	9	3	1	0	0	0	10	51.2	59.0	51.2	0.0	0.0
Both Directions	1330	19	29.8	63.4	47.7	60.5	16	3	0	0	0	0	9	48.5	43.6	0.0	0.0	0.0
Both Directions	1345	19	30.2	62.7	47.9	60.1	14	5	0	0	0	0	5	49.5	43.5	0.0	0.0	0.0
Both Directions	1400	15	28.4	71.9	50.5	60.9	9	3	3	0	0	0	8	52.8	53.6	40.6	0.0	0.0
Both Directions	1415	18	36.8	67.8	51.2	60.2	17	0	1	0	0	0	12	50.3	0.0	66.0	0.0	0.0
Both Directions	1430	17	23.5	69.2	48.7	62.1	15	0	2	0	0	0	8	48.5	0.0	50.6	0.0	0.0
Both Directions	1445	23	23.8	66.4	48.5	56.8	18	5	0	0	0	0	12	50.0	43.4	0.0	0.0	0.0
Both Directions	1500	19	38.7	63.2	49.1	58.5	15	4	0	0	0	0	9	50.3	44.5	0.0	0.0	0.0
Both Directions	1515	18	41.4	65.2	53.7	62.5	17	0	1	0	0	0	13	53.9	0.0	50.7	0.0	0.0
Both Directions	1530	21	32.6	64.1	47.8	55.9	18	3	0	0	0	0	10	48.2	45.1	0.0	0.0	0.0
Both Directions	1545	19	37.3	60.2	50.1	58	15	1	3	0	0	0	8	49.8	46.7	52.6	0.0	0.0
Both Directions	1600	13	16.6	74.7	49.5	67.1	11	1	1	0	0	0	8	50.7	49.5	35.9	0.0	0.0
Both Directions	1615	15	40.6	61.3	51.3	59.4	12	3	0	0	0	0	8	50.6	54.5	0.0	0.0	0.0
Both Directions	1630	24	34.4	62.7	51.3	60.4	20	3	1	0	0	0	14	51.8	46.5	55.3	0.0	0.0
Both Directions	1645	19	37.8	66.9	53.5	63.9	14	5	0	0	0	0	12	53.3	53.8	0.0	0.0	0.0
Both Directions	1700	21	29	64.3	52.8	61.8	17	2	2	0	0	0	14	52.3	57.7	52.7	0.0	0.0
Both Directions	1715	28	32	69.1	54.7	62.8	26	1	1	0	0	0	21	54.7	57.5	51.7	0.0	0.0
Both Directions	1730	21	43.9	71.8	54.8	66.6	15	5	1	0	0	0	16	54.5	56.6	51.4	0.0	0.0
Both Directions	1745	18	32.1	70.3	53.2	64	16	2	0	0	0	0	14	53.2	53.0	0.0	0.0	0.0
Both Directions	1800	24	33.7	78.8	55.1	61.6	21	3	0	0	0	0	21	55.2	54.6	0.0	0.0	0.0
Both Directions	1815	19	35.6	67.6	52.4	63	14	3	2	0	0	0	13	54.9	51.7	36.5	0.0	0.0
Both Directions	1830	30	34.1	71.5	50.2	60	26	4	0	0	0	0	14	49.6	54.2	0.0	0.0	0.0
Both Directions	1845	17	40.3	72.6	57.3	65.1	15	0	2	0	0	0	14	58.7	0.0	47.0	0.0	0.0
Both Directions	1900	12	21.9	59.8	47.9	59.8	9	3	0	0	0	0	6	46.8	51.2	0.0	0.0	0.0
Both Directions	1915	8	46.2	64	58.9	-	6	2	0	0	0	0	7	60.2	55.0	0.0	0.0	0.0
Both Directions	1930	7	41.1	69.1	57.2	-	5	2	0	0	0	0	6	58.1	55.1	0.0	0.0	0.0
Both Directions	1945	12	49.8	72.1	58.5	67.4	12	0	0	0	0	0	11	58.5	0.0	0.0	0.0	0.0
Both Directions	2000	10	46.3	60	54.4	-	9	1	0	0	0	0	8	53.8	60.0	0.0	0.0	0.0
Both Directions	2015	9	38.9	70	55.9	-	7	2	0	0	0	0	6	59.9	40.6	0.0	0.0	0.0
Both Directions	2030	12	36.7	62.4	49.6	55.6	11	1	0	0	0	0</						

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: [Lake Drive \(Lacken\)](#)
 Classification: Car, LGV, OGV1, OGV2, PSV



Friday 5 May 2023

Direction	Time [-]	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 50	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	2	40.6	54.6	47.6	-	2	0	0	0	0	0	1 47.6	0.0	0.0	0.0	0.0
Both Directions	0015	2	34.1	79.4	56.8	-	2	0	0	0	0	0	1 56.8	0.0	0.0	0.0	0.0
Both Directions	0030	1	72.9	72.9	72.9	-	1	0	0	0	0	0	1 72.9	0.0	0.0	0.0	0.0
Both Directions	0045	1	46.8	46.8	46.8	-	1	0	0	0	0	0	0 46.8	0.0	0.0	0.0	0.0
Both Directions	0100	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0115	1	46.5	46.5	46.5	-	1	0	0	0	0	0	0 46.5	0.0	0.0	0.0	0.0
Both Directions	0130	1	40.3	40.3	40.3	-	1	0	0	0	0	0	0 40.3	0.0	0.0	0.0	0.0
Both Directions	0145	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0200	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0215	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0230	1	55	55	55	-	1	0	0	0	0	0	1 55.0	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0300	2	36.1	47.1	41.6	-	2	0	0	0	0	0	0 41.6	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0330	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0415	1	53.6	53.6	53.6	-	1	0	0	0	0	0	1 53.6	0.0	0.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0445	1	42.1	42.1	42.1	-	1	0	0	0	0	0	0 42.1	0.0	0.0	0.0	0.0
Both Directions	0500	1	53.8	53.8	53.8	-	1	0	0	0	0	0	1 53.8	0.0	0.0	0.0	0.0
Both Directions	0515	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0530	2	54.9	55.8	55.3	-	2	0	0	0	0	0	2 55.3	0.0	0.0	0.0	0.0
Both Directions	0545	5	44.6	62.3	57.4	-	5	0	0	0	0	0	4 57.4	0.0	0.0	0.0	0.0
Both Directions	0600	5	59.6	62.3	61.2	-	3	2	0	0	0	0	5 61.5	60.6	0.0	0.0	0.0
Both Directions	0615	4	47.6	71.7	61.6	-	3	1	0	0	0	0	3 66.3	47.6	0.0	0.0	0.0
Both Directions	0630	8	43.9	66.2	59.9	-	7	0	1	0	0	0	7 59.9	0.0	60.1	0.0	0.0
Both Directions	0645	11	47.3	70.7	59.5	66.1	5	6	0	0	0	0	10 60.8	58.5	0.0	0.0	0.0
Both Directions	0700	12	51.3	76.2	61.3	74.8	8	3	1	0	0	0	12 63.5	58.9	51.3	0.0	0.0
Both Directions	0715	13	17.3	74.4	56.8	71.7	11	2	0	0	0	0	10 54.4	70.1	0.0	0.0	0.0
Both Directions	0730	7	42.7	56.1	48.6	-	4	0	3	0	0	0	3 50.1	0.0	46.5	0.0	0.0
Both Directions	0745	15	43.9	71.3	58.3	68.3	12	2	1	0	0	0	12 58.4	64.8	43.9	0.0	0.0
Both Directions	0800	15	44.9	71.2	56.4	68	14	1	0	0	0	0	12 55.3	58.0	0.0	0.0	0.0
Both Directions	0815	31	20.9	67	53.9	62.9	29	2	0	0	0	0	23 54.4	47.0	0.0	0.0	0.0
Both Directions	0830	45	31	68	51.2	60.7	38	3	4	0	0	0	25 51.4	53.4	48.0	0.0	0.0
Both Directions	0845	41	29.2	66.5	49.7	58.9	34	4	3	0	0	0	25 50.6	50.4	37.7	0.0	0.0
Both Directions	0900	26	38.1	63.4	49.2	57.2	19	5	1	1	0	0	11 50.7	45.4	44.9	43.6	0.0
Both Directions	0915	12	37.8	61.6	54.1	59.9	9	3	0	0	0	0	9 53.7	55.4	0.0	0.0	0.0
Both Directions	0930	8	42.6	62.7	51.6	-	7	1	0	0	0	0	5 51.7	51.2	0.0	0.0	0.0
Both Directions	0945	15	36.2	67.6	55.5	65.3	14	1	0	0	0	0	12 54.7	66.7	0.0	0.0	0.0
Both Directions	1000	19	27.7	66.3	50.6	59.6	15	4	0	0	0	0	12 52.4	43.5	0.0	0.0	0.0
Both Directions	1015	16	37.9	67.1	53.3	61.5	14	1	1	0	0	0	11 54.1	39.2	56.2	0.0	0.0
Both Directions	1030	9	27.1	70.3	52.7	-	7	2	0	0	0	0	6 54.4	47.1	0.0	0.0	0.0
Both Directions	1045	10	38.2	67.3	54.4	-	9	1	0	0	0	0	7 55.1	48.4	0.0	0.0	0.0
Both Directions	1100	15	37.5	73.2	56	65.1	13	2	0	0	0	0	10 55.9	56.6	0.0	0.0	0.0
Both Directions	1115	9	32.6	52.7	43.3	-	9	0	0	0	0	0	1 43.3	0.0	0.0	0.0	0.0
Both Directions	1130	13	39.7	59.9	49.4	57.7	10	2	1	0	0	0	6 49.1	56.3	39.7	0.0	0.0
Both Directions	1145	16	25	75.3	47.4	55.1	14	0	0	0	0	2	8 50.0	0.0	0.0	0.0	29.1
Both Directions	1200	17	33.9	56	47.6	55.4	13	2	2	0	0	0	9 46.0	55.6	50.0	0.0	0.0
Both Directions	1215	22	27.3	58.8	44.5	54.6	19	2	1	0	0	0	7 44.5	50.7	32.0	0.0	0.0
Both Directions	1230	24	26.8	57.9	47.6	56.2	19	5	0	0	0	0	11 49.8	39.0	0.0	0.0	0.0
Both Directions	1245	15	24	70.6	53.2	61.5	13	2	0	0	0	0	11 52.2	59.5	0.0	0.0	0.0
Both Directions	1300	17	20.5	61.9	51	60.6	14	1	2	0	0	0	11 51.1	48.8	51.5	0.0	0.0
Both Directions	1315	23	34	73.2	49.7	63.1	15	4	4	0	0	0	11 50.8	52.8	42.1	0.0	0.0
Both Directions	1330	18	29.5	67.3	47.3	61.8	15	2	1	0	0	0	8 48.6	35.0	51.6	0.0	0.0
Both Directions	1345	15	43.2	73.9	52.9	63.9	12	1	2	0	0	0	9 51.1	73.9	53.3	0.0	0.0
Both Directions	1400	21	30.4	67.9	46.3	56.4	16	3	2	0	0	0	7 47.6	43.4	39.8	0.0	0.0
Both Directions	1415	25	37.5	63.4	50.8	57.9	17	4	4	0	0	0	16 51.5	54.6	44.2	0.0	0.0
Both Directions	1430	39	22.5	62	44.1	52.7	36	3	0	0	0	0	10 44.3	42.5	0.0	0.0	0.0
Both Directions	1445	27	31	64.6	51	58.5	26	1	0	0	0	0	17 51.1	46.1	0.0	0.0	0.0
Both Directions	1500	14	34.8	62.5	47.9	59.4	11	2	0	0	1	7 47.5	54.7	0.0	0.0	39.0	
Both Directions	1515	19	30.8	63.2	47.1	56	16	1	2	0	0	0	8 47.7	39.5	45.7	0.0	0.0
Both Directions	1530	19	25.7	51.8	41.1	51.3	15	3	0	0	1	4 40.9	44.9	0.0	0.0	33.0	
Both Directions	1545	20	30.5	73.8	46.9	56.9	15	3	2	0	0	0	6 47.0	48.6	43.5	0.0	0.0
Both Directions	1600	13	44.1	59.9	54.1	58.6	9	2	2	0	0	0	11 52.6	57.3	57.7	0.0	0.0
Both Directions	1615	20	30.1	67.9	52.5	60.8	16	3	1	0	0	0	13 51.6	59.7	43.6	0.0	0.0
Both Directions	1630	19	36.3	71.4	53.7	67.7	16	1	2	0	0	0	11 52.4	60.9	60.5	0.0	0.0
Both Directions	1645	23	24.3	69.4	52.6	65.4	19	3	1	0	0	0	15 52.7	53.1	50.5	0.0	0.0
Both Directions	1700	27	36.8	73.8	55.1	62.4	23	3	1	0	0	0	20 55.1	54.5	57.0	0.0	0.0
Both Directions	1715	23	37.2	73.8	52.2	56.7	19	3	1	0	0	0	15 52.0	55.3	47.3	0.0	0.0
Both Directions	1730	19	34.7	73.7	54.6	70	17	1	1	0	0	0	13 55.1	64.7	34.7	0.0	0.0
Both Directions	1745	25	21.7	62.4	55	60.6	24	1	0	0	0	0	22 54.7	61.5	0.0	0.0	0.0
Both Directions	1800	23	38.3	66.1	52.8	60.8	20	3	0	0	0	0	14 52.6	54.5	0.0	0.0	0.0
Both Directions	1815	23	38.3	62.7	51.8	60.5	17	6	0	0	0	0	13 51.1	54.0	0.0	0.0	0.0
Both Directions	1830	25	24.8	65	52.6	63.1	22	2	1	0	0	0	17 53.5	49.5	38.6	0.0	0.0
Both Directions	1845	23	34.4	68.8	52	61.8	21	0	1	1	0	0	15 52.3	0.0	60.7	36.5	0.0
Both Directions	1900	11	43.7	59.5	50.2	58.4	11	0	0	0	0	0	5 50.2	0.0	0.0	0.0	0.0
Both Directions	1915	15	33.1	68.3	55.6	65.9	14	1	0	0	0	0	12 55.7	55.3	0.0	0.0	0.0
Both Directions	1930	13	43.7	70.5	56.8	64.2	11	2	0	0	0	0	10 55.6	63.4	0.0	0.0	0.0
Both Directions	1945	18	33	70.7	52.6	61	14	2	1	1	0	0	12 54.7	43.7	58.3	35.6	0.0
Both Directions	2000	7	46.8	59.3	51.3	-	5	1	1	0	0	0	3 51.2	46.8	56.3	0.0	0.0
Both Directions	2015	13	31	65.6	47.3	57.1	11	1	0	1	0	0	4 47.1	45.8	0.0	51.3	0.0
Both Directions	2030	21	39	65.3	49.8	59.3	18	3	0	0	0	0	9 50.8	44.0	0.0	0.0	0.0
Both Directions	2045	10	44.7	68.3	52.9	-	8	2	0	0	0	0	6 52.9	52.5	0.0	0.0	0.0
Both Directions	2100	10	37.5	64.7	51.2												

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: [Lake Drive \(Lacken\)](#)
 Classification: Car, LGV, OGV1, OGV2, PSV



Saturday 6 May 2023

Direction	Time	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 50	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	2	51.6	57.3	54.8	-	2	0	0	0	0	0	2 54.5	0.0	0.0	0.0	0.0
Both Directions	0015	3	45.9	55.5	50	-	2	1	0	0	0	0	1 47.3	55.5	0.0	0.0	0.0
Both Directions	0030	2	53.5	57.7	55.6	-	2	0	0	0	0	0	2 55.6	0.0	0.0	0.0	0.0
Both Directions	0045	3	46	70.6	55.3	-	3	0	0	0	0	0	1 55.3	0.0	0.0	0.0	0.0
Both Directions	0100	4	34	55.1	46.3	-	3	1	0	0	0	0	2 50.4	34.0	0.0	0.0	0.0
Both Directions	0115	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0130	1	56.2	56.2	56.2	-	1	0	0	0	0	0	1 56.2	0.0	0.0	0.0	0.0
Both Directions	0145	1	53.8	53.8	53.8	-	1	0	0	0	0	0	1 53.8	0.0	0.0	0.0	0.0
Both Directions	0200	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0215	1	51.6	51.6	51.6	-	1	0	0	0	0	0	1 51.6	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0245	1	50.2	50.2	50.2	-	1	0	0	0	0	0	1 50.2	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0330	2	20.9	26.4	23.7	-	2	0	0	0	0	0	0 23.7	0.0	0.0	0.0	0.0
Both Directions	0345	4	31	64.4	53.5	-	3	1	0	0	0	0	3 61.0	31.0	0.0	0.0	0.0
Both Directions	0400	3	25.9	59.6	45.3	-	3	0	0	0	0	0	2 45.3	0.0	0.0	0.0	0.0
Both Directions	0415	1	20.9	20.9	20.9	-	0	1	0	0	0	0	0 0.0	20.9	0.0	0.0	0.0
Both Directions	0430	1	58.8	58.8	58.8	-	1	0	0	0	0	0	1 58.8	0.0	0.0	0.0	0.0
Both Directions	0445	3	36.3	62	52.2	-	3	0	0	0	0	0	2 52.2	0.0	0.0	0.0	0.0
Both Directions	0500	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0515	3	41.5	54.9	48.8	-	3	0	0	0	0	0	2 48.8	0.0	0.0	0.0	0.0
Both Directions	0530	5	45.8	66.6	56.6	-	5	0	0	0	0	0	4 56.6	0.0	0.0	0.0	0.0
Both Directions	0545	5	33.4	53.4	42.6	-	5	0	0	0	0	0	1 42.6	0.0	0.0	0.0	0.0
Both Directions	0600	4	46	54	49	-	2	2	0	0	0	0	1 50.4	47.7	0.0	0.0	0.0
Both Directions	0615	3	36.2	79.8	63.1	-	2	1	0	0	0	0	2 76.5	36.2	0.0	0.0	0.0
Both Directions	0630	2	22.9	49.7	36.3	-	2	0	0	0	0	0	0 36.3	0.0	0.0	0.0	0.0
Both Directions	0645	5	44	49.2	46.9	-	2	3	0	0	0	0	0 45.7	47.7	0.0	0.0	0.0
Both Directions	0700	3	50.6	72.6	58.8	-	0	2	1	0	0	0	3 0.0	62.9	50.6	0.0	0.0
Both Directions	0715	5	49.2	70.8	60	-	3	2	0	0	0	0	4 53.9	69.1	0.0	0.0	0.0
Both Directions	0730	8	42.1	62.1	54	-	6	2	0	0	0	0	6 55.5	49.6	0.0	0.0	0.0
Both Directions	0745	4	53	68	60.8	-	3	1	0	0	0	0	4 63.4	53.0	0.0	0.0	0.0
Both Directions	0800	9	41.6	67.6	57.4	-	7	2	0	0	0	0	6 58.1	54.9	0.0	0.0	0.0
Both Directions	0815	11	15.8	63.5	49.1	62.5	7	3	1	0	0	0	7 45.8	52.1	63.5	0.0	0.0
Both Directions	0830	14	45.1	78.9	55.3	64.2	11	3	0	0	0	0	10 56.3	51.3	0.0	0.0	0.0
Both Directions	0845	13	32.8	64.9	51.4	64.1	10	3	0	0	0	0	8 49.7	56.8	0.0	0.0	0.0
Both Directions	0900	10	29.2	64.1	45.7	-	7	2	0	1	0	0	4 44.7	51.2	0.0	41.6	0.0
Both Directions	0915	20	20.7	67.1	47.6	60.2	16	3	0	1	0	0	8 47.5	52.3	0.0	34.4	0.0
Both Directions	0930	18	40.6	67.4	52.6	59	17	1	0	0	0	0	11 53.0	46.6	0.0	0.0	0.0
Both Directions	0945	19	21.7	60.9	45.5	56.7	16	0	3	0	0	0	10 46.1	0.0	42.5	0.0	0.0
Both Directions	1000	21	23.5	67.4	48.1	57.5	19	2	0	0	0	0	10 49.0	39.3	0.0	0.0	0.0
Both Directions	1015	29	4.5	61.8	46.6	56.6	25	2	2	0	0	0	13 46.4	54.6	40.5	0.0	0.0
Both Directions	1030	27	25.2	72.4	47.3	58.6	25	1	1	0	0	0	10 47.5	51.0	37.4	0.0	0.0
Both Directions	1045	28	31.6	62.4	49.2	57.3	28	0	0	0	0	0	11 49.2	0.0	0.0	0.0	0.0
Both Directions	1100	28	15.3	66.1	42.1	53.7	24	2	2	0	0	0	7 42.2	60.3	23.9	0.0	0.0
Both Directions	1115	17	21.9	70.1	48.8	60.7	11	4	0	2	0	0	9 46.7	55.2	0.0	47.5	0.0
Both Directions	1130	25	28.9	61.2	46.1	55.7	21	2	1	1	0	0	10 46.2	54.0	46.9	29.1	0.0
Both Directions	1145	22	28	62.2	48.1	58.7	21	1	0	0	0	0	11 47.5	59.7	0.0	0.0	0.0
Both Directions	1200	21	12.4	60	44.2	54.5	19	2	0	0	0	0	7 43.4	52.0	0.0	0.0	0.0
Both Directions	1215	52	27.8	59.6	42.9	51.7	46	6	0	0	0	0	10 43.1	41.3	0.0	0.0	0.0
Both Directions	1230	27	23.5	65	45.6	56.2	24	3	0	0	0	0	10 44.9	51.7	0.0	0.0	0.0
Both Directions	1245	27	19.6	63	47.4	57.5	21	5	0	1	0	0	13 47.9	45.2	0.0	47.8	0.0
Both Directions	1300	22	19.5	63.1	47	56.9	20	2	0	0	0	0	9 46.9	48.3	0.0	0.0	0.0
Both Directions	1315	26	30.4	68.5	50	57.7	23	2	1	0	0	0	17 50.4	53.8	34.9	0.0	0.0
Both Directions	1330	24	20.8	61.1	46.5	58	21	2	1	0	0	0	6 46.3	48.7	47.0	0.0	0.0
Both Directions	1345	18	26	70.8	48.4	63.5	16	2	0	0	0	0	4 48.7	46.2	0.0	0.0	0.0
Both Directions	1400	21	29.4	66.5	50.6	59.6	18	2	1	0	0	0	13 49.9	54.7	53.9	0.0	0.0
Both Directions	1415	14	34.5	63.7	49.1	59.4	10	2	2	0	0	0	6 50.0	56.2	37.8	0.0	0.0
Both Directions	1430	14	34.6	64.2	49.7	59	12	1	1	0	0	0	6 51.1	40.6	42.2	0.0	0.0
Both Directions	1445	19	39.4	66.8	51.4	64.6	13	6	0	0	0	0	9 53.4	47.1	0.0	0.0	0.0
Both Directions	1500	31	37.2	67.9	53	61.8	25	6	0	0	0	0	21 52.3	56.0	0.0	0.0	0.0
Both Directions	1515	19	15.3	65	44.6	60.7	15	2	2	0	0	0	6 47.6	40.0	26.6	0.0	0.0
Both Directions	1530	23	24.5	59.5	47.1	57.5	18	4	1	0	0	0	13 48.1	41.7	51.8	0.0	0.0
Both Directions	1545	17	31.6	71	52.1	60.1	15	2	0	0	0	0	12 50.1	67.0	0.0	0.0	0.0
Both Directions	1600	17	25.8	65.1	47.7	61.4	16	1	0	0	0	0	8 48.2	39.6	0.0	0.0	0.0
Both Directions	1615	15	33.6	59	51.1	57.4	12	3	0	0	0	0	11 51.8	48.6	0.0	0.0	0.0
Both Directions	1630	17	17.9	66.5	48.3	61	12	4	1	0	0	0	9 47.5	55.7	27.5	0.0	0.0
Both Directions	1645	22	20.8	69.6	51.5	62.8	21	1	0	0	0	0	12 51.3	56.3	0.0	0.0	0.0
Both Directions	1700	22	31.7	75	48.5	62.4	20	2	0	0	0	0	6 48.6	47.0	0.0	0.0	0.0
Both Directions	1715	17	42.2	75	50.9	57.4	13	3	0	1	0	0	10 52.6	46.0	0.0	43.8	0.0
Both Directions	1730	21	24.1	66.8	45.7	54.7	17	3	1	0	0	0	7 45.8	42.2	54.7	0.0	0.0
Both Directions	1745	17	22.4	69.8	52.5	65.3	15	2	0	0	0	0	11 52.1	55.7	0.0	0.0	0.0
Both Directions	1800	27	22.2	69.1	51.7	61.3	24	2	1	0	0	0	9 48.9	45.9	69.1	0.0	0.0
Both Directions	1815	8	42	65.7	53.4	-	6	2	0	0	0	0	5 53.5	52.8	0.0	0.0	0.0
Both Directions	1830	16	39.1	63.8	52.7	59.8	12	4	0	0	0	0	12 52.2	54.3	0.0	0.0	0.0
Both Directions	1845	16	23.9	65.9	47.9	61	14	2	0	0	0	0	8 47.1	53.8	0.0	0.0	0.0
Both Directions	1900	20	36.9	61.1	48	56.7	16	3	0	1	0	0	8 47.5	46.1	0.0	61.1	0.0
Both Directions	1915	15	37	54.7	48.6	54.5	13	2	0	0	0	0	6 48.3	49.9	0.0	0.0	0.0
Both Directions	1930	11	28.1	65.7	46.4	59.7	9	0	2	0	0	0	4 49.4	0.0	32.7	0.0	0.0
Both Directions	1945	13	34.7	56.8	46	51.8	12	1	0	0	0	0	4 47.0	34.7	0.0	0.0	0.0
Both Directions	2000	24	33.1	65.8	48	55.8	18	5	1	0	0	0	9 47.9	46.3	58.8	0.0	0.0
Both Directions	2015	14	31.8	60.8	47.6	58.1	11	3	0	0	0	0	7 46.3	52.2	0.0	0.0	0.0
Both Directions	2030	14	39.1	59	49.1	54.9	12	2	0	0	0	0	6 48.8	51.5	0.0	0.0	0.0
Both Directions	2045	15	36.6	74.5	51.8	69.2	13	1	0	1	0	0	7 53.0	42.2	0.0	45.3	0.0
Both Directions	2100	8															

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: [Lake Drive \(Lacken\)](#)
 Classification: Car, LGV, OGV1, OGV2, PSV



Sunday 7 May 2023

Direction	Time	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 50	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	3	47	52.3	50.1	-	3	0	0	0	0	0	2 50.1	0.0	0.0	0.0	0.0
Both Directions	0015	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0030	3	39.2	80.4	58.7	-	3	0	0	0	0	0	2 58.7	0.0	0.0	0.0	0.0
Both Directions	0045	3	37.6	65	47.8	-	3	0	0	0	0	0	1 47.8	0.0	0.0	0.0	0.0
Both Directions	0100	3	45.2	55.4	48.8	-	3	0	0	0	0	0	1 48.8	0.0	0.0	0.0	0.0
Both Directions	0115	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0130	2	48.6	58.5	53.6	-	2	0	0	0	0	0	1 53.6	0.0	0.0	0.0	0.0
Both Directions	0145	3	46.9	55.7	52.1	-	2	1	0	0	0	0	2 50.3	55.7	0.0	0.0	0.0
Both Directions	0200	1	46.4	46.4	46.4	-	0	1	0	0	0	0	0 0.0	46.4	0.0	0.0	0.0
Both Directions	0215	2	51.3	55	53.1	-	2	0	0	0	0	0	2 53.1	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0315	1	46.7	46.7	46.7	-	1	0	0	0	0	0	0 46.7	0.0	0.0	0.0	0.0
Both Directions	0330	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0400	1	64.6	64.6	64.6	-	1	0	0	0	0	0	1 64.6	0.0	0.0	0.0	0.0
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0445	1	41.9	41.9	41.9	-	1	0	0	0	0	0	0 41.9	0.0	0.0	0.0	0.0
Both Directions	0500	1	63.2	63.2	63.2	-	1	0	0	0	0	0	1 63.2	0.0	0.0	0.0	0.0
Both Directions	0515	3	44.6	63.3	54.9	-	3	0	0	0	0	0	2 54.9	0.0	0.0	0.0	0.0
Both Directions	0530	2	63.6	66.8	65.2	-	2	0	0	0	0	0	2 65.2	0.0	0.0	0.0	0.0
Both Directions	0545	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0600	1	52.9	52.9	52.9	-	1	0	0	0	0	0	1 52.9	0.0	0.0	0.0	0.0
Both Directions	0615	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0630	2	43.8	61.2	52.5	-	1	1	0	0	0	0	1 61.2	43.8	0.0	0.0	0.0
Both Directions	0645	3	43.3	50.5	46.6	-	3	0	0	0	0	0	1 46.6	0.0	0.0	0.0	0.0
Both Directions	0700	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0715	4	42.4	56.8	52.6	-	4	0	0	0	0	0	3 52.6	0.0	0.0	0.0	0.0
Both Directions	0730	3	31.2	57.7	48.9	-	3	0	0	0	0	0	2 48.9	0.0	0.0	0.0	0.0
Both Directions	0745	3	52.5	62.3	57.5	-	3	0	0	0	0	0	3 57.5	0.0	0.0	0.0	0.0
Both Directions	0800	7	23.4	71	49	-	6	1	0	0	0	0	5 48.7	51.4	0.0	0.0	0.0
Both Directions	0815	13	40.3	64.1	49.9	60.8	12	1	0	0	0	0	6 49.7	52.1	0.0	0.0	0.0
Both Directions	0830	9	40.2	68.5	54.1	-	7	2	0	0	0	0	6 55.2	50.1	0.0	0.0	0.0
Both Directions	0845	13	22.4	64	45.2	60.6	12	1	0	0	0	0	6 45.5	41.4	0.0	0.0	0.0
Both Directions	0900	13	32.1	62.9	49.9	61.2	11	2	0	0	0	0	8 49.0	55.1	0.0	0.0	0.0
Both Directions	0915	15	24	65.6	48.3	63.1	15	0	0	0	0	0	6 48.3	0.0	0.0	0.0	0.0
Both Directions	0930	27	20.5	65.5	40.6	59.1	23	2	0	2	0	0	6 39.8	52.4	0.0	37.9	0.0
Both Directions	0945	36	15.5	63.5	45.7	58.8	31	5	0	0	0	0	15 44.6	52.2	0.0	0.0	0.0
Both Directions	1000	21	18.1	62.2	47.8	58.4	17	4	0	0	0	0	10 47.4	49.6	0.0	0.0	0.0
Both Directions	1015	24	22	65.9	42.2	56.6	22	1	1	0	0	0	6 40.3	61.2	65.9	0.0	0.0
Both Directions	1030	31	17.1	58.6	35.8	52.2	27	3	0	1	0	0	7 34.2	53.2	0.0	25.2	0.0
Both Directions	1045	20	18.1	68.5	53.1	64.8	17	3	0	0	0	0	15 52.8	54.5	0.0	0.0	0.0
Both Directions	1100	27	20.2	66.7	45.9	58.9	24	3	0	0	0	0	12 45.3	50.1	0.0	0.0	0.0
Both Directions	1115	18	21.1	64.8	48.9	60.7	17	1	0	0	0	0	8 49.6	37.7	0.0	0.0	0.0
Both Directions	1130	26	20	70.8	46.2	61.6	24	2	0	0	0	0	10 44.4	67.7	0.0	0.0	0.0
Both Directions	1145	21	14.7	59.7	42.3	56.6	20	1	0	0	0	0	6 41.9	49.4	0.0	0.0	0.0
Both Directions	1200	20	17.1	62	42.1	56.8	19	1	0	0	0	0	6 41.6	52.2	0.0	0.0	0.0
Both Directions	1215	36	18.5	65.6	46.3	59.6	35	0	1	0	0	0	15 46.0	0.0	57.3	0.0	0.0
Both Directions	1230	28	21.6	63.6	50.1	60	26	1	0	1	0	0	16 49.2	62.9	0.0	60.2	0.0
Both Directions	1245	27	28.5	59.6	47.3	57.3	24	3	0	0	0	0	10 47.3	48.0	0.0	0.0	0.0
Both Directions	1300	26	16.6	69.3	40.3	52.4	23	1	1	0	0	0	6 40.3	47.7	0.0	32.5	0.0
Both Directions	1315	28	18.9	59.4	45.6	51.3	24	3	1	0	0	0	9 45.8	42.3	50.8	0.0	0.0
Both Directions	1330	27	25.8	63.8	47.1	55.3	24	3	0	0	0	0	11 46.3	53.4	0.0	0.0	0.0
Both Directions	1345	31	24.1	76.1	50.3	58	25	5	1	0	0	0	16 51.5	47.4	34.2	0.0	0.0
Both Directions	1400	28	20.9	61.2	44	54.1	23	5	0	0	0	0	7 44.2	43.2	0.0	0.0	0.0
Both Directions	1415	31	31.6	67.7	48.2	59.3	28	2	1	0	0	0	12 48.0	49.4	52.7	0.0	0.0
Both Directions	1430	22	39.6	67.3	51.4	57.1	21	1	0	0	0	0	13 51.4	52.1	0.0	0.0	0.0
Both Directions	1445	27	20.9	66	44.6	59.3	22	5	0	0	0	0	9 44.8	43.8	0.0	0.0	0.0
Both Directions	1500	33	20.3	65.4	46	55.6	28	2	2	1	0	0	10 47.3	40.6	36.6	40.5	0.0
Both Directions	1515	38	17.8	64.4	45	53.5	32	6	0	0	0	0	11 45.3	43.6	0.0	0.0	0.0
Both Directions	1530	30	25	61.7	44.4	55.3	26	4	0	0	0	0	9 44.7	42.6	0.0	0.0	0.0
Both Directions	1545	30	20.8	60.3	42.6	52.8	26	4	0	0	0	0	8 41.9	47.0	0.0	0.0	0.0
Both Directions	1600	32	36.8	64.2	50.1	62.5	30	2	0	0	0	0	13 49.8	54.8	0.0	0.0	0.0
Both Directions	1615	21	20.5	60.9	42.5	56.4	17	3	1	0	0	0	7 41.2	52.5	34.8	0.0	0.0
Both Directions	1630	30	26.5	67.7	44	50.4	28	2	0	0	0	0	4 44.7	35.0	0.0	0.0	0.0
Both Directions	1645	32	28.2	62.9	44.9	52.4	32	0	0	0	0	0	11 44.9	0.0	0.0	0.0	0.0
Both Directions	1700	25	30.9	63.9	45.5	55.7	23	1	1	0	0	0	8 45.6	52.8	36.3	0.0	0.0
Both Directions	1715	22	36.8	68.7	48.9	55.6	19	2	1	0	0	0	9 47.5	54.2	65.9	0.0	0.0
Both Directions	1730	15	24.1	69.2	50.1	63.3	11	4	0	0	0	0	7 47.9	56.2	0.0	0.0	0.0
Both Directions	1745	22	25.4	60.7	44.7	55.6	19	1	2	0	0	0	4 43.0	59.7	53.1	0.0	0.0
Both Directions	1800	17	20.9	71.1	49.7	61.8	15	2	0	0	1	0	6 50.7	41.9	0.0	0.0	0.0
Both Directions	1815	14	30.2	63.9	47.4	58.5	10	3	0	1	0	0	5 49.6	45.7	0.0	31.2	0.0
Both Directions	1830	16	22.5	63.7	48.6	61.2	15	1	0	0	0	0	6 49.2	40.7	0.0	0.0	0.0
Both Directions	1845	16	30.8	65.3	49.4	61	13	1	1	0	0	0	9 50.7	65.3	36.0	30.8	0.0
Both Directions	1900	14	25	58.6	45.6	56.1	14	0	0	0	0	0	5 45.6	0.0	0.0	0.0	0.0
Both Directions	1915	7	34.7	60.2	48.7	-	5	2	0	0	0	0	4 49.3	47.3	0.0	0.0	0.0
Both Directions	1930	15	32.6	67.3	50.6	65.2	11	4	0	0	0	0	9 49.6	53.4	0.0	0.0	0.0
Both Directions	1945	9	37.6	61	49.8	-	6	3	0	0	0	0	5 52.0	45.5	0.0	0.0	0.0
Both Directions	2000	13	35.4	59.9	48.2	55.1	12	1	0	0	0	0	7 48.3	47.5	0.0	0.0	0.0
Both Directions	2015	8	44	73.6	54.6	-	8	0	0	0	0	0	5 54.6	0.0	0.0	0.0	0.0
Both Directions	2030	14	39.1	65.8	51.8	61.9	11	3	0	0	0	0	9 52.8	48.1	0.0	0.0	0.0
Both Directions	2045	12	16.9	67.5	47.6	66.1	9	3	0	0	0	0	6 46.3	51.4	0.0	0.0	0.0
Both Directions	2100	8	45.2	59.6	54.2	-	7	1	0	0	0	0	6 53.8	57.2			

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: [Lake Drive \(Lacken\)](#)
 Classification: Car, LGV, OGV1, OGV2, PSV



Monday 8 May 2023

Direction	Time	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 50	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	3	37.9	48.3	42.5	-	3	0	0	0	0	0	0 42.5	0.0	0.0	0.0	0.0
Both Directions	0015	3	47.2	59.5	55.3	-	2	0	1	0	0	0	2 53.3	0.0	0.0	59.1	0.0
Both Directions	0030	1	56.3	56.3	56.3	-	0	1	0	0	0	0	1 0.0	56.3	0.0	0.0	0.0
Both Directions	0045	1	37.7	37.7	37.7	-	1	0	0	0	0	0	0 37.7	0.0	0.0	0.0	0.0
Both Directions	0100	1	48.4	48.4	48.4	-	1	0	0	0	0	0	0 48.4	0.0	0.0	0.0	0.0
Both Directions	0115	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0130	1	63.9	63.9	63.9	-	0	0	1	0	0	0	1 0.0	0.0	63.9	0.0	0.0
Both Directions	0145	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0200	1	56.3	56.3	56.3	-	1	0	0	0	0	0	1 56.3	0.0	0.0	0.0	0.0
Both Directions	0215	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0245	1	44.1	44.1	44.1	-	1	0	0	0	0	0	0 44.1	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0330	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0445	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0500	1	53.2	53.2	53.2	-	0	1	0	0	0	0	1 0.0	53.2	0.0	0.0	0.0
Both Directions	0515	2	55.9	61.5	58.7	-	2	0	0	0	0	0	2 58.7	0.0	0.0	0.0	0.0
Both Directions	0530	1	58.7	58.7	58.7	-	1	0	0	0	0	0	1 58.0	0.0	0.0	0.0	0.0
Both Directions	0545	3	59	70	62.8	-	3	0	0	0	0	0	3 62.8	0.0	0.0	0.0	0.0
Both Directions	0600	1	58.9	58.9	58.9	-	1	0	0	0	0	0	1 58.9	0.0	0.0	0.0	0.0
Both Directions	0615	3	52.4	62.3	58.7	-	3	0	0	0	0	0	3 58.7	0.0	0.0	0.0	0.0
Both Directions	0630	13	40.9	85.6	61	72.7	11	2	0	0	0	0	11 61.1	60.5	0.0	0.0	0.0
Both Directions	0645	14	48.2	64.4	53.8	61.9	12	2	0	0	0	0	10 54.5	49.6	0.0	0.0	0.0
Both Directions	0700	9	42.7	68.8	56	-	4	4	1	0	0	0	6 55.1	58.2	50.9	0.0	0.0
Both Directions	0715	14	50.6	67.4	60.3	66.1	11	3	0	0	0	0	14 61.9	54.4	0.0	0.0	0.0
Both Directions	0730	14	37	72.5	57.7	70.7	11	1	2	0	0	0	11 58.8	65.2	48.1	0.0	0.0
Both Directions	0745	12	49.9	67.2	57.4	67	8	3	1	0	0	0	11 57.1	59.8	52.2	0.0	0.0
Both Directions	0800	11	29.5	63.4	53.3	62.8	9	2	0	0	0	0	8 55.4	43.8	0.0	0.0	0.0
Both Directions	0815	26	46.6	62	53.7	58.1	23	2	1	0	0	0	21 53.4	59.0	48.9	0.0	0.0
Both Directions	0830	31	33	64.5	51.4	61.2	25	4	2	0	0	0	17 52.5	49.0	42.7	0.0	0.0
Both Directions	0845	41	37.9	62.8	52.8	57.8	35	5	0	1	0	0	29 52.4	55.0	0.0	55.2	0.0
Both Directions	0900	31	35.8	69.3	51.4	60.4	18	10	3	0	0	0	18 51.1	52.2	50.5	0.0	0.0
Both Directions	0915	12	43.5	67.1	56.3	62.7	12	0	0	0	0	0	10 56.3	0.0	0.0	0.0	0.0
Both Directions	0930	15	37.1	66.7	51.7	57.9	13	2	0	0	0	0	10 51.0	55.9	0.0	0.0	0.0
Both Directions	0945	8	30.1	64.9	51.7	-	7	1	0	0	0	0	5 50.2	62.3	0.0	0.0	0.0
Both Directions	1000	12	26.9	61.7	50.5	61.6	10	1	1	0	0	0	7 53.0	48.7	26.9	0.0	0.0
Both Directions	1015	12	25.5	61.9	50.5	60.9	12	0	0	0	0	0	8 50.5	0.0	0.0	0.0	0.0
Both Directions	1030	16	25.7	65.2	48.8	61.7	13	1	0	0	0	0	8 48.4	50.1	50.8	0.0	0.0
Both Directions	1045	15	34.2	65	51.5	61.3	14	1	0	0	0	0	10 51.5	51.8	0.0	0.0	0.0
Both Directions	1100	11	48.2	62.3	53.6	58.2	9	0	2	0	0	0	8 53.4	0.0	54.4	0.0	0.0
Both Directions	1115	16	41.2	68.7	53.4	65.6	15	0	1	0	0	0	10 54.1	0.0	42.8	0.0	0.0
Both Directions	1130	18	39.5	68.3	51.9	61.2	12	6	0	0	0	0	10 50.6	54.6	0.0	0.0	0.0
Both Directions	1145	16	39.9	68.1	54.3	64	13	3	0	0	0	0	11 54.3	54.0	0.0	0.0	0.0
Both Directions	1200	14	38.4	71.5	51.4	61	11	2	1	0	0	0	8 52.1	44.4	58.1	0.0	0.0
Both Directions	1215	18	33.5	63.8	51.8	61.2	13	3	2	0	0	0	11 51.9	53.0	49.2	0.0	0.0
Both Directions	1230	17	39.6	65.2	53	63	10	6	1	0	0	0	12 53.4	51.2	60.4	0.0	0.0
Both Directions	1245	10	41.4	67.8	53.4	-	9	1	0	0	0	0	6 51.8	67.8	0.0	0.0	0.0
Both Directions	1300	21	17	66.1	46.1	54.4	16	3	2	0	0	0	10 49.2	26.9	50.7	0.0	0.0
Both Directions	1315	29	33.9	61.2	48.4	57.9	20	5	4	0	0	0	12 48.9	51.7	42.3	0.0	0.0
Both Directions	1330	18	26.9	66.3	49.6	60.7	15	2	1	0	0	0	9 49.5	49.1	51.4	0.0	0.0
Both Directions	1345	20	25.2	60.5	48.8	57.7	17	2	1	0	0	0	12 48.0	50.1	60.5	0.0	0.0
Both Directions	1400	15	46.5	60.3	54.5	59.6	10	4	1	0	0	0	12 53.9	57.3	48.9	0.0	0.0
Both Directions	1415	27	33.8	59.7	46.4	55.2	18	3	6	0	0	0	7 46.9	47.9	44.2	0.0	0.0
Both Directions	1430	34	31	67.7	48.1	55	30	3	1	0	0	0	12 48.1	47.6	47.8	0.0	0.0
Both Directions	1445	21	23.8	68.5	48.6	59.8	16	5	0	0	0	0	11 50.8	41.6	0.0	0.0	0.0
Both Directions	1500	13	35.7	58.5	50.2	57	12	1	0	0	0	0	8 49.5	58.5	0.0	0.0	0.0
Both Directions	1515	12	30.8	65.7	50.9	64.2	11	1	0	0	0	0	7 51.6	43.4	0.0	0.0	0.0
Both Directions	1530	19	32.2	56.3	47.8	54	17	1	1	0	0	0	9 47.5	52.4	48.9	0.0	0.0
Both Directions	1545	15	37.4	65.4	50	62.6	12	2	1	0	0	0	6 52.3	42.8	37.4	0.0	0.0
Both Directions	1600	18	32.2	60.6	49.3	57.7	12	5	1	0	0	0	11 50.4	44.9	57.3	0.0	0.0
Both Directions	1615	22	25.9	68.8	47.8	58.7	20	2	0	0	0	0	12 47.9	46.7	0.0	0.0	0.0
Both Directions	1630	12	27.3	68.9	51.1	65	8	2	2	0	0	0	6 49.8	47.8	59.3	0.0	0.0
Both Directions	1645	21	37.3	65.3	49.5	58	17	3	1	0	0	0	10 50.3	47.0	43.8	0.0	0.0
Both Directions	1700	28	34.4	67.5	52.6	64.8	21	6	1	0	0	0	18 53.1	49.1	62.0	0.0	0.0
Both Directions	1715	27	35.5	66.1	52.2	64.2	19	6	2	0	0	0	15 50.9	55.1	55.4	0.0	0.0
Both Directions	1730	19	38.3	63.5	55.4	60.3	15	4	0	0	0	0	18 54.9	57.4	0.0	0.0	0.0
Both Directions	1745	22	35.3	63.3	49.9	56.5	17	4	1	0	0	0	12 50.2	47.7	53.2	0.0	0.0
Both Directions	1800	24	48.3	66.8	56.4	63.2	19	4	1	0	0	0	21 56.7	53.6	61.6	0.0	0.0
Both Directions	1815	22	44.2	64	51.6	58.1	19	3	0	0	0	0	12 51.4	52.9	0.0	0.0	0.0
Both Directions	1830	20	43.1	62.2	54.1	60.2	17	3	0	0	0	0	16 54.6	51.0	0.0	0.0	0.0
Both Directions	1845	16	39.5	63.1	54.8	62	13	3	0	0	0	0	14 56.1	49.2	0.0	0.0	0.0
Both Directions	1900	13	43.2	64.4	54.9	63.4	9	4	0	0	0	0	10 55.7	53.2	0.0	0.0	0.0
Both Directions	1915	15	34	67.9	49.3	61.6	11	3	1	0	0	0	6 47.1	55.4	54.2	0.0	0.0
Both Directions	1930	21	40.3	71.1	51.3	58	18	3	0	0	0	0	12 51.0	53.4	0.0	0.0	0.0
Both Directions	1945	9	32.7	64.9	51.2	-	5	3	1	0	0	0	5 51.9	53.5	40.8	0.0	0.0
Both Directions	2000	12	33.5	65.5	53.1	58.2	8	3	1	0	0	0	10 53.7	51.9	52.5	0.0	0.0
Both Directions	2015	10	42.1	65	49.3	-	8	2	0	0	0	0	3 48.1	54.2	0.0	0.0	0.0
Both Directions	2030	11	28.6	58.4	45.2	54	9	2	0	0	0	0	2 43.5	52.9	0.0	0.0	0.0
Both Directions	2045	9	34.1	65.2	45.9	-	7	2	0	0	0	0	3 48.6	36.4	0.0	0.0	0.0
Both Directions	2100	9	38.1	62.5	47.8												

Irish Traffic Surveys Ltd

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 Classification: Car, LGV, OGV1, OGV2, PSV



Tuesday 9 May 2023

Direction	Time	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 50	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	2	31.6	32.6	32.1	-	0	0	2	0	0	0	0.0	0.0	32.1	0.0	0.0
Both Directions	0015	1	49.1	49.1	49.1	-	1	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0030	1	75.1	75.1	75.1	-	1	0	0	0	0	0	1.75	0.0	0.0	0.0	0.0
Both Directions	0045	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0100	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0115	1	65.6	65.6	65.6	-	1	0	0	0	0	0	1.656	0.0	0.0	0.0	0.0
Both Directions	0130	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0145	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0200	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0215	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0330	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0445	1	56.2	56.2	56.2	-	1	0	0	0	0	0	1.562	0.0	0.0	0.0	0.0
Both Directions	0500	2	51	61.8	56.4	-	1	1	0	0	0	0	2.510	61.8	0.0	0.0	0.0
Both Directions	0515	2	53.2	57.4	55.3	-	2	0	0	0	0	0	2.553	0.0	0.0	0.0	0.0
Both Directions	0530	1	44	44	44	-	1	0	0	0	0	0	0.440	0.0	0.0	0.0	0.0
Both Directions	0545	5	40.8	64.9	58.2	-	4	1	0	0	0	0	4.566	64.5	0.0	0.0	0.0
Both Directions	0600	4	51	63.5	56.9	-	3	0	1	0	0	0	4.547	0.0	63.5	0.0	0.0
Both Directions	0615	8	41.8	87.8	57.4	-	8	0	0	0	0	0	5.574	0.0	0.0	0.0	0.0
Both Directions	0630	9	49.1	75.4	61.3	-	4	5	0	0	0	0	8.635	59.6	0.0	0.0	0.0
Both Directions	0645	16	35.2	73.5	60.7	71	10	5	0	1	0	0	13.658	55.5	0.0	35.2	0.0
Both Directions	0700	10	50.6	86.7	62.6	-	9	1	0	0	0	0	10.636	53.5	0.0	0.0	0.0
Both Directions	0715	13	45.5	67.7	58.5	65.7	9	4	0	0	0	0	11.578	60.2	0.0	0.0	0.0
Both Directions	0730	19	43.8	64.4	56.4	59.8	12	6	1	0	0	0	17.568	57.9	43.8	0.0	0.0
Both Directions	0745	13	47.7	71.8	61.2	70.9	9	2	1	1	0	0	12.640	59.3	53.3	47.7	0.0
Both Directions	0800	14	39.6	69.4	54	63.4	11	2	1	0	0	0	9.555	43.9	57.0	0.0	0.0
Both Directions	0815	26	38.1	70.9	55	60.1	23	1	1	1	0	0	21.552	59.3	52.8	47.3	0.0
Both Directions	0830	36	31.7	69.1	50.9	60.7	30	2	3	1	0	0	16.519	45.8	42.0	57.7	0.0
Both Directions	0845	34	32.4	72	51	58.7	28	3	3	0	0	0	19.520	44.6	47.6	0.0	0.0
Both Directions	0900	19	35.7	67.6	50.8	62.3	15	2	2	0	0	0	11.525	49.1	39.9	0.0	0.0
Both Directions	0915	22	20.9	64.4	49.2	61.3	18	2	2	0	0	0	11.491	54.4	45.5	0.0	0.0
Both Directions	0930	15	28.7	70.3	51.8	65.9	12	2	1	0	0	0	9.499	65.6	46.6	0.0	0.0
Both Directions	0945	16	31.1	61.8	50.2	59.7	14	0	2	0	0	0	8.511	0.0	43.9	0.0	0.0
Both Directions	1000	18	30.4	69.4	49.3	59.5	14	1	2	1	0	0	6.506	45.4	44.0	44.5	0.0
Both Directions	1015	17	45.7	69.3	53.5	63.1	12	3	2	0	0	0	10.540	49.1	56.6	0.0	0.0
Both Directions	1030	14	37.2	62.3	50.8	58.1	13	0	1	0	0	0	7.514	0.0	42.1	0.0	0.0
Both Directions	1045	7	33.8	56.7	48.9	-	6	0	1	0	0	0	4.501	0.0	41.9	0.0	0.0
Both Directions	1100	8	45.8	61.2	55	-	7	1	0	0	0	0	6.563	45.8	0.0	0.0	0.0
Both Directions	1115	11	44.1	74.1	57.2	64.9	9	1	0	1	0	0	10.582	51.0	0.0	54.1	0.0
Both Directions	1130	18	34.8	61.9	50.4	58.9	11	6	1	0	0	0	11.506	49.8	51.8	0.0	0.0
Both Directions	1145	15	37.4	59.6	51.8	58.7	10	3	2	0	0	0	11.534	51.6	44.0	0.0	0.0
Both Directions	1200	16	26.9	66	48	60.1	12	0	4	0	0	0	8.501	0.0	41.7	0.0	0.0
Both Directions	1215	15	29.2	65.3	45	60.4	13	2	0	0	0	0	5.465	35.3	0.0	0.0	0.0
Both Directions	1230	15	41.2	59.9	53.2	58.9	13	0	1	1	0	0	11.530	0.0	55.1	53.6	0.0
Both Directions	1245	17	24.4	68.4	50.5	59.7	10	5	1	1	0	0	8.492	52.4	52.7	51.8	0.0
Both Directions	1300	21	38.5	68.1	53.4	62.7	17	3	1	0	0	0	14.529	57.5	49.1	0.0	0.0
Both Directions	1315	24	19.2	60.1	44.5	53	15	6	3	0	0	0	9.433	50.6	38.1	0.0	0.0
Both Directions	1330	13	33.1	69.7	51.2	60.6	9	1	3	0	0	0	6.536	45.7	45.6	0.0	0.0
Both Directions	1345	19	28.2	68.1	52	65.7	15	2	2	0	0	0	11.515	61.3	46.5	0.0	0.0
Both Directions	1400	21	31.2	62.5	50.1	61.2	14	5	2	0	0	0	11.497	52.7	45.8	0.0	0.0
Both Directions	1415	30	31.7	60.6	46.6	53.5	24	3	3	0	0	0	9.483	38.7	41.1	0.0	0.0
Both Directions	1430	36	35.9	65.3	48.5	55.2	31	4	1	0	0	0	15.485	50.7	39.9	0.0	0.0
Both Directions	1445	18	15.6	57.8	47.5	57.3	15	2	1	0	0	0	9.468	47.8	57.6	0.0	0.0
Both Directions	1500	19	28	69.6	47.6	59.6	11	6	0	2	0	0	8.499	45.5	0.0	41.2	0.0
Both Directions	1515	17	36.4	75.5	54.1	62.9	15	1	1	0	0	0	11.531	47.1	75.5	0.0	0.0
Both Directions	1530	18	35	63.6	51.4	60.6	17	1	0	0	0	0	10.506	63.6	0.0	0.0	0.0
Both Directions	1545	20	39.1	59.5	52.3	57.5	18	1	1	0	0	0	13.528	49.1	46.4	0.0	0.0
Both Directions	1600	20	25.2	77.5	50.5	57.9	17	3	0	0	0	0	10.512	46.4	0.0	0.0	0.0
Both Directions	1615	21	28.4	64.8	55	59.9	16	5	0	0	0	0	18.547	56.1	0.0	0.0	0.0
Both Directions	1630	22	30.5	62.3	53.7	59.8	19	2	1	0	0	0	16.531	56.8	59.6	0.0	0.0
Both Directions	1645	20	37.8	66.7	53	59.6	18	2	0	0	0	0	14.526	56.2	0.0	0.0	0.0
Both Directions	1700	17	33.9	69.5	56	62.9	17	0	0	0	0	0	14.560	0.0	0.0	0.0	0.0
Both Directions	1715	23	37.5	74.6	53.1	63.3	18	4	1	0	0	0	15.532	52.9	50.7	0.0	0.0
Both Directions	1730	29	34	65.5	53.6	62.6	22	7	0	0	0	0	20.534	54.2	0.0	0.0	0.0
Both Directions	1745	19	32.8	70	51	58.3	16	1	0	2	0	0	9.508	52.0	0.0	52.4	0.0
Both Directions	1800	26	34.8	71.5	54.2	64.1	22	4	0	0	0	0	19.544	53.2	0.0	0.0	0.0
Both Directions	1815	15	41.7	71	55.5	62.7	11	4	0	0	0	0	13.556	55.3	0.0	0.0	0.0
Both Directions	1830	28	33.2	65.2	50	58.4	24	4	0	0	0	0	14.977	51.8	0.0	0.0	0.0
Both Directions	1845	31	17.4	68	42.7	56.7	25	5	0	1	0	0	6.427	44.8	0.0	33.6	0.0
Both Directions	1900	19	23.6	66.7	52.3	59.9	15	4	0	0	0	0	15.522	52.5	0.0	0.0	0.0
Both Directions	1915	15	27.2	71.4	51.1	66	13	1	1	0	0	0	9.525	57.0	27.2	0.0	0.0
Both Directions	1930	14	10.1	56.7	46.7	55.5	13	1	0	0	0	0	7.469	44.1	0.0	0.0	0.0
Both Directions	1945	21	37.4	72.6	49.4	56.4	19	2	0	0	0	0	10.497	48.8	0.0	0.0	0.0
Both Directions	2000	22	30.6	63	43.7	55.4	19	2	1	0	0	0	4.440	45.5	34.1	0.0	0.0
Both Directions	2015	25	32.4	68	45.9	54.9	19	5	1	0	0	0	7.448	47.2	61.5	0.0	0.0
Both Directions	2030	16	39.7	62.6	52.1	60	11	4	0	1	0	0	9.531	52.4	0.0	39.7	0.0
Both Directions	2045	14	39.8	64.2	51.6	59	13	1	0	0	0	0	8.513	56.2	0.0	0.0	0.0
Both Directions	2100	9	40.1	63.7	52.9	-	8	1	0	0	0	0	5.520	60.5	0.0	0.0	0.0
Both Directions	2115	7	39.3	62.6													

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: [Lake Drive \(Lacken\)](#)
 Classification: Car, LGV, OGV1, OGV2, PSV



Wednesday 10 May 2023

Direction	Time [-]	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 50	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	2	50.8	59.9	55.4	-	2	0	0	0	0	0	2 55.4	0.0	0.0	0.0	0.0
Both Directions	0015	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0030	4	57.2	79.4	66.5	-	3	1	0	0	0	0	4 67.4	63.9	0.0	0.0	0.0
Both Directions	0045	5	20.5	65.1	36.6	-	4	1	0	0	0	0	1 29.4	65.1	0.0	0.0	0.0
Both Directions	0100	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0115	1	53.2	53.2	53.2	-	1	0	0	0	0	0	1 53.2	0.0	0.0	0.0	0.0
Both Directions	0130	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0145	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0200	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0215	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0230	1	48.4	48.4	48.4	-	1	0	0	0	0	0	0 48.4	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0330	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0445	2	57.6	63.8	60.7	-	2	0	0	0	0	0	2 60.7	0.0	0.0	0.0	0.0
Both Directions	0500	3	42.7	59.4	49	-	2	1	0	0	0	0	1 43.7	59.4	0.0	0.0	0.0
Both Directions	0515	1	59.2	59.2	59.2	-	1	0	0	0	0	0	1 59.2	0.0	0.0	0.0	0.0
Both Directions	0530	2	45.6	61.7	53.7	-	2	0	0	0	0	0	1 53.7	61.7	0.0	0.0	0.0
Both Directions	0545	1	57.2	57.2	57.2	-	1	0	0	0	0	0	1 57.2	0.0	0.0	0.0	0.0
Both Directions	0600	3	61.8	75.2	69.7	-	1	1	1	0	0	0	3 75.2	72.3	61.8	0.0	0.0
Both Directions	0615	6	54.6	81.3	66	-	5	1	0	0	0	0	6 68.3	54.6	0.0	0.0	0.0
Both Directions	0630	8	58.2	78.5	62.6	-	7	1	0	0	0	0	8 62.9	60.0	0.0	0.0	0.0
Both Directions	0645	10	46.8	64.2	56.3	-	6	2	1	1	0	0	9 55.8	57.5	53.4	60.2	0.0
Both Directions	0700	11	53.2	73.4	60.3	67	8	3	0	0	0	0	11 60.5	59.8	0.0	0.0	0.0
Both Directions	0715	15	44.7	67.8	58.1	66.2	11	4	0	0	0	0	12 59.4	54.4	0.0	0.0	0.0
Both Directions	0730	14	15.5	69.7	51.6	64.4	8	4	2	0	0	0	9 47.9	61.0	47.7	0.0	0.0
Both Directions	0745	14	48.3	64.9	58.9	63.9	10	3	1	0	0	0	13 60.3	56.5	51.8	0.0	0.0
Both Directions	0800	15	44.6	61.4	52.9	56.5	15	0	0	0	0	0	11 52.9	0.0	0.0	0.0	0.0
Both Directions	0815	27	27.6	66.9	54	61.2	23	3	1	0	0	0	19 53.7	56.8	54.2	0.0	0.0
Both Directions	0830	34	34.7	67	51.2	59.7	30	1	2	1	0	0	20 51.9	46.7	43.0	51.7	0.0
Both Directions	0845	34	31.5	67.7	50.7	58.1	25	5	3	1	0	0	21 50.9	56.2	45.3	34.3	0.0
Both Directions	0900	22	40.3	60.8	46.7	51.3	17	3	1	1	0	0	5 47.1	45.9	40.3	47.5	0.0
Both Directions	0915	21	42.2	62.6	53.7	60.8	15	4	1	1	0	0	16 55.0	50.4	59.3	42.2	0.0
Both Directions	0930	9	40.5	78.9	53.2	-	6	2	1	0	0	0	4 51.8	63.7	40.5	0.0	0.0
Both Directions	0945	14	47.9	66.7	55.8	61.2	12	2	0	0	0	0	10 56.0	54.4	0.0	0.0	0.0
Both Directions	1000	6	40.2	60	50.5	-	5	0	1	0	0	0	3 48.5	0.0	80.0	0.0	0.0
Both Directions	1015	9	34.8	63.6	48.8	-	7	2	0	0	0	0	6 50.4	43.4	0.0	0.0	0.0
Both Directions	1030	17	27.2	62.5	48.9	59.2	14	3	0	0	0	0	7 48.1	52.4	0.0	0.0	0.0
Both Directions	1045	22	39.2	69	54.5	63.2	20	0	2	0	0	0	16 54.8	0.0	50.9	0.0	0.0
Both Directions	1100	12	37.8	67.6	53.9	62	11	1	0	0	0	0	8 55.1	40.6	0.0	0.0	0.0
Both Directions	1115	14	37.3	61.4	51.9	60.1	12	1	1	0	0	0	10 53.0	53.6	37.3	0.0	0.0
Both Directions	1130	12	46	67.5	53.7	62.7	10	2	0	0	0	0	7 52.6	58.9	0.0	0.0	0.0
Both Directions	1145	22	40.2	68.4	54.4	61.4	18	4	0	0	0	0	15 55.2	50.8	0.0	0.0	0.0
Both Directions	1200	17	22.7	61.9	44.8	55.9	9	5	3	0	0	0	6 46.8	42.1	43.5	0.0	0.0
Both Directions	1215	10	35.8	63.7	52.1	-	7	2	1	0	0	0	7 50.0	58.4	53.8	0.0	0.0
Both Directions	1230	13	26.3	66.6	50.1	65.9	12	0	1	0	0	0	6 50.7	0.0	42.9	0.0	0.0
Both Directions	1245	8	26.7	58.3	44.8	-	6	1	1	0	0	0	4 42.7	58.3	44.0	0.0	0.0
Both Directions	1300	15	45	73.3	56.4	67.4	11	3	0	0	0	0	10 55.4	62.6	49.0	0.0	0.0
Both Directions	1315	23	33.2	59.3	46.6	54.2	16	3	0	0	0	0	6 46.7	43.8	48.3	0.0	0.0
Both Directions	1330	28	35.7	62.3	49.3	57.5	23	4	1	0	0	0	15 50.2	46.9	38.0	0.0	0.0
Both Directions	1345	25	22.8	71.4	50.6	61.1	21	3	1	0	0	0	15 51.3	45.8	49.8	0.0	0.0
Both Directions	1400	20	36.2	67.1	52.3	61.9	13	6	1	0	0	0	14 54.0	49.8	45.8	0.0	0.0
Both Directions	1415	29	32.5	59.2	46.5	53.1	22	4	3	0	0	0	10 46.8	50.6	39.1	0.0	0.0
Both Directions	1430	25	31.2	64.8	47.4	54.3	23	2	0	0	0	0	9 47.7	43.3	0.0	0.0	0.0
Both Directions	1445	10	46	61.8	54	-	7	3	0	0	0	0	8 55.6	50.4	0.0	0.0	0.0
Both Directions	1500	19	37.6	62.3	52.6	60.1	19	0	0	0	0	0	14 52.6	0.0	0.0	0.0	0.0
Both Directions	1515	19	24.4	70.1	50.1	60.5	15	4	0	0	0	0	11 47.4	60.0	0.0	0.0	0.0
Both Directions	1530	15	43.5	70.7	52.4	59.3	13	1	1	0	0	0	8 51.8	57.1	54.2	0.0	0.0
Both Directions	1545	18	34.5	66.2	51.4	63.8	18	0	0	0	0	0	9 51.4	0.0	0.0	0.0	0.0
Both Directions	1600	18	38.1	73.9	54.3	65.6	16	2	0	0	0	0	13 53.9	57.5	0.0	0.0	0.0
Both Directions	1615	22	29.9	68.3	51	58.6	14	7	1	0	0	0	13 51.2	51.9	42.2	0.0	0.0
Both Directions	1630	21	24.9	69	53	63.7	19	2	0	0	0	0	15 54.0	43.3	0.0	0.0	0.0
Both Directions	1645	17	33.7	59.7	49.4	57.8	13	4	0	0	0	0	10 50.8	45.1	0.0	0.0	0.0
Both Directions	1700	34	40.7	66.5	53.9	60.7	24	6	4	0	0	0	22 54.8	52.8	50.0	0.0	0.0
Both Directions	1715	15	28.7	66.2	51.4	61.7	9	5	1	0	0	0	11 54.7	47.7	40.5	0.0	0.0
Both Directions	1730	25	45	68.9	56.2	61.8	18	7	0	0	0	0	19 56.1	56.5	0.0	0.0	0.0
Both Directions	1745	21	32.2	69.5	54	63.5	18	1	1	1	0	0	15 53.8	50.2	55.5	58.4	0.0
Both Directions	1800	14	40.7	72.6	56.9	64.8	11	2	1	0	0	0	11 56.2	56.9	54.9	0.0	0.0
Both Directions	1815	26	38.9	71.2	56.5	62.4	24	2	0	0	0	0	23 56.8	52.5	0.0	0.0	0.0
Both Directions	1830	19	44.1	65.7	56.8	62.8	14	5	0	0	0	0	15 56.9	56.5	0.0	0.0	0.0
Both Directions	1845	19	48.8	68.6	54.9	59	15	4	0	0	0	0	14 55.0	54.7	0.0	0.0	0.0
Both Directions	1900	21	43.1	67.5	55	62.8	19	2	0	0	0	0	15 55.3	51.7	0.0	0.0	0.0
Both Directions	1915	16	31	65.4	51.8	57.2	14	2	0	0	0	0	11 50.9	58.5	0.0	0.0	0.0
Both Directions	1930	17	45.7	68.1	54.1	61.8	16	0	1	0	0	0	11 54.5	0.0	47.4	0.0	0.0
Both Directions	1945	13	49.1	64.1	56.1	62.6	10	3	0	0	0	0	12 56.9	53.2	0.0	0.0	0.0
Both Directions	2000	13	29.6	71.7	50.7	68.3	10	3	0	0	0	0	6 53.2	42.2	0.0	0.0	0.0
Both Directions	2015	14	34.4	69.3	54.3	62.5	11	3	0	0	0	0	11 56.5	46.5	0.0	0.0	0.0
Both Directions	2030	15	34.9	68	52.9	60.2	12	3	0	0	0	0	10 53.4	51.2	0.0	0.0	0.0
Both Directions	2045	15	36.7	59.7	51.8	57.7	14	1	0	0	0	0	11 51.4	56.8	0.0	0.0	0.0
Both Directions	2100	9	45	65.8	56.1	-	5	4									

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: [Lacken National School](#)
 Classification: Car, LGV, OGV1, OGV2, PSV



Wednesday 3 May 2023

Direction	Time	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 50	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0015	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0030	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0045	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0100	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0115	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0130	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0145	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0200	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0215	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0330	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0445	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0500	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0515	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0530	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0545	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0600	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0615	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0630	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0645	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0700	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0715	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0730	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0745	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0800	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0815	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0830	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0845	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0900	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0915	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0930	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0945	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1000	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1015	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1030	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1045	1	23.7	23.7	23.7	-	1	0	0	0	0	0	23.7	0.0	0.0	0.0	0.0
Both Directions	1100	2	9.5	20.4	15	-	2	0	0	0	0	0	15.0	0.0	0.0	0.0	0.0
Both Directions	1115	1	15.3	15.3	15.3	-	1	0	0	0	0	0	15.3	0.0	0.0	0.0	0.0
Both Directions	1130	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1145	2	11.9	19.7	15.8	-	1	0	0	1	0	0	11.9	0.0	0.0	19.7	0.0
Both Directions	1200	4	13.1	24.6	18.9	-	3	1	0	0	0	0	17.0	24.6	0.0	0.0	0.0
Both Directions	1215	4	17.8	26.6	21.8	-	2	2	0	0	0	0	22.2	21.3	0.0	0.0	0.0
Both Directions	1230	2	16.6	19.9	18.3	-	1	1	0	0	0	0	19.9	16.6	0.0	0.0	0.0
Both Directions	1245	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1300	4	12.5	17.4	15.7	-	0	3	1	0	0	0	0.00	15.5	16.5	0.0	0.0
Both Directions	1315	1	18.1	18.1	18.1	-	0	0	1	0	0	0	0.00	0.0	18.1	0.0	0.0
Both Directions	1330	2	17.4	20.2	18.8	-	0	1	1	0	0	0	0.00	20.2	17.4	0.0	0.0
Both Directions	1345	3	15.8	24.9	18.9	-	0	3	0	0	0	0	0.00	18.9	0.0	0.0	0.0
Both Directions	1400	1	15.4	15.4	15.4	-	1	0	0	0	0	0	15.4	0.0	0.0	0.0	0.0
Both Directions	1415	6	10.5	14	12.6	-	2	4	0	0	0	0	12.9	12.4	0.0	0.0	0.0
Both Directions	1430	1	22.3	22.3	22.3	-	1	0	0	0	0	0	22.3	0.0	0.0	0.0	0.0
Both Directions	1445	1	11.7	11.7	11.7	-	0	1	0	0	0	0	0.00	11.7	0.0	0.0	0.0
Both Directions	1500	1	14.9	14.9	14.9	-	1	0	0	0	0	0	14.9	0.0	0.0	0.0	0.0
Both Directions	1515	3	16.6	23.6	20.6	-	3	0	0	0	0	0	20.6	0.0	0.0	0.0	0.0
Both Directions	1530	3	12.8	22.4	18.8	-	3	0	0	0	0	0	18.8	0.0	0.0	0.0	0.0
Both Directions	1545	2	20.2	21.9	21.1	-	2	0	0	0	0	0	21.1	0.0	0.0	0.0	0.0
Both Directions	1600	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1615	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1630	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1645	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1700	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1715	1	29.6	29.6	29.6	-	1	1	0	0	0	0	29.6	0.0	0.0	0.0	0.0
Both Directions	1730	3	14.5	22	19.1	-	2	1	0	0	0	0	21.4	14.5	0.0	0.0	0.0
Both Directions	1745	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1800	1	23.8	23.8	23.8	-	1	0	0	0	0	0	23.8	0.0	0.0	0.0	0.0
Both Directions	1815	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1830	1	16.5	16.5	16.5	-	1	0	0	0	0	0	16.5	0.0	0.0	0.0	0.0
Both Directions	1845	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1900	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1915	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1930	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1945	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	2000	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	2015	2	5.4	14.2	9.8	-	2	0	0	0	0	0	9.8	0.0	0.0	0.0	0.0
Both Directions	2030	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	2045	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	2100	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	2115	2	18.3	21.2	19.7	-	2	0	0	0	0	0	19.7	0.0	0.0	0.0	0.0
Both Directions	2130	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	2145	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	2200	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	2215	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	2230	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions																	

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: [Lacken National School](#)
 Classification: Car, LGV, OGV1, OGV2, PSV



Thursday 4 May 2023

Direction	Time [-]	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 50	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0015	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0030	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0045	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0100	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0115	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0130	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0145	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0200	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0215	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0330	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0445	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0500	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0515	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0530	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0545	1	28.7	28.7	28.7	-	1	0	0	0	0	0	28.7	0.0	0.0	0.0	0.0
Both Directions	0600	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0615	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0630	1	30.4	30.4	30.4	-	0	1	0	0	0	0	0.0	30.4	0.0	0.0	0.0
Both Directions	0645	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0700	1	24.5	24.5	24.5	-	1	0	0	0	0	0	24.5	0.0	0.0	0.0	0.0
Both Directions	0715	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0730	1	29.9	29.9	29.9	-	1	0	0	0	0	0	29.9	0.0	0.0	0.0	0.0
Both Directions	0745	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0800	4	2.8	24.5	17	-	2	1	1	0	0	0	10.9	24.5	21.6	0.0	0.0
Both Directions	0815	6	15	23.2	20.4	-	6	0	0	0	0	0	20.4	0.0	0.0	0.0	0.0
Both Directions	0830	2	17.4	21.8	19.6	-	2	0	0	0	0	0	19.6	0.0	0.0	0.0	0.0
Both Directions	0845	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0900	4	15.2	28.8	21.3	-	2	2	0	0	0	0	16.4	26.2	0.0	0.0	0.0
Both Directions	0915	3	14.3	25	18.1	-	2	1	0	0	0	0	14.6	25.0	0.0	0.0	0.0
Both Directions	0930	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0945	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1000	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1015	1	25.3	25.3	25.3	-	1	0	0	0	0	0	25.3	0.0	0.0	0.0	0.0
Both Directions	1030	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1045	1	23.6	23.6	23.6	-	1	0	0	0	0	0	23.6	0.0	0.0	0.0	0.0
Both Directions	1100	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1115	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1130	1	18.6	18.6	18.6	-	1	0	0	0	0	0	18.6	0.0	0.0	0.0	0.0
Both Directions	1145	4	13.5	22.3	17.6	-	4	0	0	0	0	0	17.6	0.0	0.0	0.0	0.0
Both Directions	1200	3	19.5	27.9	23.2	-	1	2	0	0	0	0	19.5	25.0	0.0	0.0	0.0
Both Directions	1215	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1230	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1245	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1300	1	19.3	19.3	19.3	-	1	0	0	0	0	0	19.3	0.0	0.0	0.0	0.0
Both Directions	1315	1	21	21	21	-	1	0	0	0	0	0	21.0	0.0	0.0	0.0	0.0
Both Directions	1330	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1345	3	19.6	22.1	20.7	-	3	0	0	0	0	0	20.7	0.0	0.0	0.0	0.0
Both Directions	1400	2	18.9	19.9	19.4	-	2	0	0	0	0	0	19.4	0.0	0.0	0.0	0.0
Both Directions	1415	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1430	4	12.8	21.6	17.6	-	4	0	0	0	0	0	17.6	0.0	0.0	0.0	0.0
Both Directions	1445	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1500	1	30.7	30.7	30.7	-	1	0	0	0	0	0	30.7	0.0	0.0	0.0	0.0
Both Directions	1515	1	14.4	14.4	14.4	-	1	0	0	0	0	0	14.4	0.0	0.0	0.0	0.0
Both Directions	1530	1	20.4	20.4	20.4	-	1	0	0	0	0	0	20.4	0.0	0.0	0.0	0.0
Both Directions	1545	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1600	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1615	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1630	1	24.7	24.7	24.7	-	1	0	0	0	0	0	24.7	0.0	0.0	0.0	0.0
Both Directions	1645	2	17.9	26.3	22.1	-	1	1	0	0	0	0	17.9	26.3	0.0	0.0	0.0
Both Directions	1700	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1715	1	24.6	24.6	24.6	-	1	0	0	0	0	0	24.6	0.0	0.0	0.0	0.0
Both Directions	1730	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1745	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1800	2	26.1	28.2	27.2	-	2	0	0	0	0	0	27.2	0.0	0.0	0.0	0.0
Both Directions	1815	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1830	1	24.3	24.3	24.3	-	1	0	0	0	0	0	24.3	0.0	0.0	0.0	0.0
Both Directions	1845	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1900	1	19.2	19.2	19.2	-	1	0	0	0	0	0	19.2	0.0	0.0	0.0	0.0
Both Directions	1915	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1930	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1945	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2000	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2015	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2030	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2045	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2100	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2115	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2130	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2145	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2200	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2215	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2230	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2245	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2300	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2315	0	-	-	-	-	0	0	0	0</							

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: [Lacken National School](#)
 Classification: Car, LGV, OGV1, OGV2, PSV



Saturday 6 May 2023

Direction	Time [-]	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 50	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0015	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0030	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0045	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0100	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0115	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0130	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0145	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0200	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0215	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0330	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0445	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0500	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0515	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0530	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0545	2	9.4	15.1	12.3	-	2	0	0	0	0	0	12.3	0.00	0.00	0.00	0.00
Both Directions	0600	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0615	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0630	3	15.1	15.7	15.5	-	3	0	0	0	0	0	15.5	0.00	0.00	0.00	0.00
Both Directions	0645	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0700	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0715	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0730	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0745	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0800	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0815	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0830	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0845	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0900	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0915	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0930	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	0945	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1000	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1015	2	15.8	17.9	16.8	-	2	0	0	0	0	0	16.8	0.00	0.00	0.00	0.00
Both Directions	1030	3	11.9	20.2	16.7	-	3	0	0	0	0	0	16.7	0.00	0.00	0.00	0.00
Both Directions	1045	2	12.1	17.1	14.6	-	2	0	0	0	0	0	14.6	0.00	0.00	0.00	0.00
Both Directions	1100	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1115	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1130	2	15.6	16.5	16	-	2	0	0	0	0	0	16.0	0.00	0.00	0.00	0.00
Both Directions	1145	2	13.1	20.9	17	-	2	0	0	0	0	0	17.0	0.00	0.00	0.00	0.00
Both Directions	1200	2	13.2	14.6	13.9	-	2	0	0	0	0	0	13.9	0.00	0.00	0.00	0.00
Both Directions	1215	3	15.1	16.1	15.5	-	3	0	0	0	0	0	15.5	0.00	0.00	0.00	0.00
Both Directions	1230	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1245	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1300	1	17.8	17.8	17.8	-	1	0	0	0	0	0	17.8	0.00	0.00	0.00	0.00
Both Directions	1315	1	16.9	16.9	16.9	-	1	0	0	0	0	0	16.9	0.00	0.00	0.00	0.00
Both Directions	1330	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1345	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1400	2	21.3	24.8	23	-	2	0	0	0	0	0	23.0	0.00	0.00	0.00	0.00
Both Directions	1415	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1430	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1445	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1500	1	26.9	26.9	26.9	-	1	0	0	0	0	0	26.9	0.00	0.00	0.00	0.00
Both Directions	1515	2	15.8	19	17.4	-	2	0	0	0	0	0	17.4	0.00	0.00	0.00	0.00
Both Directions	1530	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1545	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1600	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1615	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1630	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1645	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1700	1	19.7	19.7	19.7	-	1	0	0	0	0	0	19.7	0.00	0.00	0.00	0.00
Both Directions	1715	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1730	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1745	1	17	17	17	-	1	0	0	0	0	0	17.0	0.00	0.00	0.00	0.00
Both Directions	1800	1	13.4	13.4	13.4	-	1	0	0	0	0	0	13.4	0.00	0.00	0.00	0.00
Both Directions	1815	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1830	1	19.2	19.2	19.2	-	1	0	0	0	0	0	19.2	0.00	0.00	0.00	0.00
Both Directions	1845	1	16.9	16.9	16.9	-	1	0	0	0	0	0	16.9	0.00	0.00	0.00	0.00
Both Directions	1900	1	24.8	24.8	24.8	-	1	0	0	0	0	0	24.8	0.00	0.00	0.00	0.00
Both Directions	1915	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1930	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	1945	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	2000	1	24	24	24	-	1	0	0	0	0	0	24.0	0.00	0.00	0.00	0.00
Both Directions	2015	1	18.7	18.7	18.7	-	1	0	0	0	0	0	18.7	0.00	0.00	0.00	0.00
Both Directions	2030	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	2045	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	2100	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	2115	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	2130	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	2145	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	2200	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	2215	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Both Directions	2230	0	-	-	-	-	0	0	0	0	0	0	0.00	0.00</			

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type : Automatic Traffic Count (ATC) Survey
 Date : 03.05.23-11.05.23
 Time : 00:00 - 23:59
 Location : [Lacken National School](#)
 Classification : Car, LGV, OGV1, OGV2, PSV



Monday 8 May 2023

Direction	Time [-]	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 50	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0015	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0030	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0045	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0100	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0115	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0130	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0145	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0200	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0215	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0330	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0445	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0500	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0515	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0530	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0545	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0600	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0615	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0630	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0645	1	27.5	27.5	27.5	-	0	1	0	0	0	0	0.0	27.5	0.0	0.0	0.0
Both Directions	0700	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0715	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0730	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0745	1	31.3	31.3	31.3	-	1	0	0	0	0	0	31.3	0.0	0.0	0.0	0.0
Both Directions	0800	1	21.3	21.3	21.3	-	1	0	0	0	0	0	21.3	0.0	0.0	0.0	0.0
Both Directions	0815	10	16	23.9	19.6	-	10	0	0	0	0	0	19.6	0.0	0.0	0.0	0.0
Both Directions	0830	2	17.3	22.4	19.8	-	2	0	0	0	0	0	19.8	0.0	0.0	0.0	0.0
Both Directions	0845	3	10.6	22.3	17.7	-	3	0	0	0	0	0	17.7	0.0	0.0	0.0	0.0
Both Directions	0900	6	12.3	24.2	18	-	1	4	1	0	0	0	12.3	20.6	13.6	0.0	0.0
Both Directions	0915	1	15.4	15.4	15.4	-	1	0	0	0	0	0	15.4	0.0	0.0	0.0	0.0
Both Directions	0930	1	19.4	19.4	19.4	-	1	0	0	0	0	0	19.4	0.0	0.0	0.0	0.0
Both Directions	0945	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1000	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1015	2	18.9	20.9	19.9	-	2	0	0	0	0	0	19.9	0.0	0.0	0.0	0.0
Both Directions	1030	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1045	1	28.7	28.7	28.7	-	1	0	0	0	0	0	28.7	0.0	0.0	0.0	0.0
Both Directions	1100	2	11.2	21.1	16.1	-	2	0	0	0	0	0	16.1	0.0	0.0	0.0	0.0
Both Directions	1115	1	21.2	21.2	21.2	-	1	0	0	0	0	0	21.2	0.0	0.0	0.0	0.0
Both Directions	1130	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1145	2	12.1	16.8	14.4	-	2	0	0	0	0	0	14.4	0.0	0.0	0.0	0.0
Both Directions	1200	2	12.8	12.9	12.8	-	2	0	0	0	0	0	12.8	0.0	0.0	0.0	0.0
Both Directions	1215	2	20.5	20.6	20.5	-	2	0	0	0	0	0	20.5	0.0	0.0	0.0	0.0
Both Directions	1230	1	20.2	20.2	20.2	-	1	0	0	0	0	0	20.2	0.0	0.0	0.0	0.0
Both Directions	1245	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1300	4	15.5	26.9	20.3	-	0	2	2	0	0	0	0.0	22.6	17.9	0.0	0.0
Both Directions	1315	2	18.2	18.6	18.4	-	1	0	1	0	0	0	18.6	0.0	18.2	0.0	0.0
Both Directions	1330	1	16.9	16.9	16.9	-	0	0	1	0	0	0	0.0	0.0	16.9	0.0	0.0
Both Directions	1345	1	18.6	18.6	18.6	-	1	0	0	0	0	0	18.6	0.0	0.0	0.0	0.0
Both Directions	1400	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1415	3	5.9	15.8	12.3	-	0	1	2	0	0	0	0.0	5.9	15.5	0.0	0.0
Both Directions	1430	4	12.7	21.8	18.9	-	4	0	0	0	0	0	18.9	0.0	0.0	0.0	0.0
Both Directions	1445	5	15.7	23	20.3	-	5	0	0	0	0	0	20.3	0.0	0.0	0.0	0.0
Both Directions	1500	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1515	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1530	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1545	1	24.4	24.4	24.4	-	1	0	0	0	0	0	24.4	0.0	0.0	0.0	0.0
Both Directions	1600	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1615	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1630	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1645	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1700	2	21.8	23.9	22.9	-	1	1	0	0	0	0	21.8	23.9	0.0	0.0	0.0
Both Directions	1715	1	23.8	23.8	23.8	-	1	0	0	0	0	0	23.8	0.0	0.0	0.0	0.0
Both Directions	1730	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1745	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1800	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1815	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1830	1	23.9	23.9	23.9	-	1	0	0	0	0	0	23.9	0.0	0.0	0.0	0.0
Both Directions	1845	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1900	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1915	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1930	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1945	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2000	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2015	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2030	2	24	25.8	24.9	-	2	0	0	0	0	0	24.9	0.0	0.0	0.0	0.0
Both Directions	2045	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2100	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2115	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2130	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2145	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2200	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2215	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2230	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2245	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2300	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2315	0	-	-	-	-											

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type : Automatic Traffic Count (ATC) Survey
 Date : 03.05.23-11.05.23
 Time : 00:00 - 23:59
 Location : [Lacken National School](#)
 Classification : Car, LGV, OGV1, OGV2, PSV



Tuesday 9 May 2023

Direction	Time [-]	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 50	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0015	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0030	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0045	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0100	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0115	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0130	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0145	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0200	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0215	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0330	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0445	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0500	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0515	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0530	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0545	1	28.9	28.9	28.9	-	1	0	0	0	0	0	0.289	0.0	0.0	0.0	0.0
Both Directions	0600	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0615	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0630	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0645	1	28.5	28.5	28.5	-	0	1	0	0	0	0	0.0	28.5	0.0	0.0	0.0
Both Directions	0700	1	32.6	32.6	32.6	-	1	0	0	0	0	0	0.326	0.0	0.0	0.0	0.0
Both Directions	0715	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0730	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0745	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0800	3	16.8	30.1	21.8	-	3	0	0	0	0	0	0.218	0.0	0.0	0.0	0.0
Both Directions	0815	7	13.9	25.1	19.6	-	7	0	0	0	0	0	0.196	0.0	0.0	0.0	0.0
Both Directions	0830	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0845	3	7.5	14.8	11.7	-	1	1	1	0	0	0	0.129	7.5	14.8	0.0	0.0
Both Directions	0900	2	13.8	16.1	14.9	-	0	0	2	0	0	0	0.0	0.0	14.9	0.0	0.0
Both Directions	0915	2	17.7	18.8	18.2	-	2	0	0	0	0	0	0.182	0.0	0.0	0.0	0.0
Both Directions	0930	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0945	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1000	1	27.4	27.4	27.4	-	1	0	0	0	0	0	0.274	0.0	0.0	0.0	0.0
Both Directions	1015	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1030	2	15.1	16	15.6	-	1	0	1	0	0	0	0.151	0.0	16.0	0.0	0.0
Both Directions	1045	1	17.1	17.1	17.1	-	0	0	1	0	0	0	0.0	0.0	17.1	0.0	0.0
Both Directions	1100	1	14.4	14.4	14.4	-	1	0	0	0	0	0	0.144	0.0	0.0	0.0	0.0
Both Directions	1115	1	21.9	21.9	21.9	-	1	0	0	0	0	0	0.219	0.0	0.0	0.0	0.0
Both Directions	1130	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1145	2	10.1	20	15	-	1	1	0	0	0	0	0.101	20.0	0.0	0.0	0.0
Both Directions	1200	5	11.4	21.1	14.8	-	4	1	0	0	0	0	0.153	12.8	0.0	0.0	0.0
Both Directions	1215	2	15.2	28.5	21.8	-	1	1	0	0	0	0	0.152	28.5	0.0	0.0	0.0
Both Directions	1230	3	12.4	21.8	18.2	-	2	1	0	0	0	0	0.171	20.2	0.0	0.0	0.0
Both Directions	1245	1	11.2	11.2	11.2	-	0	0	1	0	0	0	0.0	0.0	11.2	0.0	0.0
Both Directions	1300	3	18.2	22.3	19.9	-	1	1	1	0	0	0	0.182	22.3	19.3	0.0	0.0
Both Directions	1315	4	8.7	19.4	14.7	-	3	1	0	0	0	0	0.132	19.4	0.0	0.0	0.0
Both Directions	1330	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1345	1	19.6	19.6	19.6	-	0	0	1	0	0	0	0.0	0.0	19.6	0.0	0.0
Both Directions	1400	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1415	5	10.1	16.9	13	-	2	2	1	0	0	0	0.113	14.1	14.1	0.0	0.0
Both Directions	1430	3	14.6	25.8	20.6	-	2	1	0	0	0	0	0.202	21.5	0.0	0.0	0.0
Both Directions	1445	2	22.5	22.9	22.7	-	2	0	0	0	0	0	0.227	0.0	0.0	0.0	0.0
Both Directions	1500	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1515	1	24.6	24.6	24.6	-	1	0	0	0	0	0	0.246	0.0	0.0	0.0	0.0
Both Directions	1530	1	22.9	22.9	22.9	-	1	0	0	0	0	0	0.229	0.0	0.0	0.0	0.0
Both Directions	1545	2	19.2	25.4	22.3	-	1	1	0	0	0	0	0.254	19.2	0.0	0.0	0.0
Both Directions	1600	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1615	3	11.9	26.2	19.5	-	2	1	0	0	0	0	0.233	11.9	0.0	0.0	0.0
Both Directions	1630	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1645	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1700	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1715	1	24.7	24.7	24.7	-	0	1	0	0	0	0	0.0	24.7	0.0	0.0	0.0
Both Directions	1730	1	27.1	27.1	27.1	-	1	0	0	0	0	0	0.271	0.0	0.0	0.0	0.0
Both Directions	1745	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1800	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1815	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1830	7	8.2	31.3	16.3	-	7	0	0	0	0	0	0.163	0.0	0.0	0.0	0.0
Both Directions	1845	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1900	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1915	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1930	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1945	2	14.3	15.7	15	-	0	0	2	0	0	0	0.0	0.0	15.0	0.0	0.0
Both Directions	2000	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2015	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2030	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2045	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2100	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2115	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2130	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2145	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2200	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2215	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2230	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2245	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2300	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0</		

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: [Lacken National School](#)
 Classification: Car, LGV, OGV1, OGV2, PSV



Wednesday 10 May 2023

Direction	Time [-]	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 50	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0015	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0030	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0045	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0100	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0115	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0130	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0145	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0200	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0215	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0330	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0445	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0500	1	27.5	27.5	27.5	-	1	0	0	0	0	0	27.5	0.0	0.0	0.0	0.0
Both Directions	0515	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0530	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0545	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0600	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0615	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0630	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0645	1	29.2	29.2	29.2	-	0	1	0	0	0	0	0.0	29.2	0.0	0.0	0.0
Both Directions	0700	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0715	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0730	1	9.2	9.2	9.2	-	1	0	0	0	0	0	9.2	0.0	0.0	0.0	0.0
Both Directions	0745	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0800	3	15.8	23.6	18.7	-	3	0	0	0	0	0	18.7	0.0	0.0	0.0	0.0
Both Directions	0815	7	12.5	24.5	19	-	7	0	0	0	0	0	19.0	0.0	0.0	0.0	0.0
Both Directions	0830	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0845	3	7.7	15	12.1	-	1	1	1	0	0	0	7.7	13.4	15.0	0.0	0.0
Both Directions	0900	3	10.2	15.7	13.6	-	1	0	2	0	0	0	10.2	0.0	15.3	0.0	0.0
Both Directions	0915	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0930	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0945	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1000	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1015	2	16.3	18.6	17.4	-	2	0	0	0	0	0	17.4	0.0	0.0	0.0	0.0
Both Directions	1030	7	9.2	26.7	17.3	-	6	1	0	0	0	0	18.2	12.0	0.0	0.0	0.0
Both Directions	1045	2	14	19.3	16.7	-	1	0	1	0	0	0	19.3	0.0	14.0	0.0	0.0
Both Directions	1100	1	30.1	30.1	30.1	-	1	0	0	0	0	0	30.1	0.0	0.0	0.0	0.0
Both Directions	1115	3	12.7	18.8	16.4	-	1	0	2	0	0	0	12.7	0.0	18.2	0.0	0.0
Both Directions	1130	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1145	2	12.5	21.7	17.1	-	1	1	0	0	0	0	21.7	12.5	0.0	0.0	0.0
Both Directions	1200	6	10	28.2	18.8	-	2	4	0	0	0	0	11.5	22.5	0.0	0.0	0.0
Both Directions	1215	4	14.3	28.3	21	-	3	1	0	0	0	0	21.1	20.7	0.0	0.0	0.0
Both Directions	1230	4	18.3	24	20.8	-	4	0	0	0	0	0	20.8	0.0	0.0	0.0	0.0
Both Directions	1245	1	10.1	10.1	10.1	-	0	1	0	0	0	0	0.0	10.1	0.0	0.0	0.0
Both Directions	1300	4	16.1	21	19.2	-	1	2	1	0	0	0	19.1	20.8	16.1	0.0	0.0
Both Directions	1315	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1330	1	17.1	17.1	17.1	-	0	0	1	0	0	0	0.0	0.0	17.1	0.0	0.0
Both Directions	1345	1	14.2	14.2	14.2	-	0	1	0	0	0	0	0.0	14.2	0.0	0.0	0.0
Both Directions	1400	1	15.2	15.2	15.2	-	0	1	0	0	0	0	0.0	15.2	0.0	0.0	0.0
Both Directions	1415	4	9.8	17	13.4	-	2	2	0	0	0	0	13.4	13.4	0.0	0.0	0.0
Both Directions	1430	6	14.3	22	17.8	-	6	0	0	0	0	0	17.8	0.0	0.0	0.0	0.0
Both Directions	1445	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1500	2	12.3	13.7	13	-	2	0	0	0	0	0	13.0	0.0	0.0	0.0	0.0
Both Directions	1515	1	17.5	17.5	17.5	-	1	0	0	0	0	0	17.5	0.0	0.0	0.0	0.0
Both Directions	1530	2	24.1	25.8	24.9	-	2	0	0	0	0	0	24.9	0.0	0.0	0.0	0.0
Both Directions	1545	1	17.3	17.3	17.3	-	1	0	0	0	0	0	17.3	0.0	0.0	0.0	0.0
Both Directions	1600	2	23.5	23.8	23.7	-	2	0	0	0	0	0	23.7	0.0	0.0	0.0	0.0
Both Directions	1615	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1630	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1645	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1700	3	12.6	29.8	19.8	-	3	0	0	0	0	0	19.8	0.0	0.0	0.0	0.0
Both Directions	1715	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1730	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1745	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1800	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1815	2	22.5	26.7	24.6	-	2	0	0	0	0	0	24.6	0.0	0.0	0.0	0.0
Both Directions	1830	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1845	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1900	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1915	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1930	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1945	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2000	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2015	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2030	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2045	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2100	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2115	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2130	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2145	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2200	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2215	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2230	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2245	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2300	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2315	0	-	-	-	-											

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: Tulfarris Road
 Classification: Car, LGV, OGV1, OGV2, PSV



Thursday 4 May 2023

Direction	Time	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	1	56.2	56.2	56.2	-	1	0	0	0	0	0	56.2	0.0	0.0	0.0	0.0
Both Directions	0015	1	43.2	43.2	43.2	-	1	0	0	0	0	0	43.2	0.0	0.0	0.0	0.0
Both Directions	0030	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0045	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0100	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0115	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0130	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0145	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0200	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0215	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0330	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0445	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0500	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0515	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0530	2	42.1	59.8	51	-	0	0	0	0	0	2	0.0	0.0	0.0	51.0	0.0
Both Directions	0545	1	28.5	28.5	28.5	-	1	0	0	0	0	0	28.5	0.0	0.0	0.0	0.0
Both Directions	0600	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0615	1	58.8	58.8	58.8	-	1	0	0	0	0	0	58.8	0.0	0.0	0.0	0.0
Both Directions	0630	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0645	1	47.2	47.2	47.2	-	1	0	0	0	0	0	47.2	0.0	0.0	0.0	0.0
Both Directions	0700	1	40.2	40.2	40.2	-	1	0	0	0	0	0	40.2	0.0	0.0	0.0	0.0
Both Directions	0715	2	33.2	56.5	44.9	-	1	1	0	0	0	0	33.2	56.5	0.0	0.0	0.0
Both Directions	0730	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0745	2	60.2	75.6	67.9	-	2	0	0	0	0	0	67.9	0.0	0.0	0.0	0.0
Both Directions	0800	4	56.2	67.8	64.5	-	4	0	0	0	0	0	64.5	0.0	0.0	0.0	0.0
Both Directions	0815	4	30.7	48.8	40.1	-	1	3	0	0	0	0	48.8	37.2	0.0	0.0	0.0
Both Directions	0830	2	31.6	43.6	37.6	-	2	0	0	0	0	0	37.6	0.0	0.0	0.0	0.0
Both Directions	0845	1	60	60	60	-	1	0	0	0	0	0	60.0	0.0	0.0	0.0	0.0
Both Directions	0900	5	44.6	60.2	52.3	-	5	0	0	0	0	0	52.3	0.0	0.0	0.0	0.0
Both Directions	0915	4	42.8	58.6	51.9	-	4	0	0	0	0	0	51.9	0.0	0.0	0.0	0.0
Both Directions	0930	1	56.2	56.2	56.2	-	1	0	0	0	0	0	56.2	0.0	0.0	0.0	0.0
Both Directions	0945	1	60.9	60.9	60.9	-	1	0	0	0	0	0	60.9	0.0	0.0	0.0	0.0
Both Directions	1000	3	49.9	59.9	54.5	-	3	0	0	0	0	0	54.5	0.0	0.0	0.0	0.0
Both Directions	1015	1	45	45	45	-	1	0	0	0	0	0	45.0	0.0	0.0	0.0	0.0
Both Directions	1030	4	34.5	61.2	47.2	-	3	0	1	0	0	0	42.5	0.0	61.2	0.0	0.0
Both Directions	1045	4	22.4	61.2	43.2	-	4	0	0	0	0	0	43.2	0.0	0.0	0.0	0.0
Both Directions	1100	5	39.9	55.2	49.2	-	2	3	0	0	0	0	45.5	51.7	0.0	0.0	0.0
Both Directions	1115	3	28.5	46.8	35.9	-	3	0	0	0	0	0	35.9	0.0	0.0	0.0	0.0
Both Directions	1130	5	29	89.5	54.1	-	3	2	0	0	0	0	162.4	41.5	0.0	0.0	0.0
Both Directions	1145	5	43.9	75.4	54.7	-	5	0	0	0	0	0	54.7	0.0	0.0	0.0	0.0
Both Directions	1200	3	26.1	51.3	42.3	-	1	1	1	0	0	0	49.5	51.3	26.1	0.0	0.0
Both Directions	1215	3	32.4	60	47.1	-	3	0	0	0	0	0	47.1	0.0	0.0	0.0	0.0
Both Directions	1230	3	14.6	35.2	27.9	-	3	0	0	0	0	0	27.9	0.0	0.0	0.0	0.0
Both Directions	1245	2	58.2	59.1	58.7	-	2	0	0	0	0	0	58.7	0.0	0.0	0.0	0.0
Both Directions	1300	2	42.4	58.6	50.5	-	2	0	0	0	0	0	50.5	0.0	0.0	0.0	0.0
Both Directions	1315	2	33.8	46.9	40.4	-	1	1	0	0	0	0	46.9	33.8	0.0	0.0	0.0
Both Directions	1330	3	46.6	53.4	49.1	-	2	1	0	0	0	0	47.0	53.4	0.0	0.0	0.0
Both Directions	1345	4	48.3	59.7	53.1	-	2	0	2	0	0	0	54.5	0.0	51.8	0.0	0.0
Both Directions	1400	1	43.8	43.8	43.8	-	1	0	0	0	0	0	43.8	0.0	0.0	0.0	0.0
Both Directions	1415	2	38.1	45.1	41.6	-	1	1	0	0	0	0	38.1	45.1	0.0	0.0	0.0
Both Directions	1430	3	37.8	50.8	44	-	1	2	0	0	0	0	43.5	44.3	0.0	0.0	0.0
Both Directions	1445	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1500	1	49.8	49.8	49.8	-	1	0	0	0	0	0	49.8	0.0	0.0	0.0	0.0
Both Directions	1515	2	50.9	57.9	54.4	-	1	1	0	0	0	0	50.9	57.9	0.0	0.0	0.0
Both Directions	1530	1	32.9	32.9	32.9	-	0	1	0	0	0	0	32.9	0.0	0.0	0.0	0.0
Both Directions	1545	3	54.2	61.6	58	-	3	0	0	0	0	0	58.0	0.0	0.0	0.0	0.0
Both Directions	1600	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1615	1	90.3	90.3	90.3	-	0	0	1	0	0	0	1.0	0.0	90.3	0.0	0.0
Both Directions	1630	6	30.4	61.8	51.2	-	5	1	0	0	0	0	51.7	48.5	0.0	0.0	0.0
Both Directions	1645	8	39.7	85.9	56.9	-	7	1	0	0	0	0	152.8	85.9	0.0	0.0	0.0
Both Directions	1700	2	46.1	54.7	50.4	-	2	0	0	0	0	0	50.4	0.0	0.0	0.0	0.0
Both Directions	1715	9	36.7	61.3	48.5	-	7	2	0	0	0	0	49.1	46.3	0.0	0.0	0.0
Both Directions	1730	4	37	58.9	48.9	-	3	1	0	0	0	0	52.8	37.0	0.0	0.0	0.0
Both Directions	1745	5	42.1	64.8	49.8	-	3	2	0	0	0	0	50.3	48.9	0.0	0.0	0.0
Both Directions	1800	5	36.6	63.1	50.8	-	4	1	0	0	0	0	49.2	57.6	0.0	0.0	0.0
Both Directions	1815	2	25.9	52.6	39.3	-	1	1	0	0	0	0	52.6	25.9	0.0	0.0	0.0
Both Directions	1830	4	26.2	68.4	48.7	-	3	1	0	0	0	0	56.2	26.2	0.0	0.0	0.0
Both Directions	1845	5	35.1	54.7	46.2	-	4	1	0	0	0	0	47.0	42.9	0.0	0.0	0.0
Both Directions	1900	4	52.3	71.7	58.3	-	3	1	0	0	0	0	60.1	52.9	0.0	0.0	0.0
Both Directions	1915	1	39.2	39.2	39.2	-	1	0	0	0	0	0	39.2	0.0	0.0	0.0	0.0
Both Directions	1930	2	45.2	50	47.6	-	1	1	0	0	0	0	50.0	45.2	0.0	0.0	0.0
Both Directions	1945	6	42.6	63.8	50.4	-	6	0	0	0	0	0	50.4	0.0	0.0	0.0	0.0
Both Directions	2000	1	35.9	35.9	35.9	-	1	0	0	0	0	0	35.9	0.0	0.0	0.0	0.0
Both Directions	2015	2	46.7	57.9	52.3	-	2	0	0	0	0	0	52.3	0.0	0.0	0.0	0.0
Both Directions	2030	4	46.1	59.9	52.7	-	3	0	1	0	0	0	54.8	0.0	46.5	0.0	0.0
Both Directions	2045	10	36.2	69.2	49.5	-	9	1	0	0	0	0	49.3	51.9	0.0	0.0	0.0
Both Directions	2100	5	43.6	60.5	52.6	-	5	0	0	0	0	0	52.6	0.0	0.0	0.0	0.0
Both Directions	2115	7	32.2	70.1	54.5	-	7	0	0	0	0	0	54.5	0.0	0.0	0.0	0.0
Both Directions	2130	5	29.4	65.9	49.3	-	5	0	0	0	0	0	49.3	0.0	0.0	0.0	0.0
Both Directions	2145	2	36.8	39.2	38	-	2	0	0	0	0	0	38.0	0.0	0.0	0.0	0.0
Both Directions	2200	1	60.1	60.1	60.1	-	1	0	0	0	0	0	60.1	0.0	0.0	0.0	0.0
Both Directions	2215	2	24.2	49.2	36.7	-	1	1	0	0	0						

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: Tulfarris Road
 Classification: Car, LGV, OGV1, OGV2, PSV



Friday 5 May 2023

Direction	Time	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0015	1	36.8	36.8	36.8	-	1	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0030	1	40.1	40.1	40.1	-	1	0	0	0	0	0	40.1	0.0	0.0	0.0	0.0
Both Directions	0045	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0100	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0115	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0130	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0145	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0200	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0215	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0330	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0445	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0500	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0515	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0530	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0545	1	22.6	22.6	22.6	-	1	0	0	0	0	0	22.6	0.0	0.0	0.0	0.0
Both Directions	0600	1	58.4	58.4	58.4	-	0	0	1	0	0	0	0.0	0.0	58.4	0.0	0.0
Both Directions	0615	2	38.3	53.8	46.1	-	2	0	0	0	0	0	46.1	0.0	0.0	0.0	0.0
Both Directions	0630	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0645	2	31.2	46.7	38.9	-	2	0	0	0	0	0	38.9	0.0	0.0	0.0	0.0
Both Directions	0700	3	42.9	66.6	56.1	-	2	1	0	0	0	0	62.7	42.9	0.0	0.0	0.0
Both Directions	0715	2	48.2	70.7	59.4	-	2	0	0	0	0	0	59.4	0.0	0.0	0.0	0.0
Both Directions	0730	1	29.1	29.1	29.1	-	1	0	0	0	0	0	29.1	0.0	0.0	0.0	0.0
Both Directions	0745	2	55	68.3	61.7	-	1	1	0	0	0	0	68.3	55.0	0.0	0.0	0.0
Both Directions	0800	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0815	2	31.9	43.6	37.7	-	1	1	0	0	0	0	43.6	31.9	0.0	0.0	0.0
Both Directions	0830	2	16.9	50.7	33.8	-	2	0	0	0	0	0	33.8	0.0	0.0	0.0	0.0
Both Directions	0845	3	49.2	59.4	54.7	-	3	0	0	0	0	0	54.7	0.0	0.0	0.0	0.0
Both Directions	0900	3	49.6	57.7	52.7	-	3	0	0	0	0	0	52.7	0.0	0.0	0.0	0.0
Both Directions	0915	2	46.6	57	51.8	-	2	0	0	0	0	0	51.8	0.0	0.0	0.0	0.0
Both Directions	0930	1	51.8	51.8	51.8	-	1	0	0	0	0	0	51.8	0.0	0.0	0.0	0.0
Both Directions	0945	2	43.3	51.5	47.4	-	2	0	0	0	0	0	47.4	0.0	0.0	0.0	0.0
Both Directions	1000	2	40.9	44.9	42.9	-	2	0	0	0	0	0	42.9	0.0	0.0	0.0	0.0
Both Directions	1015	2	55.8	57	56.4	-	1	0	1	0	0	0	55.8	0.0	57.0	0.0	0.0
Both Directions	1030	2	61.4	62.5	62	-	2	0	0	0	0	0	62.0	0.0	0.0	0.0	0.0
Both Directions	1045	2	55.3	62.1	58.7	-	2	0	0	0	0	0	58.7	0.0	0.0	0.0	0.0
Both Directions	1100	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1115	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1130	7	40.1	67.9	50	-	6	1	0	0	0	0	51.4	41.8	0.0	0.0	0.0
Both Directions	1145	4	48.5	62.4	56.8	-	3	1	0	0	0	0	59.6	48.5	0.0	0.0	0.0
Both Directions	1200	3	36.3	68.9	50.4	-	2	1	0	0	0	0	57.5	36.3	0.0	0.0	0.0
Both Directions	1215	7	34	52.7	45.7	-	6	0	1	0	0	0	47.7	0.0	34.0	0.0	0.0
Both Directions	1230	2	48.9	49	49	-	2	0	0	0	0	0	49.0	0.0	0.0	0.0	0.0
Both Directions	1245	2	57	61.9	59.4	-	2	0	0	0	0	0	59.4	0.0	0.0	0.0	0.0
Both Directions	1300	3	31.2	58.8	47	-	3	0	0	0	0	0	47.0	0.0	0.0	0.0	0.0
Both Directions	1315	2	45.6	56.3	51	-	2	0	0	0	0	0	51.0	0.0	0.0	0.0	0.0
Both Directions	1330	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1345	3	46.2	60.8	52.2	-	2	1	0	0	0	0	55.1	46.2	0.0	0.0	0.0
Both Directions	1400	4	50.1	63.1	55.9	-	3	1	0	0	0	0	56.7	53.5	0.0	0.0	0.0
Both Directions	1415	2	28.6	39.7	34.2	-	1	0	1	0	0	0	39.7	0.0	28.6	0.0	0.0
Both Directions	1430	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1445	4	57.9	75.9	65.2	-	4	0	0	0	0	0	65.2	0.0	0.0	0.0	0.0
Both Directions	1500	1	36.8	36.8	36.8	-	1	0	0	0	0	0	36.8	0.0	0.0	0.0	0.0
Both Directions	1515	2	50.1	52.7	51.4	-	0	1	0	0	0	0	52.7	0.0	50.1	0.0	0.0
Both Directions	1530	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1545	4	49.3	65.7	57.3	-	3	1	0	0	0	0	59.7	50.3	0.0	0.0	0.0
Both Directions	1600	5	42	58.2	50.8	-	4	1	0	0	0	0	53.0	42.0	0.0	0.0	0.0
Both Directions	1615	5	50.5	68.5	60.7	-	5	0	0	0	0	0	60.7	0.0	0.0	0.0	0.0
Both Directions	1630	6	41.2	69.2	54.8	-	6	0	0	0	0	0	54.8	0.0	0.0	0.0	0.0
Both Directions	1645	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1700	9	37	70	54.6	-	8	1	0	0	0	0	54.5	55.4	0.0	0.0	0.0
Both Directions	1715	4	54.4	71.9	60.6	-	4	0	0	0	0	0	60.6	0.0	0.0	0.0	0.0
Both Directions	1730	5	54.2	71.6	64.5	-	5	0	0	0	0	0	64.5	0.0	0.0	0.0	0.0
Both Directions	1745	4	51.1	60.6	53.9	-	4	0	0	0	0	0	53.9	0.0	0.0	0.0	0.0
Both Directions	1800	5	44.2	56.3	49.4	-	5	0	0	0	0	0	49.4	0.0	0.0	0.0	0.0
Both Directions	1815	4	46.5	65.4	55.7	-	4	0	0	0	0	0	55.7	0.0	0.0	0.0	0.0
Both Directions	1830	2	43.8	46.1	45	-	2	0	0	0	0	0	45.0	0.0	0.0	0.0	0.0
Both Directions	1845	3	50.3	62.4	57.8	-	3	0	0	0	0	0	57.8	0.0	0.0	0.0	0.0
Both Directions	1900	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1915	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1930	7	33.3	62	46	-	7	0	0	0	0	0	46.0	0.0	0.0	0.0	0.0
Both Directions	1945	5	43.3	57.4	53.6	-	5	0	0	0	0	0	53.6	0.0	0.0	0.0	0.0
Both Directions	2000	4	23.5	79.1	53.2	-	3	1	0	0	0	0	63.2	23.5	0.0	0.0	0.0
Both Directions	2015	1	64	64	64	-	1	0	0	0	0	0	64.0	0.0	0.0	0.0	0.0
Both Directions	2030	5	37.4	83.2	55.2	-	5	0	0	0	0	0	55.2	0.0	0.0	0.0	0.0
Both Directions	2045	2	47	49.4	48.2	-	1	1	0	0	0	0	47.0	49.4	0.0	0.0	0.0
Both Directions	2100	2	42.1	58.6	50.4	-	2	0	0	0	0	0	50.4	0.0	0.0	0.0	0.0
Both Directions	2115	1	51	51	51	-	1	0	0	0	0	0	51.0	0.0	0.0	0.0	0.0
Both Directions	2130	2	44.6	50.3	47.5	-	2	0	0	0	0	0	47.5	0.0	0.0	0.0	0.0
Both Directions	2145	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2200	1	70.2	70.2	70.2	-	1	0	0	0	0	0	70.2	0.0	0.0	0.0	0.0
Both Directions	2215	2	50.9	53.5	52.2	-	2	0	0	0	0	0	52.2	0.0	0.0	0.0	0.0
Both Directions	2230	1	51	51	51	-	1	0	0								

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: [Tulfarris Road](#)
 Classification: Car, LGV, OGV1, OGV2, PSV



Saturday 6 May 2023

Direction	Time [-]	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0015	1	57.4	57.4	57.4	-	1	0	0	0	0	0	57.4	0.0	0.0	0.0	0.0
Both Directions	0030	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0045	2	35.3	39.2	37.2	-	2	0	0	0	0	0	37.2	0.0	0.0	0.0	0.0
Both Directions	0100	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0115	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0130	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0145	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0200	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0215	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0330	1	49.7	49.7	49.7	-	1	0	0	0	0	0	49.7	0.0	0.0	0.0	0.0
Both Directions	0345	1	51.5	51.5	51.5	-	1	0	0	0	0	0	51.5	0.0	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0445	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0500	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0515	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0530	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0545	3	40.1	46.3	42.8	-	2	0	0	1	0	0	44.2	0.0	0.0	40.1	0.0
Both Directions	0600	2	57.9	58.2	58	-	1	1	0	0	0	0	58.2	57.9	0.0	0.0	0.0
Both Directions	0615	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0630	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0645	1	44.6	44.6	44.6	-	0	1	0	0	0	0	44.6	0.0	0.0	0.0	0.0
Both Directions	0700	1	57.3	57.3	57.3	-	1	0	0	0	0	0	57.3	0.0	0.0	0.0	0.0
Both Directions	0715	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0730	2	45.2	67.7	56.5	-	2	0	0	0	0	0	56.5	0.0	0.0	0.0	0.0
Both Directions	0745	3	52.1	53.4	52.9	-	1	2	0	0	0	0	52.9	52.7	0.0	0.0	0.0
Both Directions	0800	1	69.9	69.9	69.9	-	0	1	0	0	0	0	69.9	0.0	0.0	0.0	0.0
Both Directions	0815	4	49.9	81.8	62.2	-	4	0	0	0	0	0	62.2	0.0	0.0	0.0	0.0
Both Directions	0830	4	34	64.8	49.3	-	4	0	0	0	0	0	49.3	0.0	0.0	0.0	0.0
Both Directions	0845	6	37.2	56.3	47.3	-	5	1	0	0	0	0	47.3	47.3	0.0	0.0	0.0
Both Directions	0900	1	51.8	51.8	51.8	-	1	0	0	0	0	0	51.8	0.0	0.0	0.0	0.0
Both Directions	0915	2	47.4	50.4	48.9	-	2	0	0	0	0	0	48.9	0.0	0.0	0.0	0.0
Both Directions	0930	5	6.1	74.2	33.1	-	4	0	1	0	0	0	34.5	0.0	27.4	0.0	0.0
Both Directions	0945	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1000	10	33	60.9	49.8	-	6	3	1	0	0	0	53.5	47.9	33.0	0.0	0.0
Both Directions	1015	2	39	42.5	40.7	-	2	0	0	0	0	0	40.7	0.0	0.0	0.0	0.0
Both Directions	1030	2	14.5	16	15.3	-	2	0	0	0	0	0	15.3	0.0	0.0	0.0	0.0
Both Directions	1045	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1100	1	9.2	9.2	9.2	-	1	0	0	0	0	0	9.2	0.0	0.0	0.0	0.0
Both Directions	1115	1	36.4	36.4	36.4	-	1	0	0	0	0	0	36.4	0.0	0.0	0.0	0.0
Both Directions	1130	3	50.1	63.5	57.9	-	3	0	0	0	0	0	57.9	0.0	0.0	0.0	0.0
Both Directions	1145	2	32.1	55.5	43.8	-	2	0	0	0	0	0	43.8	0.0	0.0	0.0	0.0
Both Directions	1200	2	42.8	49.4	46.1	-	1	1	0	0	0	0	49.4	42.8	0.0	0.0	0.0
Both Directions	1215	8	14.8	65.3	36.2	-	6	1	1	0	0	0	34.3	44.3	39.8	0.0	0.0
Both Directions	1230	6	30.5	58.6	47.2	-	5	1	0	0	0	0	47.9	43.6	0.0	0.0	0.0
Both Directions	1245	8	24.4	64.8	44.2	-	5	3	0	0	0	0	54.4	27.3	0.0	0.0	0.0
Both Directions	1300	5	43.1	63.1	57.3	-	4	0	0	0	0	0	58.4	0.0	0.0	61.1	0.0
Both Directions	1315	4	43.7	51.1	46.2	-	2	2	0	0	0	0	44.8	47.6	0.0	0.0	0.0
Both Directions	1330	8	22.3	66.8	48.3	-	8	0	0	0	0	0	48.3	0.0	0.0	0.0	0.0
Both Directions	1345	6	43.9	59.7	52.5	-	6	0	0	0	0	0	52.5	0.0	0.0	0.0	0.0
Both Directions	1400	2	54.1	56.5	55.3	-	2	0	0	0	0	0	55.3	0.0	0.0	0.0	0.0
Both Directions	1415	5	35.9	58.2	50.5	-	5	0	0	0	0	0	50.5	0.0	0.0	0.0	0.0
Both Directions	1430	2	26.7	46	36.3	-	1	1	0	0	0	0	46.0	26.7	0.0	0.0	0.0
Both Directions	1445	3	50.4	63.7	56	-	3	0	0	0	0	0	56.0	0.0	0.0	0.0	0.0
Both Directions	1500	5	27.5	67.6	49.1	-	4	1	0	0	0	0	54.5	27.5	0.0	0.0	0.0
Both Directions	1515	2	37.2	52.3	44.7	-	2	0	0	0	0	0	44.7	0.0	0.0	0.0	0.0
Both Directions	1530	3	25.3	55.7	44.9	-	3	0	0	0	0	0	44.9	0.0	0.0	0.0	0.0
Both Directions	1545	2	42.5	44.3	43.4	-	2	0	0	0	0	0	43.4	0.0	0.0	0.0	0.0
Both Directions	1600	2	47.2	76	61.6	-	1	1	0	0	0	0	76.0	47.2	0.0	0.0	0.0
Both Directions	1615	5	17.4	57.8	47	-	5	0	0	0	0	0	47.0	0.0	0.0	0.0	0.0
Both Directions	1630	3	27.7	52.5	43.1	-	3	0	0	0	0	0	43.1	0.0	0.0	0.0	0.0
Both Directions	1645	5	48.2	62.3	53	-	5	0	0	0	0	0	53.0	0.0	0.0	0.0	0.0
Both Directions	1700	3	22.6	55.3	39.6	-	2	1	0	0	0	0	31.7	55.3	0.0	0.0	0.0
Both Directions	1715	1	59.2	59.2	59.2	-	1	0	0	0	0	0	59.2	0.0	0.0	0.0	0.0
Both Directions	1730	6	41	69.3	57.2	-	6	0	0	0	0	0	57.2	0.0	0.0	0.0	0.0
Both Directions	1745	4	37	63.7	49.9	-	1	2	1	0	0	0	63.7	41.2	53.6	0.0	0.0
Both Directions	1800	1	41.3	41.3	41.3	-	1	0	0	0	0	0	41.3	0.0	0.0	0.0	0.0
Both Directions	1815	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1830	4	21	54.2	40.7	-	3	1	0	0	0	0	36.3	54.2	0.0	0.0	0.0
Both Directions	1845	5	35.3	61.8	48	-	4	1	0	0	0	0	46.7	53.2	0.0	0.0	0.0
Both Directions	1900	2	58.6	61.3	60	-	1	1	0	0	0	0	58.6	61.3	0.0	0.0	0.0
Both Directions	1915	4	33.8	59.8	52.4	-	4	0	0	0	0	0	52.4	0.0	0.0	0.0	0.0
Both Directions	1930	1	51.9	51.9	51.9	-	1	0	0	0	0	0	51.9	0.0	0.0	0.0	0.0
Both Directions	1945	2	49.2	57.1	53.1	-	2	0	0	0	0	0	53.1	0.0	0.0	0.0	0.0
Both Directions	2000	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2015	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2030	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2045	1	69	69	69	-	1	0	0	0	0	0	69.0	0.0	0.0	0.0	0.0
Both Directions	2100	1	69.8	69.8	69.8	-	1	0	0	0	0	0	69.8	0.0	0.0	0.0	0.0
Both Directions	2115	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2130	1	30.9	30.9	30.9	-	1	0	0	0	0	0	30.9	0.0	0.0	0.0	0.0
Both Directions	2145	1	43.2	43.2	43.2	-	1	0	0	0	0	0	43.2	0.0	0.0	0.0	0.0
Both Directions	2200	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2215	1	39.6	39.6	39.6	-	1	0	0	0	0	0	39.6	0.0	0.0	0.0	0.0
Both Directions	2230	2	39.4														

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: Tulfarris Road
 Classification: Car, LGV, OGV1, OGV2, PSV



Sunday 7 May 2023

Direction	Time [-]	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0015	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0030	1	30.4	30.4	30.4	-	1	0	0	0	0	0	30.4	0.0	0.0	0.0	0.0
Both Directions	0045	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0100	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0115	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0130	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0145	1	39.7	39.7	39.7	-	1	0	0	0	0	0	39.7	0.0	0.0	0.0	0.0
Both Directions	0200	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0215	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0330	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0445	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0500	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0515	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0530	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0545	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0600	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0615	1	57.6	57.6	57.6	-	1	0	0	0	0	0	57.6	0.0	0.0	0.0	0.0
Both Directions	0630	1	61.7	61.7	61.7	-	1	0	0	0	0	0	61.7	0.0	0.0	0.0	0.0
Both Directions	0645	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0700	1	46.8	46.8	46.8	-	0	1	0	0	0	0	0.0	46.8	0.0	0.0	0.0
Both Directions	0715	1	37.2	37.2	37.2	-	1	0	0	0	0	0	37.2	0.0	0.0	0.0	0.0
Both Directions	0730	1	58.5	58.5	58.5	-	1	0	0	0	0	0	58.5	0.0	0.0	0.0	0.0
Both Directions	0745	5	51.7	74.5	58.4	-	4	1	0	0	0	0	57.8	60.9	0.0	0.0	0.0
Both Directions	0800	4	44.3	68.1	55.9	-	4	0	0	0	0	0	55.9	0.0	0.0	0.0	0.0
Both Directions	0815	3	43.8	47.4	46	-	3	0	0	0	0	0	46.0	0.0	0.0	0.0	0.0
Both Directions	0830	4	38.1	55.8	49.9	-	4	0	0	0	0	0	49.9	0.0	0.0	0.0	0.0
Both Directions	0845	4	43.1	66.4	53.6	-	4	0	0	0	0	0	53.6	0.0	0.0	0.0	0.0
Both Directions	0900	6	48.5	58.8	51.3	-	5	1	0	0	0	0	51.7	49.2	0.0	0.0	0.0
Both Directions	0915	1	61.8	61.8	61.8	-	1	0	0	0	0	0	61.8	0.0	0.0	0.0	0.0
Both Directions	0930	4	28.7	60	46.5	-	4	0	0	0	0	0	46.5	0.0	0.0	0.0	0.0
Both Directions	0945	6	5.9	58.2	41.3	-	5	1	0	0	0	0	48.4	5.9	0.0	0.0	0.0
Both Directions	1000	1	41.9	41.9	41.9	-	1	0	0	0	0	0	41.9	0.0	0.0	0.0	0.0
Both Directions	1015	2	46.8	48	47.4	-	1	1	0	0	0	0	46.8	48.0	0.0	0.0	0.0
Both Directions	1030	2	41.1	51.9	46.5	-	2	0	0	0	0	0	46.5	0.0	0.0	0.0	0.0
Both Directions	1045	7	31.1	67.1	52.7	-	7	0	0	0	0	0	52.7	0.0	0.0	0.0	0.0
Both Directions	1100	2	50.7	57.4	54.1	-	2	0	0	0	0	0	54.1	0.0	0.0	0.0	0.0
Both Directions	1115	3	39	54.6	47.5	-	2	1	0	0	0	0	43.9	54.6	0.0	0.0	0.0
Both Directions	1130	2	37.8	54.3	46	-	1	1	0	0	0	0	37.8	54.3	0.0	0.0	0.0
Both Directions	1145	4	48.1	63.5	57.7	-	3	1	0	0	0	0	56.4	61.7	0.0	0.0	0.0
Both Directions	1200	6	43	77.6	58	-	6	0	0	0	0	0	58.0	0.0	0.0	0.0	0.0
Both Directions	1215	2	47.1	77.1	62.1	-	2	0	0	0	0	0	62.1	0.0	0.0	0.0	0.0
Both Directions	1230	8	37	70.5	51.2	-	7	1	0	0	0	0	52.3	43.3	0.0	0.0	0.0
Both Directions	1245	8	52.3	65.3	56.2	-	8	0	0	0	0	0	56.2	0.0	0.0	0.0	0.0
Both Directions	1300	8	29.6	64.9	46.5	-	7	0	1	0	0	0	48.9	0.0	30.6	0.0	0.0
Both Directions	1315	9	34	67.8	55.8	-	9	0	0	0	0	0	55.8	0.0	0.0	0.0	0.0
Both Directions	1330	9	33.3	60	45.5	-	7	2	0	0	0	0	44.0	50.9	0.0	0.0	0.0
Both Directions	1345	6	40.3	57.6	50.5	-	6	0	0	0	0	0	50.5	0.0	0.0	0.0	0.0
Both Directions	1400	5	43.9	54	47.9	-	4	1	0	0	0	0	47.7	48.5	0.0	0.0	0.0
Both Directions	1415	8	28.7	91.6	49.3	-	7	0	1	0	0	0	143.2	0.0	91.6	0.0	0.0
Both Directions	1430	6	49.2	55.8	52.9	-	6	0	0	0	0	0	52.9	0.0	0.0	0.0	0.0
Both Directions	1445	4	52.4	77.9	62.5	-	3	0	1	0	0	0	57.4	0.0	77.9	0.0	0.0
Both Directions	1500	5	37.4	73	49.8	-	5	0	0	0	0	0	49.8	0.0	0.0	0.0	0.0
Both Directions	1515	8	15.7	67.6	44.4	-	8	0	0	0	0	0	44.4	0.0	0.0	0.0	0.0
Both Directions	1530	6	42.2	63	49.9	-	4	2	0	0	0	0	53.3	43.1	0.0	0.0	0.0
Both Directions	1545	7	45.6	60.7	51.3	-	7	0	0	0	0	0	51.3	0.0	0.0	0.0	0.0
Both Directions	1600	5	39.7	47.9	44.1	-	5	0	0	0	0	0	44.1	0.0	0.0	0.0	0.0
Both Directions	1615	3	11	55.3	34	-	3	0	0	0	0	0	34.0	0.0	0.0	0.0	0.0
Both Directions	1630	10	25.4	74.6	50.7	-	8	2	0	0	0	0	46.6	67.4	0.0	0.0	0.0
Both Directions	1645	1	40.1	40.1	40.1	-	1	0	0	0	0	0	40.1	0.0	0.0	0.0	0.0
Both Directions	1700	6	27.4	56.6	42.2	-	4	2	0	0	0	0	44.5	37.5	0.0	0.0	0.0
Both Directions	1715	1	60.3	60.3	60.3	-	1	0	0	0	0	0	60.3	0.0	0.0	0.0	0.0
Both Directions	1730	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1745	4	36.7	44.5	40.5	-	4	0	0	0	0	0	40.5	0.0	0.0	0.0	0.0
Both Directions	1800	4	29.3	62.7	49.2	-	3	1	0	0	0	0	55.8	29.3	0.0	0.0	0.0
Both Directions	1815	3	56.9	69.2	63	-	2	1	0	0	0	0	59.9	69.2	0.0	0.0	0.0
Both Directions	1830	6	44	67	55.5	-	6	0	0	0	0	0	55.5	0.0	0.0	0.0	0.0
Both Directions	1845	1	60	60	60	-	1	0	0	0	0	0	60.0	0.0	0.0	0.0	0.0
Both Directions	1900	4	42.2	53.9	47.6	-	4	0	0	0	0	0	47.6	0.0	0.0	0.0	0.0
Both Directions	1915	4	33.1	47.3	40.9	-	4	0	0	0	0	0	40.9	0.0	0.0	0.0	0.0
Both Directions	1930	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1945	4	33.5	56.2	47.2	-	4	0	0	0	0	0	47.2	0.0	0.0	0.0	0.0
Both Directions	2000	6	40.9	62.3	51.3	-	6	0	0	0	0	0	51.3	0.0	0.0	0.0	0.0
Both Directions	2015	3	44.4	73.9	63.9	-	3	0	0	0	0	0	63.5	0.0	0.0	0.0	0.0
Both Directions	2030	2	38.7	45.2	41.9	-	2	0	0	0	0	0	41.9	0.0	0.0	0.0	0.0
Both Directions	2045	6	44.1	75.1	54.1	-	6	0	0	0	0	0	54.1	0.0	0.0	0.0	0.0
Both Directions	2100	4	46.5	61.2	52.8	-	4	0	0	0	0	0	52.8	0.0	0.0	0.0	0.0
Both Directions	2115	2	62.8	79.1	71	-	2	0	0	0	0	0	71.0	0.0	0.0	0.0	0.0
Both Directions	2130	1	52.3	52.3	52.3	-	0	1	0	0	0	0	0.0	52.3	0.0	0.0	0.0
Both Directions	2145	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2200	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2215	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2230	3															

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: Tulfarris Road
 Classification: Car, LGV, OGV1, OGV2, PSV



Monday 8 May 2023

Direction	Time [-]	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0015	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0030	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0045	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0100	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0115	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0130	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0145	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0200	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0215	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0330	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0445	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0500	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0515	1	42.9	42.9	42.9	-	0	0	0	1	0	0	0.0	0.0	0.0	42.9	0.0
Both Directions	0530	1	57.8	57.8	57.8	-	0	0	0	0	1	0	0.0	0.0	0.0	57.8	0.0
Both Directions	0545	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0600	1	28	28	28	-	0	1	0	0	0	0	0.0	28.0	0.0	0.0	0.0
Both Directions	0615	1	67.5	67.5	67.5	-	0	1	0	0	0	0	0.0	67.5	0.0	0.0	0.0
Both Directions	0630	1	34.5	34.5	34.5	-	1	0	0	0	0	0	34.5	0.0	0.0	0.0	0.0
Both Directions	0645	3	26.8	56.3	44.4	-	2	1	0	0	0	0	41.5	50.3	0.0	0.0	0.0
Both Directions	0700	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0715	1	59.2	59.2	59.2	-	1	0	0	0	0	0	59.2	0.0	0.0	0.0	0.0
Both Directions	0730	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0745	1	33.5	33.5	33.5	-	0	1	0	0	0	0	0.0	33.5	0.0	0.0	0.0
Both Directions	0800	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0815	1	67.6	67.6	67.6	-	1	0	0	0	0	0	67.6	0.0	0.0	0.0	0.0
Both Directions	0830	2	47.6	52.2	49.9	-	2	0	0	0	0	0	49.9	0.0	0.0	0.0	0.0
Both Directions	0845	3	35.7	51.9	45.1	-	3	0	0	0	0	0	45.1	0.0	0.0	0.0	0.0
Both Directions	0900	1	47.7	47.7	47.7	-	1	0	0	0	0	0	47.7	0.0	0.0	0.0	0.0
Both Directions	0915	1	41.8	41.8	41.8	-	0	1	0	0	0	0	0.0	41.8	0.0	0.0	0.0
Both Directions	0930	1	34	34	34	-	0	1	0	0	0	0	0.0	34.0	0.0	0.0	0.0
Both Directions	0945	4	45.8	56.6	53	-	4	0	0	0	0	0	53.0	0.0	0.0	0.0	0.0
Both Directions	1000	4	41.6	64.1	52.3	-	4	0	0	0	0	0	52.3	0.0	0.0	0.0	0.0
Both Directions	1015	1	34.7	34.7	34.7	-	1	0	0	0	0	0	34.7	0.0	0.0	0.0	0.0
Both Directions	1030	4	51.8	65.6	58.8	-	4	0	0	0	0	0	58.8	0.0	0.0	0.0	0.0
Both Directions	1045	5	44.3	60.2	54.4	-	4	1	0	0	0	0	55.1	51.6	0.0	0.0	0.0
Both Directions	1100	4	46.4	65	56	-	3	1	0	0	0	0	56.0	56.0	0.0	0.0	0.0
Both Directions	1115	4	41.2	58.5	50.3	-	3	1	0	0	0	0	47.5	58.5	0.0	0.0	0.0
Both Directions	1130	4	41.8	65.9	52.7	-	4	0	0	0	0	0	52.7	0.0	0.0	0.0	0.0
Both Directions	1145	1	44.4	44.4	44.4	-	1	0	0	0	0	0	44.4	0.0	0.0	0.0	0.0
Both Directions	1200	6	46	60	53	-	5	0	1	0	0	0	53.6	0.0	49.9	0.0	0.0
Both Directions	1215	3	37.7	68.4	52.8	-	1	2	0	0	0	0	52.3	53.1	0.0	0.0	0.0
Both Directions	1230	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1245	1	35.7	35.7	35.7	-	0	1	0	0	0	0	0.0	35.7	0.0	0.0	0.0
Both Directions	1300	1	13.7	13.7	13.7	-	0	1	0	0	0	0	0.0	13.7	0.0	0.0	0.0
Both Directions	1315	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1330	3	29	38.7	34.1	-	3	0	0	0	0	0	34.1	0.0	0.0	0.0	0.0
Both Directions	1345	2	48.6	50.4	49.5	-	2	0	0	0	0	0	49.5	0.0	0.0	0.0	0.0
Both Directions	1400	3	42.7	66	56	-	2	1	0	0	0	0	62.7	42.7	0.0	0.0	0.0
Both Directions	1415	5	35.8	60.2	48.6	-	5	0	0	0	0	0	48.6	0.0	0.0	0.0	0.0
Both Directions	1430	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1445	6	42.6	58.7	51.2	-	5	1	0	0	0	0	53.0	42.6	0.0	0.0	0.0
Both Directions	1500	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1515	2	53	58.8	55.9	-	2	0	0	0	0	0	55.9	0.0	0.0	0.0	0.0
Both Directions	1530	1	50.6	50.6	50.6	-	1	0	0	0	0	0	50.6	0.0	0.0	0.0	0.0
Both Directions	1545	1	36.9	36.9	36.9	-	1	0	0	0	0	0	36.9	0.0	0.0	0.0	0.0
Both Directions	1600	1	65.1	65.1	65.1	-	1	0	0	0	0	0	65.1	0.0	0.0	0.0	0.0
Both Directions	1615	3	53.7	62.9	57.4	-	3	0	0	0	0	0	57.4	0.0	0.0	0.0	0.0
Both Directions	1630	2	45.3	64.5	54.9	-	0	2	0	0	0	0	0.0	54.9	0.0	0.0	0.0
Both Directions	1645	3	33.1	61.3	48.6	-	2	1	0	0	0	0	42.3	61.3	0.0	0.0	0.0
Both Directions	1700	3	39.1	75.1	55.1	-	3	0	0	0	0	0	55.1	0.0	0.0	0.0	0.0
Both Directions	1715	5	21.6	51.7	40.4	-	4	1	0	0	0	0	39.7	43.1	0.0	0.0	0.0
Both Directions	1730	5	41	64.5	51	-	5	0	0	0	0	0	51.0	0.0	0.0	0.0	0.0
Both Directions	1745	5	47.4	66.9	58.9	-	4	1	0	0	0	0	61.8	47.4	0.0	0.0	0.0
Both Directions	1800	6	45.3	69.2	54.8	-	5	0	1	0	0	0	58.8	0.0	45.3	0.0	0.0
Both Directions	1815	3	56.7	63.7	60	-	3	0	0	0	0	0	60.0	0.0	0.0	0.0	0.0
Both Directions	1830	4	43.5	62.9	52.8	-	4	0	0	0	0	0	52.8	0.0	0.0	0.0	0.0
Both Directions	1845	8	31.5	62.5	47.9	-	6	2	0	0	0	0	51.7	36.8	0.0	0.0	0.0
Both Directions	1900	2	26.9	69.4	48.1	-	2	0	0	0	0	0	48.1	0.0	0.0	0.0	0.0
Both Directions	1915	2	37.7	59.8	48.8	-	2	0	0	0	0	0	48.8	0.0	0.0	0.0	0.0
Both Directions	1930	2	52.2	63.4	57.8	-	2	0	0	0	0	0	57.8	0.0	0.0	0.0	0.0
Both Directions	1945	5	34	65.1	57.4	-	5	0	0	0	0	0	57.4	0.0	0.0	0.0	0.0
Both Directions	2000	7	43.5	76.4	51.1	-	5	1	0	1	0	0	47.1	76.4	0.0	45.5	0.0
Both Directions	2015	1	45.5	45.5	45.5	-	1	0	0	0	0	0	45.5	0.0	0.0	0.0	0.0
Both Directions	2030	2	45.4	52.1	48.7	-	2	0	0	0	0	0	48.7	0.0	0.0	0.0	0.0
Both Directions	2045	2	35.9	53.7	44.8	-	2	0	0	0	0	0	44.8	0.0	0.0	0.0	0.0
Both Directions	2100	1	38.9	38.9	38.9	-	1	0	0	0	0	0	38.9	0.0	0.0	0.0	0.0
Both Directions	2115	4	33.5	68.5	55.7	-	4	0	0	0	0	0	55.7	0.0	0.0	0.0	0.0
Both Directions	2130	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2145	3	38.9	48.7	45.4	-	3	0	0	0	0	0	45.4	0.0	0.0	0.0	0.0
Both Directions	2200	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2215	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2230	2	47.3	70.6	58.9	-	2	0									

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: Tulfarris Road
 Classification: Car, LGV, OGV1, OGV2, PSV



Tuesday 9 May 2023

Direction	Time [-]	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0015	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0030	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0045	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0100	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0115	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0130	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0145	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0200	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0215	1	39.7	39.7	39.7	-	1	0	0	0	0	0	39.7	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0330	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0445	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0500	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0515	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0530	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0545	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0600	1	58.7	58.7	58.7	-	1	0	0	0	0	0	58.7	0.0	0.0	0.0	0.0
Both Directions	0615	1	66	66	66	-	0	0	1	0	0	0	0.0	0.0	66.0	0.0	0.0
Both Directions	0630	3	26.3	49.5	38.5	-	2	1	0	0	0	0	37.9	39.6	0.0	0.0	0.0
Both Directions	0645	2	37.7	63.6	50.7	-	2	0	0	0	0	0	50.7	0.0	0.0	0.0	0.0
Both Directions	0700	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0715	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0730	2	37	53.7	45.4	-	1	1	0	0	0	0	53.7	37.0	0.0	0.0	0.0
Both Directions	0745	1	52.3	52.3	52.3	-	1	0	0	0	0	0	52.3	0.0	0.0	0.0	0.0
Both Directions	0800	1	28.5	28.5	28.5	-	0	1	0	0	0	0	0.0	28.5	0.0	0.0	0.0
Both Directions	0815	3	43.8	62.6	55.9	-	3	0	0	0	0	0	55.9	0.0	0.0	0.0	0.0
Both Directions	0830	2	32.7	34.9	33.8	-	1	1	0	0	0	0	34.9	32.7	0.0	0.0	0.0
Both Directions	0845	5	46.1	69.1	54.4	-	4	1	0	0	0	0	54.9	52.2	0.0	0.0	0.0
Both Directions	0900	1	63.2	63.2	63.2	-	1	0	0	0	0	0	63.2	0.0	0.0	0.0	0.0
Both Directions	0915	3	32.6	46.2	39.3	-	3	0	0	0	0	0	39.3	0.0	0.0	0.0	0.0
Both Directions	0930	1	17.3	17.3	17.3	-	1	0	0	0	0	0	17.3	0.0	0.0	0.0	0.0
Both Directions	0945	1	41.4	41.4	41.4	-	1	0	0	0	0	0	41.4	0.0	0.0	0.0	0.0
Both Directions	1000	3	42.5	59.7	53	-	3	0	0	0	0	0	53.0	0.0	0.0	0.0	0.0
Both Directions	1015	6	38.8	62.6	53	-	6	0	0	0	0	0	53.0	0.0	0.0	0.0	0.0
Both Directions	1030	2	42	48	45	-	2	0	0	0	0	0	45.0	0.0	0.0	0.0	0.0
Both Directions	1045	2	34.2	50.9	42.6	-	1	0	1	0	0	0	50.9	0.0	34.2	0.0	0.0
Both Directions	1100	3	44.3	64.3	53.9	-	2	1	0	0	0	0	48.7	64.3	0.0	0.0	0.0
Both Directions	1115	2	53	53.9	53.4	-	2	0	0	0	0	0	53.4	0.0	0.0	0.0	0.0
Both Directions	1130	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1145	1	55	55	55	-	0	1	0	0	0	0	0.0	55.0	0.0	0.0	0.0
Both Directions	1200	1	45.4	45.4	45.4	-	1	0	0	0	0	0	45.4	0.0	0.0	0.0	0.0
Both Directions	1215	3	48.4	65.6	57.3	-	2	1	0	0	0	0	53.2	65.6	0.0	0.0	0.0
Both Directions	1230	3	50.8	71.5	62.3	-	3	0	0	0	0	0	62.3	0.0	0.0	0.0	0.0
Both Directions	1245	2	52.9	58.7	55.9	-	1	1	0	0	0	0	52.9	58.7	0.0	0.0	0.0
Both Directions	1300	4	48.2	62.2	55.9	-	3	1	0	0	0	0	55.9	48.2	0.0	0.0	0.0
Both Directions	1315	2	49.4	63.7	56.6	-	2	0	0	0	0	0	56.6	0.0	0.0	0.0	0.0
Both Directions	1330	2	48.9	51.2	50	-	2	0	0	0	0	0	50.0	0.0	0.0	0.0	0.0
Both Directions	1345	3	46.6	52.2	50	-	3	0	0	0	0	0	50.0	0.0	0.0	0.0	0.0
Both Directions	1400	1	61.1	61.1	61.1	-	0	1	0	0	0	0	0.0	61.1	0.0	0.0	0.0
Both Directions	1415	2	20.4	54	37.2	-	1	1	0	0	0	0	54.0	20.4	0.0	0.0	0.0
Both Directions	1430	1	63.9	63.9	63.9	-	1	0	0	0	0	0	63.9	0.0	0.0	0.0	0.0
Both Directions	1445	4	46.3	63.4	53.6	-	4	0	0	0	0	0	53.6	0.0	0.0	0.0	0.0
Both Directions	1500	2	42.5	53.6	48	-	2	0	0	0	0	0	48.0	0.0	0.0	0.0	0.0
Both Directions	1515	3	30.4	57.1	45.5	-	3	0	0	0	0	0	45.5	0.0	0.0	0.0	0.0
Both Directions	1530	2	41.1	53.2	47.1	-	2	0	0	0	0	0	47.1	0.0	0.0	0.0	0.0
Both Directions	1545	3	32.7	56.4	45.2	-	3	0	0	0	0	0	45.2	0.0	0.0	0.0	0.0
Both Directions	1600	1	60.5	60.5	60.5	-	1	0	0	0	0	0	60.5	0.0	0.0	0.0	0.0
Both Directions	1615	4	43	56.4	49.9	-	3	0	1	0	0	0	47.8	0.0	56.4	0.0	0.0
Both Directions	1630	2	52.9	56.2	54.5	-	1	1	0	0	0	0	56.2	52.9	0.0	0.0	0.0
Both Directions	1645	4	45.9	58	52	-	3	1	0	0	0	0	53.2	48.5	0.0	0.0	0.0
Both Directions	1700	2	53.9	62.7	58.3	-	2	0	0	0	0	0	58.3	0.0	0.0	0.0	0.0
Both Directions	1715	2	48.7	58.7	53.7	-	1	1	0	0	0	0	48.7	58.7	0.0	0.0	0.0
Both Directions	1730	4	52.7	57	55	-	3	1	0	0	0	0	54.3	57.0	0.0	0.0	0.0
Both Directions	1745	8	21.4	77	48.6	-	6	1	1	0	0	0	52.1	33.4	43.3	0.0	0.0
Both Directions	1800	4	45.3	66.4	56.7	-	3	1	0	0	0	0	60.5	45.3	0.0	0.0	0.0
Both Directions	1815	2	56.6	71.7	64.2	-	2	0	0	0	0	0	64.2	0.0	0.0	0.0	0.0
Both Directions	1830	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1845	3	41.8	45.2	44	-	2	1	0	0	0	0	45.1	41.8	0.0	0.0	0.0
Both Directions	1900	1	43.6	43.6	43.6	-	0	1	0	0	0	0	0.0	43.6	0.0	0.0	0.0
Both Directions	1915	1	38.2	38.2	38.2	-	1	0	0	0	0	0	38.2	0.0	0.0	0.0	0.0
Both Directions	1930	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1945	2	46.1	52.6	49.3	-	2	0	0	0	0	0	49.3	0.0	0.0	0.0	0.0
Both Directions	2000	6	29.6	68.8	47.9	-	4	0	2	0	0	0	54.4	0.0	34.9	0.0	0.0
Both Directions	2015	2	59.1	60.9	60	-	2	0	0	0	0	0	60.0	0.0	0.0	0.0	0.0
Both Directions	2030	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2045	1	42.2	42.2	42.2	-	1	0	0	0	0	0	42.2	0.0	0.0	0.0	0.0
Both Directions	2100	1	41.9	41.9	41.9	-	1	0	0	0	0	0	41.9	0.0	0.0	0.0	0.0
Both Directions	2115	1	52.8	52.8	52.8	-	1	0	0	0	0	0	52.8	0.0	0.0	0.0	0.0
Both Directions	2130	2	45.4	46.6	46	-	2	0	0	0	0	0	46.0	0.0	0.0	0.0	0.0
Both Directions	2145	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2200	1	61.8	61.8	61.8	-	1	0	0	0	0	0	61.8	0.0	0.0	0.0	0.0
Both Directions	2215	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2230	0	-	-	-	-	0	0									

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: Tulfarris Road
 Classification: Car, LGV, OGV1, OGV2, PSV



Wednesday 10 May 2023

Direction	Time	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV	
Both Directions	0000	1	34.6	34.6	34.6	-	1	0	0	0	0	0	0	34.6	0.0	0.0	0.0	0.0
Both Directions	0015	1	36.5	36.5	36.5	-	1	0	0	0	0	0	0	36.5	0.0	0.0	0.0	0.0
Both Directions	0030	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0045	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0100	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0115	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0130	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0145	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0200	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0215	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0330	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0400	1	39.7	39.7	39.7	-	0	0	0	1	0	0	0	0.0	0.0	0.0	39.7	0.0
Both Directions	0415	1	29	29	29	-	0	0	1	0	0	0	0	0.0	0.0	29.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0445	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0500	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0515	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0530	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0545	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0600	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0615	2	58.9	65.7	62.3	-	1	0	1	0	0	0	0	58.9	0.0	65.7	0.0	0.0
Both Directions	0630	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0645	1	46.1	46.1	46.1	-	1	0	0	0	0	0	0	46.1	0.0	0.0	0.0	0.0
Both Directions	0700	1	65.6	65.6	65.6	-	1	0	0	0	0	0	0	65.6	0.0	0.0	0.0	0.0
Both Directions	0715	2	35.5	43.7	39.6	-	1	1	0	0	0	0	0	35.5	43.7	0.0	0.0	0.0
Both Directions	0730	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0745	2	43.9	75.5	59.7	-	2	0	0	0	0	0	0	59.7	0.0	0.0	0.0	0.0
Both Directions	0800	2	50.6	60.6	55.6	-	2	0	0	0	0	0	0	55.6	0.0	0.0	0.0	0.0
Both Directions	0815	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0830	1	54	54	54	-	1	0	0	0	0	0	0	54.0	0.0	0.0	0.0	0.0
Both Directions	0845	3	47.4	57.8	51.8	-	3	0	0	0	0	0	0	51.8	0.0	0.0	0.0	0.0
Both Directions	0900	2	39.9	40.3	40.1	-	2	0	0	0	0	0	0	40.1	0.0	0.0	0.0	0.0
Both Directions	0915	3	63.8	81.8	71	-	2	1	0	0	0	0	0	65.7	81.8	0.0	0.0	0.0
Both Directions	0930	3	37.3	57.8	48.6	-	1	1	1	0	0	0	0	50.6	57.8	37.3	0.0	0.0
Both Directions	0945	1	65.3	65.3	65.3	-	1	0	0	0	0	0	0	65.3	0.0	0.0	0.0	0.0
Both Directions	1000	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1015	8	30.5	61.8	59	-	7	1	0	0	0	0	0	48.8	58.5	0.0	0.0	0.0
Both Directions	1030	3	37.8	61.7	50.4	-	3	0	0	0	0	0	0	50.4	0.0	0.0	0.0	0.0
Both Directions	1045	2	30.7	35.6	33.1	-	2	0	0	0	0	0	0	33.1	0.0	0.0	0.0	0.0
Both Directions	1100	4	29	48.9	40.7	-	4	0	0	0	0	0	0	40.7	0.0	0.0	0.0	0.0
Both Directions	1115	1	51.2	51.2	51.2	-	0	0	1	0	0	0	0	0.0	0.0	51.2	0.0	0.0
Both Directions	1130	1	41	41	41	-	1	0	0	0	0	0	0	41.0	0.0	0.0	0.0	0.0
Both Directions	1145	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1200	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1215	1	50.8	50.8	50.8	-	0	0	1	0	0	0	0	0.0	0.0	50.8	0.0	0.0
Both Directions	1230	3	38.4	60.8	49.3	-	3	0	0	0	0	0	0	49.3	0.0	0.0	0.0	0.0
Both Directions	1245	4	53.4	60.4	58	-	2	2	0	0	0	0	0	56.5	59.4	0.0	0.0	0.0
Both Directions	1300	2	42.3	63.4	52.9	-	2	0	0	0	0	0	0	52.9	0.0	0.0	0.0	0.0
Both Directions	1315	4	47.9	55.5	51.3	-	3	1	0	0	0	0	0	49.9	55.5	0.0	0.0	0.0
Both Directions	1330	5	36.1	71.2	53.3	-	4	1	0	0	0	0	0	52.6	56.3	0.0	0.0	0.0
Both Directions	1345	1	40.4	40.4	40.4	-	1	0	0	0	0	0	0	40.4	0.0	0.0	0.0	0.0
Both Directions	1400	4	51.8	58.7	55.3	-	3	1	0	0	0	0	0	54.2	58.7	0.0	0.0	0.0
Both Directions	1415	2	51	53.7	52.3	-	2	0	0	0	0	0	0	52.3	0.0	0.0	0.0	0.0
Both Directions	1430	4	22.4	51.2	40.6	-	2	2	0	0	0	0	0	44.4	36.8	0.0	0.0	0.0
Both Directions	1445	1	34.3	34.3	34.3	-	1	0	0	0	0	0	0	34.3	0.0	0.0	0.0	0.0
Both Directions	1500	2	54.6	60.7	57.7	-	0	0	0	0	0	0	0	57.7	0.0	0.0	0.0	0.0
Both Directions	1515	4	22.1	72.6	50.6	-	3	1	0	0	0	0	0	60.0	22.1	0.0	0.0	0.0
Both Directions	1530	2	31.1	57.7	44.4	-	2	0	0	0	0	0	0	44.4	0.0	0.0	0.0	0.0
Both Directions	1545	3	25.8	64.6	44	-	3	0	0	0	0	0	0	44.0	0.0	0.0	0.0	0.0
Both Directions	1600	2	53.2	57	55.1	-	1	0	1	0	0	0	0	57.0	0.0	53.2	0.0	0.0
Both Directions	1615	1	54.1	54.1	54.1	-	1	0	0	0	0	0	0	54.1	0.0	0.0	0.0	0.0
Both Directions	1630	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1645	2	42.9	57.8	50.4	-	1	1	0	0	0	0	0	42.9	57.8	0.0	0.0	0.0
Both Directions	1700	1	59.9	59.9	59.9	-	1	0	0	0	0	0	0	59.9	0.0	0.0	0.0	0.0
Both Directions	1715	3	38.7	52.8	47.1	-	2	1	0	0	0	0	0	45.7	49.8	0.0	0.0	0.0
Both Directions	1730	4	48.9	60.9	53.6	-	4	0	0	0	0	0	0	53.6	0.0	0.0	0.0	0.0
Both Directions	1745	3	42.5	67.8	56.8	-	3	0	0	0	0	0	0	56.8	0.0	0.0	0.0	0.0
Both Directions	1800	6	38	61.6	49.6	-	6	0	0	0	0	0	0	49.6	0.0	0.0	0.0	0.0
Both Directions	1815	6	40.4	61.1	53.6	-	5	1	0	0	0	0	0	52.9	57.1	0.0	0.0	0.0
Both Directions	1830	3	39.1	74	52.5	-	3	0	0	0	0	0	0	52.5	0.0	0.0	0.0	0.0
Both Directions	1845	8	45.5	62.4	51.4	-	8	0	0	0	0	0	0	51.4	0.0	0.0	0.0	0.0
Both Directions	1900	3	45.3	47.9	47	-	3	0	0	0	0	0	0	47.0	0.0	0.0	0.0	0.0
Both Directions	1915	2	40.2	59.6	49.9	-	2	0	0	0	0	0	0	49.9	0.0	0.0	0.0	0.0
Both Directions	1930	3	62.2	72.7	66	-	3	0	0	0	0	0	0	66.0	0.0	0.0	0.0	0.0
Both Directions	1945	6	44.1	63.8	52.1	-	6	0	0	0	0	0	0	52.1	0.0	0.0	0.0	0.0
Both Directions	2000	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2015	3	44.6	67.8	56.7	-	3	0	0	0	0	0	0	56.7	0.0	0.0	0.0	0.0
Both Directions	2030	5	40.4	58.3	50.1	-	5	0	0	0	0	0	0	50.1	0.0	0.0	0.0	0.0
Both Directions	2045	8	43.7	75.1	56.1	-	8	0	0	0	0	0	0	56.1	0.0	0.0	0.0	0.0
Both Directions	2100	3	43	66.8	55.6	-	3	0	0	0	0	0	0	55.6	0.0	0.0	0.0	0.0
Both Directions	2115	4	39.8	63.1	49.6	-	3	0	1	0	0	0	0	50.9	0.0	45.7	0.0	0.0
Both Directions	2130	6	45.1	63.7	56	-												

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: [Tulfarris Road](#)
 Classification: Car, LGV, OGV1, OGV2, PSV



Thursday 11 May 2023

Direction	Time	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	1	44	44	44	-	0	1	0	0	0	0	0.0	44.0	0.0	0.0	0.0
Both Directions	0015	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0030	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0045	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0100	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0115	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0130	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0145	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0200	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0215	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0330	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0445	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0500	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0515	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0530	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0545	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0600	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0615	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0630	3	38	67.3	50.4	-	2	1	0	0	0	0	42.0	67.3	0.0	0.0	0.0
Both Directions	0645	1	30.9	30.9	30.9	-	1	0	0	0	0	0	30.9	0.0	0.0	0.0	0.0
Both Directions	0700	1	55.3	55.3	55.3	-	1	0	0	0	0	0	55.3	0.0	0.0	0.0	0.0
Both Directions	0715	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0730	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0745	4	34.7	65.1	49.8	-	3	1	0	0	0	0	49.8	49.7	0.0	0.0	0.0
Both Directions	0800	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0815	4	31.5	67.2	50	-	3	1	0	0	0	0	56.2	31.5	0.0	0.0	0.0
Both Directions	0830	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0845	1	55.5	55.5	55.5	-	1	0	0	0	0	0	55.5	0.0	0.0	0.0	0.0
Both Directions	0900	2	38.8	52.8	45.8	-	2	0	0	0	0	0	45.8	0.0	0.0	0.0	0.0
Both Directions	0915	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0930	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0945	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1000	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1015	1	56.1	56.1	56.1	-	1	0	0	0	0	0	56.1	0.0	0.0	0.0	0.0
Both Directions	1030	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1045	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1100	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1115	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1130	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1145	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1200	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1215	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1230	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1245	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1300	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1315	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1330	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1345	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1400	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1415	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1430	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1445	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1500	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1515	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1530	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1545	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1600	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1615	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1630	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1645	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1700	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1715	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1730	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1745	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1800	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1815	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1830	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1845	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1900	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1915	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1930	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1945	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2000	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2015	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2030	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2045	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2100	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2115	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2130	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2145	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2200	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2215	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2230	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2245	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2300	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2315	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2330	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2345	0	-	-	-	-	0	0	0	0							

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type : Automatic Traffic Count (ATC) Survey
 Date : 03.05.23-11.05.23
 Time : 00:00 - 23:59
 Location : [Tullfarris Road](#)
 Classification : Car, LGV, OGV1, OGV2, PSV



Wednesday 3 May 2023

Direction	Time	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0015	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0030	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0045	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0100	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0115	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0130	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0145	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0200	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0215	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0330	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0445	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0500	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0515	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0530	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0545	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0600	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0615	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0630	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0645	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0700	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0715	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0730	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0745	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0800	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0815	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0830	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0845	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0900	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0915	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0930	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0945	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1000	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1015	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1030	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1045	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1100	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1115	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1130	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1145	3	22.5	24.4	23.5	-	3	0	0	0	0	0	23.5	0.0	0.0	0.0	0.0
Both Directions	1200	9	40	66	53	-	9	0	0	0	0	0	53.0	0.0	0.0	0.0	0.0
Both Directions	1215	8	35.2	53.3	45.3	-	6	0	0	0	0	0	45.3	0.0	0.0	0.0	0.0
Both Directions	1230	6	15.9	59.6	46.1	-	3	2	1	0	0	0	51.9	52.4	15.9	0.0	0.0
Both Directions	1245	3	51	58.5	54.4	-	2	1	0	0	0	0	54.7	53.7	0.0	0.0	0.0
Both Directions	1300	4	43.1	47.7	44.5	-	2	1	1	0	0	0	43.5	43.2	47.7	0.0	0.0
Both Directions	1315	8	41.8	60	52.1	-	7	0	1	0	0	0	52.2	0.0	51.7	0.0	0.0
Both Directions	1330	5	38.7	72.6	56.3	-	5	0	0	0	0	0	56.3	0.0	0.0	0.0	0.0
Both Directions	1345	2	56.8	63.3	60.1	-	2	0	0	0	0	0	60.1	0.0	0.0	0.0	0.0
Both Directions	1400	6	43.5	66	51.6	-	6	0	0	0	0	0	51.6	0.0	0.0	0.0	0.0
Both Directions	1415	4	56.3	66.9	60.9	-	3	1	0	0	0	0	62.4	56.3	0.0	0.0	0.0
Both Directions	1430	7	33.2	62.6	49.4	-	7	0	0	0	0	0	49.4	0.0	0.0	0.0	0.0
Both Directions	1445	5	34.3	56	43.6	-	5	0	0	0	0	0	43.6	0.0	0.0	0.0	0.0
Both Directions	1500	6	14.9	60.5	39.1	-	5	0	1	0	0	0	36.8	0.0	51.1	0.0	0.0
Both Directions	1515	8	36.4	75.4	46.4	-	6	2	0	0	0	0	49.3	37.9	0.0	0.0	0.0
Both Directions	1530	6	37.9	75.2	62.1	-	5	0	1	0	0	0	62.7	0.0	59.0	0.0	0.0
Both Directions	1545	4	51.9	66.5	59.6	-	4	0	0	0	0	0	59.6	0.0	0.0	0.0	0.0
Both Directions	1600	10	27.5	60.9	48.3	-	9	1	0	0	0	0	47.4	56.7	0.0	0.0	0.0
Both Directions	1615	8	31.3	60.8	49.2	-	7	1	0	0	0	0	49.3	48.2	0.0	0.0	0.0
Both Directions	1630	15	25.3	68.8	47.3	63.9	14	1	0	0	0	0	47.3	47.6	0.0	0.0	0.0
Both Directions	1645	13	36.7	70.1	53.4	64.1	11	1	1	0	0	0	54.6	48.5	45.4	0.0	0.0
Both Directions	1700	10	30.6	62.2	47	-	9	1	0	0	0	0	45.5	61.0	0.0	0.0	0.0
Both Directions	1715	15	20.1	63.6	47.8	60	13	2	0	0	0	0	47.8	48.1	0.0	0.0	0.0
Both Directions	1730	9	13.7	67.4	49.2	-	9	0	0	0	0	0	49.2	0.0	0.0	0.0	0.0
Both Directions	1745	5	42.8	53.6	50.1	-	5	0	0	0	0	0	50.1	0.0	0.0	0.0	0.0
Both Directions	1800	7	36.9	51.5	43.9	-	7	0	0	0	0	0	43.9	0.0	0.0	0.0	0.0
Both Directions	1815	13	6.9	57.2	37	53.8	12	1	0	0	0	0	35.9	50.3	0.0	0.0	0.0
Both Directions	1830	9	35	68.3	52.1	-	6	2	1	0	0	0	51.5	45.6	68.3	0.0	0.0
Both Directions	1845	6	32.3	72.7	54.7	-	6	0	0	0	0	0	54.7	0.0	0.0	0.0	0.0
Both Directions	1900	8	37.8	57.5	46.1	-	6	2	0	0	0	0	45.0	49.4	0.0	0.0	0.0
Both Directions	1915	4	40.5	52.1	45	-	4	0	0	0	0	0	45.0	0.0	0.0	0.0	0.0
Both Directions	1930	7	15.2	62.6	45.8	-	7	0	0	0	0	0	45.8	0.0	0.0	0.0	0.0
Both Directions	1945	7	37.8	72.4	51.2	-	6	1	0	0	0	0	52.1	45.9	0.0	0.0	0.0
Both Directions	2000	8	32.5	60.2	46	-	6	2	0	0	0	0	45.3	48.0	0.0	0.0	0.0
Both Directions	2015	2	48	59.7	53.8	-	2	0	0	0	0	0	53.8	0.0	0.0	0.0	0.0
Both Directions	2030	1	23.2	23.2	23.2	-	1	0	0	0	0	0	23.2	0.0	0.0	0.0	0.0
Both Directions	2045	10	32.4	78.7	55.5	-	10	0	0	0	0	0	55.5	0.0	0.0	0.0	0.0
Both Directions	2100	5	46.8	64.9	56.3	-	5	0	0	0	0	0	56.3	0.0	0.0	0.0	0.0
Both Directions	2115	9	39.5	77.3	55.7	-	9	0	0	0	0	0	55.7	0.0	0.0	0.0	0.0
Both Directions	2130	1	67.3	67.3	67.3	-	1	0	0	0	0	0	67.3	0.0	0.0	0.0	0.0
Both Directions	2145	2	56.1	60.7	58.4	-	2	0	0	0	0	0	58.4	0.0	0.0	0.0	0.0
Both Directions	2200	4	41.6	57.2	51	-	3	1	0	0	0	0	50.6	52.5	0.0	0.0	0.0
Both Directions	2215	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2230	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2245	1	40	40	40	-	1	0	0	0	0	0	40.0	0.0			

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type : Automatic Traffic Count (ATC) Survey
 Date : 03.05.23-11.05.23
 Time : 00:00 - 23:59
 Location : [Tullfarris Road](#)
 Classification : Car, LGV, OGV1, OGV2, PSV



Thursday 4 May 2023

Direction	Time [-]	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0015	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0030	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0045	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0100	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0115	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0130	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0145	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0200	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0215	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0330	1	54.1	54.1	54.1	-	1	0	0	0	0	0	54.1	0.0	0.0	0.0	0.0
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0415	2	45.7	63.8	54.7	-	1	1	0	0	0	0	63.8	45.7	0.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0445	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0500	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0515	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0530	1	32	32	32	-	1	0	0	0	0	0	32.0	0.0	0.0	0.0	0.0
Both Directions	0545	3	44.5	57.5	49.3	-	3	0	0	0	0	0	49.3	0.0	0.0	0.0	0.0
Both Directions	0600	2	60.8	77.4	69.1	-	2	0	0	0	0	0	69.1	0.0	0.0	0.0	0.0
Both Directions	0615	3	29.7	49.7	39.8	-	3	0	0	0	0	0	39.8	0.0	0.0	0.0	0.0
Both Directions	0630	2	63.5	81.7	72.6	-	2	0	0	0	0	0	72.6	0.0	0.0	0.0	0.0
Both Directions	0645	6	29	74.5	55.9	-	3	1	2	0	0	0	58.5	29.0	65.5	0.0	0.0
Both Directions	0700	5	30.5	60.2	43.2	-	5	0	0	0	0	0	43.2	0.0	0.0	0.0	0.0
Both Directions	0715	1	54.3	54.3	54.3	-	0	0	1	0	0	0	0.0	0.0	54.3	0.0	0.0
Both Directions	0730	3	41	55.5	47.5	-	2	0	1	0	0	0	47.8	0.0	0.0	0.0	0.0
Both Directions	0745	6	51.9	68.3	58.1	-	5	1	0	0	0	0	58.9	54.1	0.0	0.0	0.0
Both Directions	0800	8	30.7	70.4	47.7	-	5	1	2	0	0	0	50.3	47.4	41.6	0.0	0.0
Both Directions	0815	4	41.4	65.4	50.1	-	3	1	0	0	0	0	53.0	41.4	0.0	0.0	0.0
Both Directions	0830	4	32.7	59.9	50.5	-	4	0	0	0	0	0	50.5	0.0	0.0	0.0	0.0
Both Directions	0845	6	29	66.6	49.2	-	6	0	0	0	0	0	49.2	0.0	0.0	0.0	0.0
Both Directions	0900	7	33	60.7	47.1	-	5	0	2	0	0	0	50.7	0.0	38.2	0.0	0.0
Both Directions	0915	5	41.2	59.7	51	-	4	1	0	0	0	0	51.6	48.6	0.0	0.0	0.0
Both Directions	0930	4	40.7	61.7	48	-	4	0	0	0	0	0	48.0	0.0	0.0	0.0	0.0
Both Directions	0945	3	40.4	53.4	46.3	-	1	1	1	0	0	0	53.4	40.4	45.1	0.0	0.0
Both Directions	1000	6	41.9	55.4	47.8	-	6	0	0	0	0	0	47.8	0.0	0.0	0.0	0.0
Both Directions	1015	6	42	65.4	52.4	-	5	1	0	0	0	0	52.0	54.7	0.0	0.0	0.0
Both Directions	1030	13	29	58.9	44.9	53.3	10	1	2	0	0	0	47.8	42.9	31.2	0.0	0.0
Both Directions	1045	8	32	52.9	45.5	-	8	0	0	0	0	0	45.5	0.0	0.0	0.0	0.0
Both Directions	1100	11	38.7	64.8	50	57.6	8	1	2	0	0	0	49.8	55.7	48.1	0.0	0.0
Both Directions	1115	9	28.9	67	45.5	-	8	1	0	0	0	0	45.3	46.9	0.0	0.0	0.0
Both Directions	1130	3	43.6	79.8	57	-	2	1	0	0	0	0	61.7	47.7	0.0	0.0	0.0
Both Directions	1145	6	44.6	70.3	54.3	-	5	1	0	0	0	0	54.2	54.9	0.0	0.0	0.0
Both Directions	1200	6	28.8	63.4	47.7	-	5	1	0	0	0	0	47.1	50.7	0.0	0.0	0.0
Both Directions	1215	7	48.9	71.8	56.3	-	6	1	0	0	0	0	56.8	53.8	0.0	0.0	0.0
Both Directions	1230	5	31	61.5	45.5	-	4	1	0	0	0	0	44.2	50.8	0.0	0.0	0.0
Both Directions	1245	6	37.4	56.7	45.4	-	6	0	0	0	0	0	45.4	0.0	0.0	0.0	0.0
Both Directions	1300	7	36.8	64.8	52.3	-	7	0	0	0	0	0	52.3	0.0	0.0	0.0	0.0
Both Directions	1315	8	28.6	63.6	47.6	-	8	0	0	0	0	0	47.6	0.0	0.0	0.0	0.0
Both Directions	1330	9	15.9	59.7	43.1	-	6	3	0	0	0	0	43.3	42.7	0.0	0.0	0.0
Both Directions	1345	3	35.9	47.4	43.1	-	1	1	1	0	0	0	45.9	35.9	47.4	0.0	0.0
Both Directions	1400	4	33	87	61.8	-	1	1	2	0	0	0	133.0	54.7	79.7	0.0	0.0
Both Directions	1415	3	34.9	46	41.3	-	2	1	0	0	0	0	38.9	46.0	0.0	0.0	0.0
Both Directions	1430	1	47.9	47.9	47.9	-	1	0	0	0	0	0	47.9	0.0	0.0	0.0	0.0
Both Directions	1445	3	47.3	62.7	53.6	-	2	1	0	0	0	0	55.0	50.9	0.0	0.0	0.0
Both Directions	1500	4	50.8	69.3	59.7	-	4	0	0	0	0	0	59.7	0.0	0.0	0.0	0.0
Both Directions	1515	4	38.7	54.9	48.3	-	3	0	1	0	0	0	48.1	0.0	48.8	0.0	0.0
Both Directions	1530	4	28.1	72.9	51.5	-	4	0	0	0	0	0	51.5	0.0	0.0	0.0	0.0
Both Directions	1545	7	43.4	54.3	49.5	-	6	0	1	0	0	0	49.4	0.0	50.0	0.0	0.0
Both Directions	1600	5	49.2	62.6	54.7	-	4	1	0	0	0	0	55.5	51.8	0.0	0.0	0.0
Both Directions	1615	5	49.6	73.1	65.1	-	4	0	1	0	0	0	63.2	0.0	73.1	0.0	0.0
Both Directions	1630	8	38.6	73.4	51.9	-	8	0	0	0	0	0	51.9	0.0	0.0	0.0	0.0
Both Directions	1645	10	33	60.6	52.4	-	7	2	1	0	0	0	56.8	37.5	51.3	0.0	0.0
Both Directions	1700	5	39.8	57.2	45.6	-	5	0	0	0	0	0	45.6	0.0	0.0	0.0	0.0
Both Directions	1715	11	37.7	70.5	52.5	59.9	9	2	0	0	0	0	49.9	63.9	0.0	0.0	0.0
Both Directions	1730	5	44.6	55.5	51.1	-	3	0	2	0	0	0	52.0	0.0	49.8	0.0	0.0
Both Directions	1745	4	46.7	71.3	57.5	-	4	0	0	0	0	0	57.5	0.0	0.0	0.0	0.0
Both Directions	1800	5	40.1	69.6	50.4	-	4	1	0	0	0	0	51.3	46.5	0.0	0.0	0.0
Both Directions	1815	3	41.2	52	46.2	-	2	1	0	0	0	0	43.3	52.0	0.0	0.0	0.0
Both Directions	1830	8	30.8	65.1	49.8	-	6	2	0	0	0	0	49.7	50.3	0.0	0.0	0.0
Both Directions	1845	4	43.8	69	54.9	-	4	0	0	0	0	0	54.9	0.0	0.0	0.0	0.0
Both Directions	1900	8	40.7	61.8	54	-	7	1	0	0	0	0	54.1	52.9	0.0	0.0	0.0
Both Directions	1915	11	33.7	70.7	53.1	61.8	9	1	1	0	0	0	52.1	58.2	56.8	0.0	0.0
Both Directions	1930	2	38.8	56	47.4	-	2	0	0	0	0	0	47.4	0.0	0.0	0.0	0.0
Both Directions	1945	6	28.7	62.2	46.9	-	6	0	0	0	0	0	46.9	0.0	0.0	0.0	0.0
Both Directions	2000	7	37.2	61.1	47.7	-	6	1	0	0	0	0	49.5	37.2	0.0	0.0	0.0
Both Directions	2015	5	23.3	58.6	46.2	-	5	0	0	0	0	0	46.2	0.0	0.0	0.0	0.0
Both Directions	2030	7	36.5	66	55.5	-	7	0	0	0	0	0	55.5	0.0	0.0	0.0	0.0
Both Directions	2045	8	38.5	63.4	53.8	-	7	1	0	0	0	0	53.7	54.6	0.0	0.0	0.0
Both Directions	2100	2	34.3	40.7	37.5	-	2	0	0	0	0	0	37.5	0.0	0.0	0.0	0.0
Both Directions	2115	4	50.2	61.6	55.8	-	4	0	0	0	0	0	55.8	0.0	0.0	0.0	0.0
Both Directions	2130	9	36.2	65.3	53.1	-	9	0	0	0	0	0	53.1	0.0	0.0	0.0	0.0
Both Directions	2145	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2200	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2215	3</															

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: [Tulfarris Road](#)
 Classification: Car, LGV, OGV1, OGV2, PSV



Friday 5 May 2023

Direction	Time [-]	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0015	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0030	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0045	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0100	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0115	1	45.8	45.8	45.8	-	1	0	0	0	0	0	45.8	0.0	0.0	0.0	0.0
Both Directions	0130	1	40.2	40.2	40.2	-	1	0	0	0	0	0	40.2	0.0	0.0	0.0	0.0
Both Directions	0145	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0200	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0215	1	42.5	42.5	42.5	-	1	0	0	0	0	0	42.5	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0330	1	55.5	55.5	55.5	-	1	0	0	0	0	0	55.5	0.0	0.0	0.0	0.0
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0400	1	50.8	50.8	50.8	-	0	1	0	0	0	0	0.0	50.8	0.0	0.0	0.0
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0445	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0500	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0515	1	63.2	63.2	63.2	-	1	0	0	0	0	0	63.2	0.0	0.0	0.0	0.0
Both Directions	0530	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0545	3	53	73.2	61.2	-	3	0	0	0	0	0	61.2	0.0	0.0	0.0	0.0
Both Directions	0600	1	44.6	44.6	44.6	-	0	1	0	0	0	0	0.0	44.6	0.0	0.0	0.0
Both Directions	0615	2	49	67.8	58.4	-	1	1	0	0	0	0	49.0	67.8	0.0	0.0	0.0
Both Directions	0630	2	56.1	71.5	63.8	-	2	0	0	0	0	0	63.8	0.0	0.0	0.0	0.0
Both Directions	0645	3	66	69.8	68.1	-	1	0	2	0	0	0	68.3	0.0	67.9	0.0	0.0
Both Directions	0700	4	53.6	65.6	60.4	-	4	0	0	0	0	0	60.4	0.0	0.0	0.0	0.0
Both Directions	0715	3	39.9	67.5	53.7	-	2	0	1	0	0	0	53.7	0.0	53.6	0.0	0.0
Both Directions	0730	5	36.9	62.3	53.4	-	3	1	1	0	0	0	58.9	36.9	53.3	0.0	0.0
Both Directions	0745	8	32.9	64.9	51.9	-	5	2	1	0	0	0	58.1	42.2	40.6	0.0	0.0
Both Directions	0800	6	46.8	67.1	58.7	-	4	1	1	0	0	0	62.0	57.4	46.8	0.0	0.0
Both Directions	0815	2	34.8	43.9	39.3	-	2	0	0	0	0	0	39.3	0.0	0.0	0.0	0.0
Both Directions	0830	2	51.8	52.6	52.2	-	2	0	0	0	0	0	52.2	0.0	0.0	0.0	0.0
Both Directions	0845	4	51.9	65.6	57.3	-	3	1	0	0	0	0	58.6	53.2	0.0	0.0	0.0
Both Directions	0900	4	41.9	73.7	55	-	3	0	1	0	0	0	55.5	0.0	53.5	0.0	0.0
Both Directions	0915	2	49.8	70.3	60.1	-	2	0	0	0	0	0	60.1	0.0	0.0	0.0	0.0
Both Directions	0930	4	33.2	71.9	53.1	-	4	0	0	0	0	0	53.1	0.0	0.0	0.0	0.0
Both Directions	0945	6	43.2	59.7	49.4	-	6	0	0	0	0	0	49.4	0.0	0.0	0.0	0.0
Both Directions	1000	4	43.2	63.4	55.4	-	2	1	1	0	0	0	49.4	63.4	59.5	0.0	0.0
Both Directions	1015	9	38.1	63.7	47.9	-	6	0	3	0	0	0	47.2	0.0	49.4	0.0	0.0
Both Directions	1030	4	43.1	66.4	54.2	-	3	0	1	0	0	0	55.5	0.0	50.3	0.0	0.0
Both Directions	1045	10	33	57.7	47.8	-	9	0	1	0	0	0	48.0	0.0	45.8	0.0	0.0
Both Directions	1100	3	30.6	54.2	43.2	-	2	1	0	0	0	0	49.5	30.6	0.0	0.0	0.0
Both Directions	1115	6	41.3	60.5	51.6	-	6	0	0	0	0	0	51.6	0.0	0.0	0.0	0.0
Both Directions	1130	9	44.4	64.7	56.3	-	8	1	0	0	0	0	55.5	63.2	0.0	0.0	0.0
Both Directions	1145	17	42.8	68.1	54.7	63.1	13	4	0	0	0	0	53.8	57.6	0.0	0.0	0.0
Both Directions	1200	7	39.8	65.9	50.6	-	4	2	1	0	0	0	56.0	41.7	47.2	0.0	0.0
Both Directions	1215	9	35.6	61.1	50.7	-	8	0	1	0	0	0	50.8	0.0	50.2	0.0	0.0
Both Directions	1230	6	39.4	57.5	50.7	-	4	2	0	0	0	0	51.8	48.4	0.0	0.0	0.0
Both Directions	1245	14	33.8	69	49.8	63.4	10	2	2	0	0	0	45.0	63.2	60.2	0.0	0.0
Both Directions	1300	7	40.6	64	54.4	-	5	1	1	0	0	0	51.0	62.0	64.0	0.0	0.0
Both Directions	1315	8	44.8	74.4	57.6	-	7	1	0	0	0	0	55.2	74.4	0.0	0.0	0.0
Both Directions	1330	4	45.3	64.9	56	-	4	0	0	0	0	0	56.0	0.0	0.0	0.0	0.0
Both Directions	1345	5	33.4	59.7	49.7	-	5	0	0	0	0	0	49.7	0.0	0.0	0.0	0.0
Both Directions	1400	10	40.3	62	50.5	-	8	2	0	0	0	0	51.7	45.9	0.0	0.0	0.0
Both Directions	1415	7	36.7	65.4	55.8	-	7	0	0	0	0	0	55.8	0.0	0.0	0.0	0.0
Both Directions	1430	6	47.2	62.3	56.1	-	5	1	0	0	0	0	54.9	62.3	0.0	0.0	0.0
Both Directions	1445	7	38.9	67.6	55.3	-	6	1	0	0	0	0	58.0	38.9	0.0	0.0	0.0
Both Directions	1500	9	35.7	70.3	55	-	7	1	1	0	0	0	58.6	58	35.7	0.0	0.0
Both Directions	1515	10	22.7	71.9	53.4	-	10	0	0	0	0	0	53.4	0.0	0.0	0.0	0.0
Both Directions	1530	10	42.3	67	52.1	-	8	2	0	0	0	0	50.9	56.7	0.0	0.0	0.0
Both Directions	1545	6	36.9	64.2	46.8	-	5	0	1	0	0	0	47.3	0.0	44.1	0.0	0.0
Both Directions	1600	7	20.2	68.6	51.2	-	6	0	1	0	0	0	50.9	0.0	53.0	0.0	0.0
Both Directions	1615	3	34.5	60.1	51.5	-	3	0	0	0	0	0	51.5	0.0	0.0	0.0	0.0
Both Directions	1630	9	37.1	65.6	53.3	-	9	0	0	0	0	0	53.3	0.0	0.0	0.0	0.0
Both Directions	1645	9	26.3	56.7	43.5	-	9	0	0	0	0	0	43.5	0.0	0.0	0.0	0.0
Both Directions	1700	16	23.8	64.6	52.5	62.2	16	0	0	0	0	0	52.5	0.0	0.0	0.0	0.0
Both Directions	1715	6	20.6	61.7	44.4	-	6	0	0	0	0	0	44.4	0.0	0.0	0.0	0.0
Both Directions	1730	4	48.1	55.5	51.2	-	4	4	0	0	0	0	51.2	0.0	0.0	0.0	0.0
Both Directions	1745	6	44.5	60.4	52.6	-	6	0	0	0	0	0	52.6	0.0	0.0	0.0	0.0
Both Directions	1800	11	34.4	61.9	51.8	60.3	9	2	0	0	0	0	51.6	52.7	0.0	0.0	0.0
Both Directions	1815	12	34.6	62.9	53.9	59.6	11	1	0	0	0	0	53.7	56.2	0.0	0.0	0.0
Both Directions	1830	9	41.8	76.1	54.9	-	9	0	0	0	0	0	54.9	0.0	0.0	0.0	0.0
Both Directions	1845	6	49.5	64.8	57.6	-	6	0	0	0	0	0	57.6	0.0	0.0	0.0	0.0
Both Directions	1900	6	48.6	65.8	57.6	-	5	0	1	0	0	0	56.6	0.0	62.7	0.0	0.0
Both Directions	1915	5	32	59.4	44.1	-	5	0	0	0	0	0	44.1	0.0	0.0	0.0	0.0
Both Directions	1930	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1945	9	47.8	70.1	57	-	8	1	0	0	0	0	58.0	48.9	0.0	0.0	0.0
Both Directions	2000	5	23.2	57.1	44.2	-	3	2	0	0	0	0	46.9	40.2	0.0	0.0	0.0
Both Directions	2015	7	43.8	66.2	55.5	-	7	0	0	0	0	0	55.5	0.0	0.0	0.0	0.0
Both Directions	2030	7	34.1	55	46.1	-	6	1	0	0	0	0	45.9	47.2	0.0	0.0	0.0
Both Directions	2045	6	44.2	51.3	49.2	-	5	1	0	0	0	0	48.8	51.3	0.0	0.0	0.0
Both Directions	2100	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2115	6	46.5	59.9	49.5	-	5	0	0	1	0	0	50.1	0.0	0.0	46.6	0.0
Both Directions	2130	9	31.7	58.3	45.5	-	9	0	0	0	0	0	45.5	0.0	0.0	0.0	0.0
Both Directions	2145	7	39.1	56.7	48.6	-	7	0	0	0	0	0	48.6	0.0	0.0	0.0	0.0
Both Directions	2200	6	42.3	61.2	47.6	-	6	0	0	0	0	0					

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: [Tulfarris Road](#)
 Classification: Car, LGV, OGV1, OGV2, PSV



Saturday 6 May 2023

Direction	Time [-]	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	4	38.8	50.5	44.5	-	4	0	0	0	0	0	0.44	0.0	0.0	0.0	0.0
Both Directions	0015	1	61	61	61	-	1	0	0	0	0	0	0.61	0.0	0.0	0.0	0.0
Both Directions	0030	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0045	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0100	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0115	2	45.2	77	61.1	-	2	0	0	0	0	0	0.61	0.0	0.0	0.0	0.0
Both Directions	0130	1	77.7	77.7	77.7	-	1	0	0	0	0	0	0.77	0.0	0.0	0.0	0.0
Both Directions	0145	1	32.7	32.7	32.7	-	0	1	0	0	0	0	0.0	32.7	0.0	0.0	0.0
Both Directions	0200	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0215	1	52	52	52	-	1	0	0	0	0	0	0.52	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0330	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0445	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0500	1	52.2	52.2	52.2	-	1	0	0	0	0	0	0.52	0.0	0.0	0.0	0.0
Both Directions	0515	1	59.1	59.1	59.1	-	1	0	0	0	0	0	0.59	0.0	0.0	0.0	0.0
Both Directions	0530	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0545	2	40.8	61.4	51.1	-	1	0	0	1	0	0	0.61	0.0	0.0	40.8	0.0
Both Directions	0600	1	41.4	41.4	41.4	-	1	0	0	0	0	0	0.41	0.0	0.0	0.0	0.0
Both Directions	0615	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0630	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0645	2	58.9	63.4	61.2	-	1	1	0	0	0	0	0.58	63.4	0.0	0.0	0.0
Both Directions	0700	3	56.5	64.2	60.6	-	3	0	0	0	0	0	0.60	0.0	0.0	0.0	0.0
Both Directions	0715	5	49.9	63.9	56.9	-	4	0	1	0	0	0	0.57	0.0	49.9	0.0	0.0
Both Directions	0730	4	34.7	51.2	45.5	-	3	1	0	0	0	0	0.49	34.7	0.0	0.0	0.0
Both Directions	0745	8	48.1	64.5	57.1	-	6	1	0	1	0	0	0.56	57.8	0.0	61.9	0.0
Both Directions	0800	1	59.8	59.8	59.8	-	1	0	0	0	0	0	0.59	0.0	0.0	0.0	0.0
Both Directions	0815	2	54.4	54.6	54.5	-	2	0	0	0	0	0	0.54	0.0	0.0	0.0	0.0
Both Directions	0830	5	39.5	61.9	53.4	-	5	0	0	0	0	0	0.53	0.0	0.0	0.0	0.0
Both Directions	0845	3	50.5	62.3	56.8	-	2	1	0	0	0	0	0.59	50.5	0.0	0.0	0.0
Both Directions	0900	1	50.1	50.1	50.1	-	1	0	0	0	0	0	0.50	0.0	0.0	0.0	0.0
Both Directions	0915	8	49.3	67.1	56.5	-	8	0	0	0	0	0	0.56	0.0	0.0	0.0	0.0
Both Directions	0930	2	43.9	60.9	52.4	-	1	1	0	0	0	0	0.43	60.9	0.0	0.0	0.0
Both Directions	0945	6	41.8	66.8	53.4	-	6	0	0	0	0	0	0.53	0.0	0.0	0.0	0.0
Both Directions	1000	12	25.2	64.2	48.5	61.4	12	0	0	0	0	0	0.48	0.0	0.0	0.0	0.0
Both Directions	1015	5	35.8	67.6	47.2	-	4	1	0	0	0	0	0.49	39.4	0.0	0.0	0.0
Both Directions	1030	5	46.2	62	53.3	-	3	1	1	0	0	0	0.54	48.3	54.0	0.0	0.0
Both Directions	1045	28	25.5	58.1	47.4	56	26	2	0	0	0	0	0.47	52.4	0.0	0.0	0.0
Both Directions	1100	14	18.8	62.4	46	61.1	11	3	0	0	0	0	0.44	52.0	0.0	0.0	0.0
Both Directions	1115	12	30.9	62.1	47	55.4	10	2	0	0	0	0	0.45	54.5	0.0	0.0	0.0
Both Directions	1130	10	15.7	63.1	46.1	-	8	2	0	0	0	0	0.47	41.9	0.0	0.0	0.0
Both Directions	1145	11	29.3	72.6	48.2	64.5	10	1	0	0	0	0	0.47	54.2	0.0	0.0	0.0
Both Directions	1200	11	23.3	61.3	49.6	61.1	11	0	0	0	0	0	0.49	0.0	0.0	0.0	0.0
Both Directions	1215	7	50	63.6	56.5	-	6	1	0	0	0	0	0.57	52.0	0.0	0.0	0.0
Both Directions	1230	7	43.2	75.4	54.2	-	7	0	0	0	0	0	0.54	0.0	0.0	0.0	0.0
Both Directions	1245	7	44.1	67	55.7	-	7	0	0	0	0	0	0.55	0.0	0.0	0.0	0.0
Both Directions	1300	10	25.8	58.8	46.7	-	9	1	0	0	0	0	0.48	33.7	0.0	0.0	0.0
Both Directions	1315	12	32.5	63	50.1	57	10	2	0	0	0	0	0.49	51.4	0.0	0.0	0.0
Both Directions	1330	9	24.6	68	49.2	-	8	1	0	0	0	0	0.50	42.7	0.0	0.0	0.0
Both Directions	1345	9	39.8	68.2	57.4	-	8	1	0	0	0	0	0.57	53.1	0.0	0.0	0.0
Both Directions	1400	7	34.5	58.8	49.2	-	6	0	1	0	0	0	0.48	0.0	55.6	0.0	0.0
Both Directions	1415	4	14.7	60.5	43.7	-	4	0	0	0	0	0	0.43	0.0	0.0	0.0	0.0
Both Directions	1430	13	47.9	66	56	62	13	0	0	0	0	0	0.56	0.0	0.0	0.0	0.0
Both Directions	1445	9	41.8	58.7	51.9	-	9	0	0	0	0	0	0.51	0.0	0.0	0.0	0.0
Both Directions	1500	8	42.3	67.4	49.4	-	7	1	0	0	0	0	0.49	50.7	0.0	0.0	0.0
Both Directions	1515	5	12.4	57	39.7	-	5	0	0	0	0	0	0.39	0.0	0.0	0.0	0.0
Both Directions	1530	9	40.9	63.1	53.4	-	8	1	0	0	0	0	0.52	63.1	0.0	0.0	0.0
Both Directions	1545	6	37	58.7	46.9	-	6	0	0	0	0	0	0.46	0.0	0.0	0.0	0.0
Both Directions	1600	10	32.5	61.6	48.6	-	9	0	1	0	0	0	0.49	0.0	37.5	0.0	0.0
Both Directions	1615	10	37.6	51.9	47.1	-	10	0	0	0	0	0	0.47	0.0	0.0	0.0	0.0
Both Directions	1630	10	21.5	61.6	44.7	-	9	1	0	0	0	0	0.42	61.6	0.0	0.0	0.0
Both Directions	1645	10	17.5	52.5	44.1	-	10	0	0	0	0	0	0.44	0.0	0.0	0.0	0.0
Both Directions	1700	17	25.5	63	47.9	55.5	14	3	0	0	0	0	0.46	56.7	0.0	0.0	0.0
Both Directions	1715	7	35.1	55.3	46.6	-	7	0	0	0	0	0	0.46	0.0	0.0	0.0	0.0
Both Directions	1730	9	33.3	70.2	49.2	-	9	0	0	0	0	0	0.49	0.0	0.0	0.0	0.0
Both Directions	1745	10	33.8	61.8	45.8	-	7	3	0	0	0	0	0.45	46.3	0.0	0.0	0.0
Both Directions	1800	9	39.1	56.1	47.3	-	8	1	0	0	0	0	0.46	51.2	0.0	0.0	0.0
Both Directions	1815	10	28.5	59.7	44.1	-	9	1	0	0	0	0	0.43	47.6	0.0	0.0	0.0
Both Directions	1830	3	45	49.6	48	-	2	1	0	0	0	0	0.47	49.3	0.0	0.0	0.0
Both Directions	1845	9	31.4	56	43.6	-	8	1	0	0	0	0	0.42	56.0	0.0	0.0	0.0
Both Directions	1900	8	32.4	55.8	45.8	-	7	1	0	0	0	0	0.45	47.7	0.0	0.0	0.0
Both Directions	1915	5	31.9	54.7	42.2	-	5	0	0	0	0	0	0.42	0.0	0.0	0.0	0.0
Both Directions	1930	2	50.7	52	51.3	-	2	0	0	0	0	0	0.51	0.0	0.0	0.0	0.0
Both Directions	1945	3	31.8	53.5	43.2	-	2	1	0	0	0	0	0.42	44.3	0.0	0.0	0.0
Both Directions	2000	3	51.9	59.6	54.9	-	3	0	0	0	0	0	0.54	0.0	0.0	0.0	0.0
Both Directions	2015	7	38	52.1	46.8	-	7	0	0	0	0	0	0.46	0.0	0.0	0.0	0.0
Both Directions	2030	6	23.7	56.6	41.4	-	5	0	1	0	0	0	0.42	0.0	37.8	0.0	0.0
Both Directions	2045	3	41.1	63.3	51.8	-	3	0	0	0	0	0	0.51	0.0	0.0	0.0	0.0
Both Directions	2100	7	43.3	61.5	49.8	-	7	0	0	0	0	0	0.49	0.0	0.0	0.0	0.0
Both Directions	2115	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2130	5	42.8	56.8	49.8	-	5	0	0	0	0	0	0.49	0.0	0.0	0.0	0.0
Both Directions	2145	4	52.3	60.6	56.8	-	3	0	1	0	0	0	0.56	0.0	58.3	0.0	0.0
Both Directions	2200	1	54.5	54.5	54.5	-	1	0	0	0							

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: [Tulfarris Road](#)
 Classification: Car, LGV, OGV1, OGV2, PSV



Sunday 7 May 2023

Direction	Time [-]	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0015	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0030	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0045	1	64.3	64.3	64.3	-	1	0	0	0	0	0	64.3	0.0	0.0	0.0	0.0
Both Directions	0100	1	65.3	65.3	65.3	-	1	0	0	0	0	0	65.3	0.0	0.0	0.0	0.0
Both Directions	0115	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0130	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0145	1	39.1	39.1	39.1	-	1	0	0	0	0	0	39.1	0.0	0.0	0.0	0.0
Both Directions	0200	2	57.5	61.7	59.6	-	2	0	0	0	0	0	59.6	0.0	0.0	0.0	0.0
Both Directions	0215	1	47.5	47.5	47.5	-	1	0	0	0	0	0	47.5	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0330	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0415	1	69.3	69.3	69.3	-	1	0	0	0	0	0	69.3	0.0	0.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0445	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0500	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0515	1	53.3	53.3	53.3	-	1	0	0	0	0	0	53.3	0.0	0.0	0.0	0.0
Both Directions	0530	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0545	1	64.7	64.7	64.7	-	1	0	0	0	0	0	64.7	0.0	0.0	0.0	0.0
Both Directions	0600	2	41.5	63	52.3	-	2	0	0	0	0	0	52.3	0.0	0.0	0.0	0.0
Both Directions	0615	1	67.6	67.6	67.6	-	1	0	0	0	0	0	67.6	0.0	0.0	0.0	0.0
Both Directions	0630	1	54.4	54.4	54.4	-	1	0	0	0	0	0	54.4	0.0	0.0	0.0	0.0
Both Directions	0645	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0700	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0715	4	33.9	71.2	58.9	-	3	1	0	0	0	0	57.3	63.6	0.0	0.0	0.0
Both Directions	0730	2	38	58	48	-	1	1	0	0	0	0	58.0	38.0	0.0	0.0	0.0
Both Directions	0745	5	37	66.5	55.1	-	5	0	0	0	0	0	55.1	0.0	0.0	0.0	0.0
Both Directions	0800	6	43.8	75.2	53.3	-	6	0	0	0	0	0	53.3	0.0	0.0	0.0	0.0
Both Directions	0815	4	50.5	78	60	-	2	2	0	0	0	0	55.8	64.2	0.0	0.0	0.0
Both Directions	0830	3	34.6	64.4	53.2	-	1	2	0	0	0	0	34.6	62.5	0.0	0.0	0.0
Both Directions	0845	5	47.4	66.3	58	-	5	0	0	0	0	0	58.0	0.0	0.0	0.0	0.0
Both Directions	0900	5	38.4	58.5	50.2	-	3	2	0	0	0	0	53.2	45.6	0.0	0.0	0.0
Both Directions	0915	5	28.9	56.3	48.7	-	5	0	0	0	0	0	48.7	0.0	0.0	0.0	0.0
Both Directions	0930	6	53.5	66.1	57.8	-	6	0	0	0	0	0	57.8	0.0	0.0	0.0	0.0
Both Directions	0945	10	29.4	63.5	54.3	-	9	1	0	0	0	0	55.0	48.1	0.0	0.0	0.0
Both Directions	1000	13	22.6	62.8	45.6	56.9	12	1	0	0	0	0	45.2	50.6	0.0	0.0	0.0
Both Directions	1015	7	33.8	63.1	50.3	-	7	0	0	0	0	0	50.3	0.0	0.0	0.0	0.0
Both Directions	1030	9	34.7	61.3	49.7	-	9	0	0	0	0	0	49.7	0.0	0.0	0.0	0.0
Both Directions	1045	7	42.1	52.1	49.2	-	6	1	0	0	0	0	48.8	51.6	0.0	0.0	0.0
Both Directions	1100	7	24.7	72.1	47.3	-	6	1	0	0	0	0	45.5	58.5	0.0	0.0	0.0
Both Directions	1115	10	29.6	61.9	50.4	-	10	0	0	0	0	0	50.4	0.0	0.0	0.0	0.0
Both Directions	1130	13	17.2	65.6	45.6	58.4	11	1	0	1	0	0	47.5	53.6	0.0	17.2	0.0
Both Directions	1145	11	33.4	65.5	53.3	64.5	11	0	0	0	0	0	53.3	0.0	0.0	0.0	0.0
Both Directions	1200	9	30.8	65.7	46.2	-	7	2	0	0	0	0	48.8	36.9	0.0	0.0	0.0
Both Directions	1215	10	20.7	59.1	43.1	-	10	0	0	0	0	0	43.1	0.0	0.0	0.0	0.0
Both Directions	1230	8	41.3	60.1	48.3	-	8	0	0	0	0	0	48.3	0.0	0.0	0.0	0.0
Both Directions	1245	12	38.3	64.1	51.4	62.7	12	0	0	0	0	0	51.4	0.0	0.0	0.0	0.0
Both Directions	1300	12	44.2	62.3	51.9	61.6	11	1	0	0	0	0	51.1	61.5	0.0	0.0	0.0
Both Directions	1315	12	23.2	59	49.6	58.7	11	1	0	0	0	0	50.1	43.8	0.0	0.0	0.0
Both Directions	1330	8	35.7	60.5	49.5	-	8	0	0	0	0	0	49.5	0.0	0.0	0.0	0.0
Both Directions	1345	13	18.5	61.9	48.9	60.9	13	0	0	0	0	0	48.9	0.0	0.0	0.0	0.0
Both Directions	1400	5	44.7	59.6	48.9	-	5	0	0	0	0	0	48.9	0.0	0.0	0.0	0.0
Both Directions	1415	16	30.5	70.1	46.7	60.7	16	0	0	0	0	0	46.7	0.0	0.0	0.0	0.0
Both Directions	1430	13	36.7	63	49.6	61.3	12	0	1	0	0	0	48.5	0.0	61.9	0.0	0.0
Both Directions	1445	10	38.5	58	46.7	-	10	0	0	0	0	0	46.7	0.0	0.0	0.0	0.0
Both Directions	1500	22	14.7	60.2	46.1	55	22	0	0	0	0	0	46.1	0.0	0.0	0.0	0.0
Both Directions	1515	13	33.9	59.6	49.7	56.4	13	0	0	0	0	0	49.7	0.0	0.0	0.0	0.0
Both Directions	1530	12	38.7	60.4	53	59.1	12	0	0	0	0	0	53.0	0.0	0.0	0.0	0.0
Both Directions	1545	9	35.8	54.8	43.9	-	9	0	0	0	0	0	43.9	0.0	0.0	0.0	0.0
Both Directions	1600	11	32.9	55.7	44.1	50.3	10	1	0	0	0	0	44.4	40.4	0.0	0.0	0.0
Both Directions	1615	4	37.8	54	44.9	-	4	0	0	0	0	0	44.9	0.0	0.0	0.0	0.0
Both Directions	1630	18	33.3	60.5	48.2	55.1	17	1	0	0	0	0	47.8	54.7	0.0	0.0	0.0
Both Directions	1645	7	37	48.5	43.9	-	7	0	0	0	0	0	43.9	0.0	0.0	0.0	0.0
Both Directions	1700	8	39.1	60.4	47.9	-	8	0	0	0	0	0	47.9	0.0	0.0	0.0	0.0
Both Directions	1715	9	26.8	54.8	41	-	8	1	0	0	0	0	39.8	51.1	0.0	0.0	0.0
Both Directions	1730	7	50	64.8	55.3	-	6	1	0	0	0	0	55.2	56.0	0.0	0.0	0.0
Both Directions	1745	6	37.9	60.1	48.6	-	5	1	0	0	0	0	50.8	37.9	0.0	0.0	0.0
Both Directions	1800	6	46.5	61.3	50.6	-	5	1	0	0	0	0	51.4	46.6	0.0	0.0	0.0
Both Directions	1815	8	42.4	62.2	53	-	7	1	0	0	0	0	53.1	52.2	0.0	0.0	0.0
Both Directions	1830	7	47.5	71.3	57.1	-	6	1	0	0	0	0	58.7	47.5	0.0	0.0	0.0
Both Directions	1845	6	16.9	58	41.8	-	6	0	0	0	0	0	41.8	0.0	0.0	0.0	0.0
Both Directions	1900	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1915	6	38.6	76.1	49.5	-	6	0	0	0	0	0	49.5	0.0	0.0	0.0	0.0
Both Directions	1930	5	46.1	66.4	57.2	-	5	0	0	0	0	0	57.2	0.0	0.0	0.0	0.0
Both Directions	1945	1	62.2	62.2	62.2	-	1	0	0	0	0	0	62.2	0.0	0.0	0.0	0.0
Both Directions	2000	7	43.1	64.3	54.6	-	7	0	0	0	0	0	54.6	0.0	0.0	0.0	0.0
Both Directions	2015	1	68.4	68.4	68.4	-	1	0	0	0	0	0	68.4	0.0	0.0	0.0	0.0
Both Directions	2030	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2045	4	32.4	72.7	49	-	4	0	0	0	0	0	49.0	0.0	0.0	0.0	0.0
Both Directions	2100	8	35.6	63.6	50.3	-	7	1	0	0	0	0	49.3	57.2	0.0	0.0	0.0
Both Directions	2115	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2130	2	51.6	52.1	51.8	-	2	0	0	0	0	0	51.8	0.0	0.0	0.0	0.0
Both Directions	2145	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2200	1	60.6	60.6	60.6	-	1	0	0	0	0	0	60.6				

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type : Automatic Traffic Count (ATC) Survey
 Date : 03.05.23-11.05.23
 Time : 00:00 - 23:59
 Location : [Tullfarris Road](#)
 Classification : Car, LGV, OGV1, OGV2, PSV



Monday 8 May 2023

Direction	Time [-]	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	1	46.2	46.2	46.2	-	1	0	0	0	0	0	0.462	0.0	0.0	0.0	0.0
Both Directions	0015	0	-	-	-	-	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0
Both Directions	0030	0	-	-	-	-	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0
Both Directions	0045	0	-	-	-	-	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0
Both Directions	0100	0	-	-	-	-	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0
Both Directions	0115	0	-	-	-	-	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0
Both Directions	0130	0	-	-	-	-	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0
Both Directions	0145	0	-	-	-	-	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0
Both Directions	0200	0	-	-	-	-	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0
Both Directions	0215	1	40.5	40.5	40.5	-	1	0	0	0	0	0	0.405	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0
Both Directions	0330	0	-	-	-	-	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0
Both Directions	0345	1	45.3	45.3	45.3	-	0	1	0	0	0	0	0.00	45.3	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0
Both Directions	0415	1	67.1	67.1	67.1	-	1	0	0	0	0	0	0.671	0.0	0.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0
Both Directions	0445	0	-	-	-	-	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0
Both Directions	0500	0	-	-	-	-	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0
Both Directions	0515	0	-	-	-	-	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0
Both Directions	0530	0	-	-	-	-	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0
Both Directions	0545	2	48.2	67.5	57.9	-	2	0	0	0	0	0	0.579	0.0	0.0	0.0	0.0
Both Directions	0600	2	55	58.7	56.9	-	2	0	0	0	0	0	0.569	0.0	0.0	0.0	0.0
Both Directions	0615	2	56.4	61.5	59	-	1	1	0	0	0	0	0.615	56.4	0.0	0.0	0.0
Both Directions	0630	4	39.1	69.5	51.8	-	4	0	0	0	0	0	0.518	0.0	0.0	0.0	0.0
Both Directions	0645	2	39.3	67.2	53.2	-	2	0	0	0	0	0	0.532	0.0	0.0	0.0	0.0
Both Directions	0700	4	62.5	77	68.1	-	3	0	1	0	0	0	0.694	0.0	64.0	0.0	0.0
Both Directions	0715	0	-	-	-	-	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0
Both Directions	0730	7	30.6	66.2	51.6	-	6	1	0	0	0	0	0.539	37.8	0.0	0.0	0.0
Both Directions	0745	5	48.9	59.1	53.2	-	3	1	1	0	0	0	0.558	49.5	48.9	0.0	0.0
Both Directions	0800	5	51.2	64.2	56.9	-	3	1	1	0	0	0	0.598	51.2	53.9	0.0	0.0
Both Directions	0815	5	36.2	75.1	56.8	-	5	0	0	0	0	0	0.568	0.0	0.0	0.0	0.0
Both Directions	0830	5	36.5	57.5	50.5	-	5	0	0	0	0	0	0.505	0.0	0.0	0.0	0.0
Both Directions	0845	9	14.4	58.2	45	-	8	0	1	0	0	0	0.435	0.0	57.5	0.0	0.0
Both Directions	0900	5	40.4	61.2	50.7	-	4	1	0	0	0	0	0.508	50.3	0.0	0.0	0.0
Both Directions	0915	5	50.8	61.9	55.8	-	3	2	0	0	0	0	0.576	53.1	0.0	0.0	0.0
Both Directions	0930	3	46.9	63.3	57.7	-	2	1	0	0	0	0	0.551	63.1	0.0	0.0	0.0
Both Directions	0945	5	40.1	56.7	50.2	-	4	1	0	0	0	0	0.527	40.1	0.0	0.0	0.0
Both Directions	1000	6	46	64.7	53.8	-	6	0	0	0	0	0	0.538	0.0	0.0	0.0	0.0
Both Directions	1015	6	38.7	68.3	50.8	-	6	0	0	0	0	0	0.508	0.0	0.0	0.0	0.0
Both Directions	1030	3	35.9	72.8	49.7	-	3	0	0	0	0	0	0.497	0.0	0.0	0.0	0.0
Both Directions	1045	11	40.7	68.3	49.5	57.7	10	1	0	0	0	0	0.489	55.0	0.0	0.0	0.0
Both Directions	1100	6	23.5	55.1	43.9	-	5	0	1	0	0	0	0.420	0.0	53.2	0.0	0.0
Both Directions	1115	4	39	52.6	45.8	-	3	1	0	0	0	0	0.440	51.4	0.0	0.0	0.0
Both Directions	1130	6	35.2	66	51.1	-	4	1	1	0	0	0	0.472	56.5	61.6	0.0	0.0
Both Directions	1145	2	56.8	61.6	59.2	-	2	0	0	0	0	0	0.592	0.0	0.0	0.0	0.0
Both Directions	1200	9	42.9	65.4	54.8	-	9	0	0	0	0	0	0.548	0.0	0.0	0.0	0.0
Both Directions	1215	6	27.4	62.1	47.1	-	4	1	0	0	0	0	0.447	62.1	41.5	0.0	0.0
Both Directions	1230	4	34.6	55	47.3	-	3	1	0	0	0	0	0.463	50.4	0.0	0.0	0.0
Both Directions	1245	7	41.9	55.6	48.8	-	3	2	2	0	0	0	0.550	42.5	45.8	0.0	0.0
Both Directions	1300	5	37.2	75.7	53.4	-	4	0	1	0	0	0	0.574	0.0	37.2	0.0	0.0
Both Directions	1315	4	30	65.6	45.7	-	2	1	1	0	0	0	0.382	65.6	41.0	0.0	0.0
Both Directions	1330	1	54.2	54.2	54.2	-	1	0	0	0	0	0	0.542	0.0	0.0	0.0	0.0
Both Directions	1345	7	23.1	55.6	45	-	7	0	0	0	0	0	0.450	0.0	0.0	0.0	0.0
Both Directions	1400	5	25.5	54.9	44.2	-	5	0	0	0	0	0	0.442	0.0	0.0	0.0	0.0
Both Directions	1415	1	49	49	49	-	1	0	0	0	0	0	0.490	0.0	0.0	0.0	0.0
Both Directions	1430	8	38.6	70.2	58	-	8	0	0	0	0	0	0.580	0.0	0.0	0.0	0.0
Both Directions	1445	4	44.8	58.9	51	-	2	2	0	0	0	0	0.502	51.9	0.0	0.0	0.0
Both Directions	1500	8	33.4	56.2	47	-	6	1	1	0	0	0	0.465	46.9	51.2	0.0	0.0
Both Directions	1515	6	46.2	60.1	53.4	-	6	0	0	0	0	0	0.534	0.0	0.0	0.0	0.0
Both Directions	1530	10	40.5	77.4	60	-	10	0	0	0	0	0	0.600	0.0	0.0	0.0	0.0
Both Directions	1545	3	32.3	57.2	43.9	-	2	0	1	0	0	0	0.373	0.0	57.2	0.0	0.0
Both Directions	1600	8	37.2	56.5	46.2	-	6	1	1	0	0	0	0.470	46.8	40.8	0.0	0.0
Both Directions	1615	5	41.6	67.9	59.3	-	4	1	0	0	0	0	0.571	67.9	0.0	0.0	0.0
Both Directions	1630	8	40.2	71.1	55.8	-	4	4	0	0	0	0	0.611	50.6	0.0	0.0	0.0
Both Directions	1645	9	48.3	61.1	54.3	-	8	1	0	0	0	0	0.540	57.3	0.0	0.0	0.0
Both Directions	1700	11	31	71.3	52.5	69.1	8	3	0	0	0	0	0.506	57.8	0.0	0.0	0.0
Both Directions	1715	4	37.1	59	48.1	-	4	0	0	0	0	0	0.481	0.0	0.0	0.0	0.0
Both Directions	1730	5	47.4	54.1	50.5	-	5	0	0	0	0	0	0.505	0.0	0.0	0.0	0.0
Both Directions	1745	8	42.3	70.9	58	-	8	0	0	0	0	0	0.580	0.0	0.0	0.0	0.0
Both Directions	1800	5	52	63.1	58.9	-	4	1	0	0	0	0	0.580	62.8	0.0	0.0	0.0
Both Directions	1815	5	45.9	54.4	50.8	-	5	0	0	0	0	0	0.508	0.0	0.0	0.0	0.0
Both Directions	1830	8	47	64.8	56.7	-	6	2	0	0	0	0	0.581	52.5	0.0	0.0	0.0
Both Directions	1845	8	23.9	65.6	52.9	-	8	0	0	0	0	0	0.529	0.0	0.0	0.0	0.0
Both Directions	1900	2	56.8	60.2	58.5	-	2	0	0	0	0	0	0.585	0.0	0.0	0.0	0.0
Both Directions	1915	3	52.7	53.7	53.1	-	2	1	0	0	0	0	0.533	52.7	0.0	0.0	0.0
Both Directions	1930	2	38.7	65.7	52.2	-	2	0	0	0	0	0	0.522	0.0	0.0	0.0	0.0
Both Directions	1945	5	39.6	60.1	49.4	-	3	2	0	0	0	0	0.488	50.4	0.0	0.0	0.0
Both Directions	2000	6	41.3	77.5	56.7	-	4	2	0	0	0	0	0.501	70.0	0.0	0.0	0.0
Both Directions	2015	5	36.3	59.6	48.4	-	3	1	0	1	0	0	0.524	48.5	0.0	36.3	0.0
Both Directions	2030	7	28.7	73.5	46	-	7	0	0	0	0	0	0.460	0.0	0.0	0.0	0.0
Both Directions	2045	2	49.7	75.7	62.7	-	2	0	0	0	0	0	0.627	0.0	0.0	0.0	0.0
Both Directions	2100	1	48.2	48.2	48.2	-	0	1	0	0	0	0	0.00	48.2	0.0	0.0	0.0
Both Directions	2115	1	39.6	39.6	39.6	-	1	0	0	0	0	0	0.396	0.0	0.0	0.0	0.0
Both Directions	2130	4	34.3	51.3	43.4	-	4	0	0	0	0	0	0.434	0.0	0.0	0.0	0.0
Both Directions	2145	2	48.2	56	52.1	-	2	0	0	0	0	0	0.521	0.0	0.0	0.0	0.0
Both Directions	2200	1	46.6	46.6	46.6	-											

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type : Automatic Traffic Count (ATC) Survey
 Date : 03.05.23-11.05.23
 Time : 00:00 - 23:59
 Location : [Tulfarris Road](#)
 Classification : Car, LGV, OGV1, OGV2, PSV



Tuesday 9 May 2023

Direction	Time [-]	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV	
Both Directions	0000	1	51.3	51.3	51.3	-	1	0	0	0	0	0	0	51.3	0.0	0.0	0.0	0.0
Both Directions	0015	3	51.9	63.5	56.8	-	3	0	0	0	0	0	0	56.8	0.0	0.0	0.0	0.0
Both Directions	0030	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0045	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0100	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0115	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0130	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0145	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0200	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0215	2	45.8	48.1	47	-	2	0	0	0	0	0	0	47.0	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0315	1	89.1	89.1	89.1	-	1	0	0	0	0	0	0	189.1	0.0	0.0	0.0	0.0
Both Directions	0330	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0415	1	49	49	49	-	0	0	1	0	0	0	0	0.0	0.0	49.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0445	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0500	2	53.5	76.1	64.8	-	2	0	0	0	0	0	0	64.8	0.0	0.0	0.0	0.0
Both Directions	0515	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0530	1	61.5	61.5	61.5	-	1	0	0	0	0	0	0	61.5	0.0	0.0	0.0	0.0
Both Directions	0545	5	41.9	65.1	55.2	-	5	0	0	0	0	0	0	55.2	0.0	0.0	0.0	0.0
Both Directions	0600	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0615	2	45.5	63.3	54.4	-	2	0	0	0	0	0	0	54.4	0.0	0.0	0.0	0.0
Both Directions	0630	1	29.2	29.2	29.2	-	0	1	0	0	0	0	0	0.0	29.2	0.0	0.0	0.0
Both Directions	0645	1	64.5	64.5	64.5	-	0	0	1	0	0	0	0	0.0	0.0	64.5	0.0	0.0
Both Directions	0700	1	32.9	32.9	32.9	-	1	0	0	0	0	0	0	32.9	0.0	0.0	0.0	0.0
Both Directions	0715	4	37.7	55.8	46.4	-	1	2	1	0	0	0	0	55.8	39.3	51.2	0.0	0.0
Both Directions	0730	6	42.9	58.2	53.3	-	5	1	0	0	0	0	0	55.2	42.9	0.0	0.0	0.0
Both Directions	0745	10	50.8	66.2	60.5	-	7	2	1	0	0	0	0	62.4	54.8	58.9	0.0	0.0
Both Directions	0800	6	45.9	81.5	57.4	-	4	1	1	0	0	0	0	162.8	45.9	47.1	0.0	0.0
Both Directions	0815	5	32.8	54.4	47.8	-	3	2	0	0	0	0	0	45.1	51.8	0.0	0.0	0.0
Both Directions	0830	6	38	65.2	49.6	-	6	0	0	0	0	0	0	49.6	0.0	0.0	0.0	0.0
Both Directions	0845	9	37.5	75.7	51.9	-	7	1	1	0	0	0	0	55.0	37.9	44.2	0.0	0.0
Both Directions	0900	6	30.7	64.5	49.5	-	5	0	0	1	0	0	0	51.6	0.0	0.0	38.9	0.0
Both Directions	0915	7	46.3	63.9	53.1	-	6	1	0	0	0	0	0	54.2	46.7	0.0	0.0	0.0
Both Directions	0930	5	50.6	63.4	57.2	-	5	0	0	0	0	0	0	57.2	0.0	0.0	0.0	0.0
Both Directions	0945	4	38.8	77.3	59.5	-	2	1	1	0	0	0	0	73.7	52.1	38.8	0.0	0.0
Both Directions	1000	1	55.2	55.2	55.2	-	1	0	0	0	0	0	0	55.2	0.0	0.0	0.0	0.0
Both Directions	1015	6	40.8	64.2	54.8	-	5	1	0	0	0	0	0	54.0	58.5	0.0	0.0	0.0
Both Directions	1030	5	34.3	56.7	45.3	-	2	3	0	0	0	0	0	49.8	42.3	0.0	0.0	0.0
Both Directions	1045	8	42.8	64.3	54.2	-	7	0	1	0	0	0	0	55.8	0.0	42.8	0.0	0.0
Both Directions	1100	3	48.2	61.9	53.1	-	1	0	2	0	0	0	0	61.9	0.0	48.6	0.0	0.0
Both Directions	1115	6	43.4	55.6	51.4	-	3	3	0	0	0	0	0	51.9	51.0	0.0	0.0	0.0
Both Directions	1130	5	21.8	56.3	43.2	-	5	0	0	0	0	0	0	43.2	0.0	0.0	0.0	0.0
Both Directions	1145	8	36.1	71.7	55.4	-	7	0	1	0	0	0	0	56.6	0.0	47.0	0.0	0.0
Both Directions	1200	8	16.8	63.4	42.7	-	7	0	1	0	0	0	0	43.7	0.0	35.0	0.0	0.0
Both Directions	1215	10	35.9	62.5	50.1	-	8	0	1	0	1	0	0	52.9	0.0	42.3	0.0	36.2
Both Directions	1230	3	38.8	67.6	53.2	-	2	0	0	0	0	0	0	53.2	0.0	0.0	0.0	0.0
Both Directions	1245	4	42.8	55	46.6	-	4	0	0	0	0	0	0	46.6	0.0	0.0	0.0	0.0
Both Directions	1300	2	40.3	59.5	49.9	-	2	0	0	0	0	0	0	49.9	0.0	0.0	0.0	0.0
Both Directions	1315	7	38	62.8	53.3	-	6	0	1	0	0	0	0	52.2	0.0	60.4	0.0	0.0
Both Directions	1330	5	37.2	69.7	54	-	3	1	1	0	0	0	0	45.7	63.1	69.7	0.0	0.0
Both Directions	1345	5	45.4	60.4	52.9	-	5	0	0	0	0	0	0	52.9	0.0	0.0	0.0	0.0
Both Directions	1400	5	35.7	66	47.3	-	2	2	1	0	0	0	0	51.5	40.0	53.4	0.0	0.0
Both Directions	1415	1	44.1	44.1	44.1	-	0	1	0	0	0	0	0	0.0	44.1	0.0	0.0	0.0
Both Directions	1430	9	37.2	74.3	59	-	3	0	0	0	0	0	0	59.0	0.0	0.0	0.0	0.0
Both Directions	1445	3	52.1	67	59.4	-	3	0	0	0	0	0	0	59.4	0.0	0.0	0.0	0.0
Both Directions	1500	9	35.1	62.1	50.4	-	7	1	1	0	0	0	0	50.8	50.4	47.7	0.0	0.0
Both Directions	1515	7	28.1	61.8	49.4	-	7	0	0	0	0	0	0	49.4	0.0	0.0	0.0	0.0
Both Directions	1530	4	51	75.1	62.3	-	4	0	0	0	0	0	0	62.3	0.0	0.0	0.0	0.0
Both Directions	1545	7	35.7	61.6	48.3	-	4	1	2	0	0	0	0	53.7	35.7	44.0	0.0	0.0
Both Directions	1600	3	46.7	62.4	55.1	-	2	1	0	0	0	0	0	59.3	46.7	0.0	0.0	0.0
Both Directions	1615	3	44.1	57.4	49.6	-	3	0	0	0	0	0	0	49.6	0.0	0.0	0.0	0.0
Both Directions	1630	3	50.3	62.4	55.2	-	3	0	0	0	0	0	0	55.2	0.0	0.0	0.0	0.0
Both Directions	1645	7	28.1	69.3	53.1	-	6	1	0	0	0	0	0	51.2	64.3	0.0	0.0	0.0
Both Directions	1700	11	36.3	68.5	52.4	64.3	11	0	0	0	0	0	0	52.4	0.0	0.0	0.0	0.0
Both Directions	1715	7	32.2	64.3	46	-	5	2	0	0	0	0	0	50.7	34.3	0.0	0.0	0.0
Both Directions	1730	11	45.4	63.4	53.5	61.5	9	2	0	0	0	0	0	52.1	59.8	0.0	0.0	0.0
Both Directions	1745	8	31.8	62.8	52.6	-	7	1	0	0	0	0	0	51.5	60.2	0.0	0.0	0.0
Both Directions	1800	3	35.5	58.4	46.4	-	2	1	0	0	0	0	0	47.0	45.2	0.0	0.0	0.0
Both Directions	1815	10	22.5	74.9	50.5	-	10	0	0	0	0	0	0	50.5	0.0	0.0	0.0	0.0
Both Directions	1830	6	22.5	63.1	44.4	-	5	1	0	0	0	0	0	43.4	49.7	0.0	0.0	0.0
Both Directions	1845	6	39.4	59	52.7	-	6	0	0	0	0	0	0	52.7	0.0	0.0	0.0	0.0
Both Directions	1900	7	32.6	64.3	49.1	-	5	2	0	0	0	0	0	46.2	56.3	0.0	0.0	0.0
Both Directions	1915	4	28.3	61.8	42.1	-	3	1	0	0	0	0	0	35.6	61.8	0.0	0.0	0.0
Both Directions	1930	7	42	69.5	51.4	-	6	1	0	0	0	0	0	48.4	69.5	0.0	0.0	0.0
Both Directions	1945	6	18.7	74.1	47	-	6	0	0	0	0	0	0	47.0	0.0	0.0	0.0	0.0
Both Directions	2000	2	54	67.1	60.5	-	1	1	0	0	0	0	0	67.1	54.0	0.0	0.0	0.0
Both Directions	2015	6	16.5	66	43.3	-	6	0	0	0	0	0	0	43.3	0.0	0.0	0.0	0.0
Both Directions	2030	3	40.2	58.2	51.3	-	3	0	0	0	0	0	0	51.3	0.0	0.0	0.0	0.0
Both Directions	2045	7	46.6	66.1	54.5	-	5	2	0	0	0	0	0	56.2	50.4	0.0	0.0	0.0
Both Directions	2100	5	42.1	63.2	53.6	-	4	1	0	0	0	0	0	56.4	42.1	0.0	0	

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: [Ballyboys Bridge](#)
 Classification: Car, LGV, OGV1, OGV2, PSV



Thursday 4 May 2023

Direction	Time [-]	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV	
Both Directions	0000	1	49.3	49.3	49.3	-	1	0	0	0	0	0	0 49.3	0.0	0.0	0.0	0.0	0.0
Both Directions	0015	3	19.8	49.1	36.6	-	2	0	1	0	0	0	0 30.4	0.0	49.1	0.0	0.0	0.0
Both Directions	0030	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0	0.0
Both Directions	0045	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0	0.0
Both Directions	0100	1	52.5	52.5	52.5	-	1	0	0	0	0	0	0 52.5	0.0	0.0	0.0	0.0	0.0
Both Directions	0115	1	60.1	60.1	60.1	-	1	0	0	0	0	0	0 60.1	0.0	0.0	0.0	0.0	0.0
Both Directions	0130	1	68.1	68.1	68.1	-	0	1	0	0	0	0	0 0.0	68.1	0.0	0.0	0.0	0.0
Both Directions	0145	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0	0.0
Both Directions	0200	2	47.2	64.3	55.8	-	1	0	1	0	0	0	0 64.3	0.0	47.2	0.0	0.0	0.0
Both Directions	0215	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0	0.0
Both Directions	0300	1	57.1	57.1	57.1	-	1	0	0	0	0	0	0 57.1	0.0	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0	0.0
Both Directions	0330	1	62.5	62.5	62.5	-	1	0	0	0	0	0	0 62.5	0.0	0.0	0.0	0.0	0.0
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0	0.0
Both Directions	0400	1	47.6	47.6	47.6	-	0	0	1	0	0	0	0 0.0	0.0	47.6	0.0	0.0	0.0
Both Directions	0415	4	50.9	65.7	57	-	3	1	0	0	0	0	0 59.0	50.9	0.0	0.0	0.0	0.0
Both Directions	0430	2	42.4	46.8	44.6	-	2	0	0	0	0	0	0 44.6	0.0	0.0	0.0	0.0	0.0
Both Directions	0445	1	47	47	47	-	1	0	0	0	0	0	0 47.0	0.0	0.0	0.0	0.0	0.0
Both Directions	0500	5	52.9	67.4	57.2	-	4	1	0	0	0	0	0 58.3	52.9	0.0	0.0	0.0	0.0
Both Directions	0515	2	52.7	66.6	59.6	-	2	0	0	0	0	0	0 59.6	0.0	0.0	0.0	0.0	0.0
Both Directions	0530	4	51.2	63.9	56	-	3	1	0	0	0	0	0 53.4	63.9	0.0	0.0	0.0	0.0
Both Directions	0545	14	44.9	64.5	55.8	59.9	10	3	0	1	0	0	0 56.6	57.0	0.0	0.0	44.9	0.0
Both Directions	0600	5	55	67.4	60.3	-	4	1	0	0	0	0	0 61.7	55.0	0.0	0.0	0.0	0.0
Both Directions	0615	14	41.4	65.2	56.4	64.4	13	0	1	0	0	0	0 57.6	0.0	41.4	0.0	0.0	0.0
Both Directions	0630	13	46.4	69.6	56.9	65.9	9	3	1	0	0	0	0 56.9	58.4	52.7	0.0	0.0	0.0
Both Directions	0645	15	44.7	69.1	54.5	58.9	9	4	2	0	0	0	0 54.4	52.5	58.7	0.0	0.0	0.0
Both Directions	0700	21	35.8	65.3	56.6	63.9	15	4	2	0	0	0	0 58.8	56.2	43.1	0.0	0.0	0.0
Both Directions	0715	19	19.4	63.2	47.1	54.4	12	3	4	0	0	0	0 47.5	48.8	44.5	0.0	0.0	0.0
Both Directions	0730	24	20.7	67	52.7	58.9	18	2	4	0	0	0	0 54.1	54.6	45.5	0.0	0.0	0.0
Both Directions	0745	22	46.9	61.1	54.9	60.1	17	3	2	0	0	0	0 55.1	51.9	57.4	0.0	0.0	0.0
Both Directions	0760	21	27.7	67.7	51.6	61.5	14	3	4	0	0	0	0 55.0	43.6	45.7	0.0	0.0	0.0
Both Directions	0815	36	45.6	65.9	55.7	60.6	29	6	1	0	0	0	0 56.4	53.8	45.6	0.0	0.0	0.0
Both Directions	0830	34	40.9	71.9	51.7	59.4	28	4	1	1	0	0	0 52.5	50.3	42.8	44.6	0.0	0.0
Both Directions	0845	45	21.2	62.8	53.2	58.7	34	10	1	0	0	0	0 53.7	51.8	51.5	0.0	0.0	0.0
Both Directions	0900	48	39.8	68.3	54.3	60.5	41	6	1	0	0	0	0 54.3	55.1	47.9	0.0	0.0	0.0
Both Directions	0915	49	42	67	52.2	56.9	41	8	0	0	0	0	0 52.9	48.6	0.0	0.0	0.0	0.0
Both Directions	0930	30	42.6	63.5	51.2	59.5	24	2	3	1	0	0	0 51.8	52.2	47.3	46.4	0.0	0.0
Both Directions	0945	24	31.4	63	49.6	58.5	19	4	1	0	0	0	0 50.4	50.2	31.4	0.0	0.0	0.0
Both Directions	1000	26	24.8	65.7	50.9	57.6	21	5	0	0	0	0	0 51.5	48.7	0.0	0.0	0.0	0.0
Both Directions	1015	24	33.1	64.8	50.6	59.5	22	2	0	0	0	0	0 49.7	60.0	0.0	0.0	0.0	0.0
Both Directions	1030	26	37.8	64.9	52.8	58.5	23	2	1	0	0	0	0 52.2	59.3	53.4	0.0	0.0	0.0
Both Directions	1045	32	20.2	62.2	50.3	57.7	27	3	2	0	0	0	0 51.3	42.6	48.9	0.0	0.0	0.0
Both Directions	1100	30	20.8	69.5	44.7	55.5	25	2	3	0	0	0	0 45.1	48.7	38.5	0.0	0.0	0.0
Both Directions	1115	21	12.8	60.3	46.8	57.4	17	3	0	1	0	0	0 46.1	49.4	0.0	51.1	0.0	0.0
Both Directions	1130	27	24	65.2	48.6	56.6	19	6	2	0	0	0	0 47.3	50.2	57.0	0.0	0.0	0.0
Both Directions	1145	22	41.7	61.3	51.1	57.5	19	3	0	0	0	0	0 50.2	56.2	0.0	0.0	0.0	0.0
Both Directions	1200	31	31.8	61.4	50.1	54.1	27	4	0	0	0	0	0 50.8	45.7	0.0	0.0	0.0	0.0
Both Directions	1215	31	39	64.9	50.3	56.4	21	6	2	0	0	0	0 50.5	49.5	52.1	0.0	0.0	0.0
Both Directions	1230	28	11.3	62.4	46.8	58.1	20	5	0	3	0	0	0 47.6	44.9	0.0	45.1	0.0	0.0
Both Directions	1245	23	22.7	58.7	50.8	56	19	2	2	0	0	0	0 50.2	54.0	53.9	0.0	0.0	0.0
Both Directions	1300	26	22.2	62.3	48.6	57.6	17	6	3	0	0	0	0 46.9	50.6	54.3	0.0	0.0	0.0
Both Directions	1315	38	24.5	63.7	50.6	57.5	31	6	1	0	0	0	0 51.2	46.6	55.8	0.0	0.0	0.0
Both Directions	1330	35	21.5	63	50.8	57.5	31	1	3	0	0	0	0 51.3	49.3	45.4	0.0	0.0	0.0
Both Directions	1345	33	36.6	60.5	51	58.8	28	3	3	0	0	0	0 51.8	47.5	47.7	47.1	0.0	0.0
Both Directions	1400	24	19.8	59.1	47.6	56.5	16	3	5	0	0	0	0 47.4	49.4	47.2	0.0	0.0	0.0
Both Directions	1415	18	33.5	66.3	52.4	62.3	17	0	1	0	0	0	0 52.0	0.0	59.3	0.0	0.0	0.0
Both Directions	1430	17	26.4	55.3	47.6	54.5	12	3	2	0	0	0	0 48.5	44.4	47.4	0.0	0.0	0.0
Both Directions	1445	37	19.7	63.4	48.1	56.4	30	7	0	0	0	0	0 49.1	43.7	0.0	0.0	0.0	0.0
Both Directions	1500	23	21.1	62.8	49.7	59.8	19	3	1	0	0	0	0 49.7	52.4	41.7	0.0	0.0	0.0
Both Directions	1515	36	26.3	65.7	49.5	58	29	4	3	0	0	0	0 50.3	43.0	50.4	0.0	0.0	0.0
Both Directions	1530	31	26.9	64.4	51.2	59.6	27	4	0	0	0	0	0 50.3	57.0	0.0	0.0	0.0	0.0
Both Directions	1545	43	23.9	63.8	48.4	56.1	33	8	2	0	0	0	0 48.2	50.9	41.0	0.0	0.0	0.0
Both Directions	1600	35	27.3	65.6	50.1	58.2	32	2	1	0	0	0	0 50.8	49.0	29.9	0.0	0.0	0.0
Both Directions	1615	44	17.7	62.1	46.4	56.3	36	5	2	0	1	0	0 45.8	48.1	55.2	0.0	39.7	0.0
Both Directions	1630	29	19	56.8	45.9	55.1	20	5	4	0	0	0	0 47.7	34.8	50.8	0.0	0.0	0.0
Both Directions	1645	44	17.8	66.5	46.7	56.9	32	9	2	1	0	0	0 46.7	47.4	47.6	41.2	0.0	0.0
Both Directions	1700	34	39.4	66.1	53.6	59.2	28	5	1	0	0	0	0 54.0	51.8	51.7	0.0	0.0	0.0
Both Directions	1715	33	20.2	62.1	49	55.9	26	5	2	0	0	0	0 48.8	53.6	41.1	0.0	0.0	0.0
Both Directions	1730	38	24.2	64	49.7	57	31	3	3	1	0	0	0 49.9	49.5	45.9	55.6	0.0	0.0
Both Directions	1745	37	34.1	70.6	54.5	61.1	30	6	1	0	0	0	0 54.8	52.6	57.9	0.0	0.0	0.0
Both Directions	1800	50	34.6	64.2	52.7	59.8	40	8	2	0	0	0	0 52.7	52.1	55.5	0.0	0.0	0.0
Both Directions	1815	37	22.1	61.2	50.4	57.1	32	4	1	0	0	0	0 49.6	55.3	57.0	0.0	0.0	0.0
Both Directions	1830	28	21.6	57.1	47.1	54.1	22	4	2	0	0	0	0 47.6	47.1	42.1	0.0	0.0	0.0
Both Directions	1845	33	26.7	72.3	52.2	58.3	26	6	1	0	0	0	0 52.0	53.2	51.9	0.0	0.0	0.0
Both Directions	1900	22	34.4	64.2	52.4	57.5	19	3	0	0	0	0	0 51.4	58.7	0.0	0.0	0.0	0.0
Both Directions	1915	28	38.7	61.1	52	57.9	26	2	0	0	0	0	0 52.0	51.9	0.0	0.0	0.0	0.0
Both Directions	1930	24	19.3	65.5	44.8	55.7	20	3	1	0	0	0	0 45.9	44.6	25.0	0.0	0.0	0.0
Both Directions	1945	20	23.5	64.7	47.8	57												

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: [Rallyboys Bridge](#)
 Classification: Car, LGV, OGV1, OGV2, PSV



Saturday 6 May 2023

Direction	Time [-]	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	14	17.6	58.6	38.6	55.2	13	1	0	0	0	0	0 37.1	58.6	0.0	0.0	0.0
Both Directions	0015	6	31	55	46.1	-	5	1	0	0	0	0	0 44.3	55.0	0.0	0.0	0.0
Both Directions	0030	3	53.2	62.9	56.9	-	3	0	0	0	0	0	0 56.9	0.0	0.0	0.0	0.0
Both Directions	0045	2	43.5	52.3	47.9	-	2	0	0	0	0	0	0 47.9	0.0	0.0	0.0	0.0
Both Directions	0100	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0115	4	52.5	64.1	57.9	-	4	0	0	0	0	0	0 57.9	0.0	0.0	0.0	0.0
Both Directions	0130	3	56.4	60.1	58.5	-	3	0	0	0	0	0	0 58.5	0.0	0.0	0.0	0.0
Both Directions	0145	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0200	2	47.8	52.8	50.3	-	1	1	0	0	0	0	0 52.8	47.8	0.0	0.0	0.0
Both Directions	0215	2	52.1	57	54.6	-	1	1	0	0	0	0	0 52.1	57.0	0.0	0.0	0.0
Both Directions	0230	1	50.5	50.5	50.5	-	1	0	0	0	0	0	0 50.5	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0300	1	51.7	51.7	51.7	-	1	0	0	0	0	0	0 51.7	0.0	0.0	0.0	0.0
Both Directions	0315	1	52.7	52.7	52.7	-	1	0	0	0	0	0	0 52.7	0.0	0.0	0.0	0.0
Both Directions	0330	1	58.5	58.5	58.5	-	1	0	0	0	0	0	0 58.5	0.0	0.0	0.0	0.0
Both Directions	0400	16	48.2	62.7	54.9	59.3	14	2	0	0	0	0	0 55.0	54.5	0.0	0.0	0.0
Both Directions	0400	4	45	53.6	49.2	-	3	0	1	0	0	0	0 50.6	0.0	45.0	0.0	0.0
Both Directions	0415	1	48.2	48.2	48.2	-	1	0	0	0	0	0	0 48.2	0.0	0.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0445	2	49.6	51.3	50.5	-	2	0	0	0	0	0	0 50.5	0.0	0.0	0.0	0.0
Both Directions	0500	2	41.3	55.6	48.5	-	1	0	1	0	0	0	0 55.6	0.0	41.3	0.0	0.0
Both Directions	0515	3	53.3	56.9	55.6	-	2	0	1	0	0	0	0 55.0	0.0	56.9	0.0	0.0
Both Directions	0530	8	47	54.1	50.1	-	7	1	0	0	0	0	0 49.9	51.6	0.0	0.0	0.0
Both Directions	0545	20	22.2	67	48.1	58.5	18	2	0	0	0	0	0 49.2	38.1	0.0	0.0	0.0
Both Directions	0600	7	18.4	55.3	46.9	-	7	0	0	0	0	0	0 46.9	0.0	0.0	0.0	0.0
Both Directions	0615	2	51	61.1	56.1	-	1	1	0	0	0	0	0 51.0	61.1	0.0	0.0	0.0
Both Directions	0630	2	23.5	56.5	49	-	1	1	0	0	0	0	0 23.5	56.5	0.0	0.0	0.0
Both Directions	0645	8	23.1	58.9	47.6	-	4	3	1	0	0	0	0 40.7	55.1	53.8	0.0	0.0
Both Directions	0700	5	49.7	67.7	57.5	-	5	0	0	0	0	0	0 57.5	0.0	0.0	0.0	0.0
Both Directions	0715	11	43.9	63.4	53.5	61.1	7	2	2	0	0	0	0 56.6	46.1	49.8	0.0	0.0
Both Directions	0730	12	17.5	67.6	49.7	62	10	1	1	0	0	0	0 49.8	44.4	54.3	0.0	0.0
Both Directions	0745	13	31.1	58.5	49.4	57.5	11	2	0	0	0	0	0 51.6	37.1	0.0	0.0	0.0
Both Directions	0800	12	37.4	59.9	53.5	58.9	9	1	1	0	0	0	0 54.9	57.7	53.5	37.4	0.0
Both Directions	0815	15	48.3	71	57.1	65.7	15	0	0	0	0	0	0 57.1	0.0	0.0	0.0	0.0
Both Directions	0830	25	18.6	63.3	49.7	59.1	22	2	1	0	0	0	0 49.3	52.2	52.8	0.0	0.0
Both Directions	0845	34	20.7	63.1	51.4	61	29	5	0	0	0	0	0 51.3	51.5	0.0	0.0	0.0
Both Directions	0900	14	36.3	68.1	51.4	57.9	13	1	0	0	0	0	0 51.7	47.8	0.0	0.0	0.0
Both Directions	0915	29	14.9	66	49.9	59	26	3	0	0	0	0	0 49.2	55.4	0.0	0.0	0.0
Both Directions	0930	27	19.5	61.9	50.3	59.2	25	0	2	0	0	0	0 50.0	0.0	53.4	0.0	0.0
Both Directions	0945	51	27.7	65.9	50.1	59	45	5	0	1	0	0	0 50.0	49.9	0.0	53.3	0.0
Both Directions	1000	35	35	67.3	51.3	58.6	32	3	0	0	0	0	0 51.3	50.5	0.0	0.0	0.0
Both Directions	1015	31	31.4	63.4	49.5	56.6	27	4	0	0	0	0	0 50.8	40.8	0.0	0.0	0.0
Both Directions	1030	44	20.4	68.7	49.5	59	37	7	0	0	0	0	0 50.8	42.6	0.0	0.0	0.0
Both Directions	1045	53	37.2	58.9	48.3	54.8	46	5	2	0	0	0	0 47.6	53.1	52.8	0.0	0.0
Both Directions	1100	37	16.9	63.8	46.3	54.3	30	5	0	2	0	0	0 46.5	47.5	0.0	39.7	0.0
Both Directions	1115	35	17.8	68.4	48.3	58	32	1	0	2	0	0	0 48.4	56.0	0.0	43.0	0.0
Both Directions	1130	40	15.9	65.1	43.8	53.4	34	4	2	0	0	0	0 44.1	37.2	51.0	0.0	0.0
Both Directions	1145	42	13.7	58.2	44.3	54.6	35	6	0	1	0	0	0 43.9	47.7	0.0	36.1	0.0
Both Directions	1200	36	15	65.1	44.8	56.2	31	4	0	1	0	0	0 44.5	46.0	0.0	50.4	0.0
Both Directions	1215	40	17.6	63.1	48.1	56.5	37	3	0	0	0	0	0 48.1	46.7	51.6	0.0	0.0
Both Directions	1230	45	21.6	63.6	52.1	59.3	41	4	0	0	0	0	0 52.1	52.5	0.0	0.0	0.0
Both Directions	1245	44	12.9	64.5	45.9	55.5	35	8	0	1	0	0	0 45.8	50.6	0.0	12.9	0.0
Both Directions	1300	48	20.1	63.8	48.2	56	42	3	1	2	0	0	0 48.7	52.3	20.1	45.8	0.0
Both Directions	1315	42	14.4	58.6	43.2	53.9	32	8	2	0	0	0	0 44.7	42.9	21.1	0.0	0.0
Both Directions	1330	47	25.8	60	48.4	55.4	38	6	3	0	0	0	0 48.1	46.7	51.6	0.0	0.0
Both Directions	1345	41	14.2	64.5	49.4	57.8	32	2	1	0	0	0	0 50.5	42.6	48.8	45.1	0.0
Both Directions	1400	31	25.1	68.4	49.9	57.2	30	0	0	1	0	0	0 49.8	0.0	0.0	54.0	0.0
Both Directions	1415	35	24.9	58.9	46.9	52.9	31	4	0	0	0	0	0 47.7	40.3	0.0	0.0	0.0
Both Directions	1430	37	22.4	65.9	47.7	54.9	30	7	0	0	0	0	0 47.5	48.7	0.0	0.0	0.0
Both Directions	1445	38	25.6	62.7	47	55.9	34	2	2	0	0	0	0 47.3	47.8	40.9	0.0	0.0
Both Directions	1500	38	22.6	62.1	47.8	57.9	34	3	0	1	0	0	0 47.4	51.3	0.0	50.8	0.0
Both Directions	1515	38	22.9	63.5	48.1	59.1	30	6	2	0	0	0	0 48.7	44.7	48.8	0.0	0.0
Both Directions	1530	31	12.7	56	42.9	52.2	30	1	0	0	0	0	0 43.5	24.7	0.0	0.0	0.0
Both Directions	1545	41	16	65.6	44.6	56.1	34	7	0	0	0	0	0 46.1	36.9	0.0	0.0	0.0
Both Directions	1600	49	19.3	64.8	44.5	54.9	44	4	1	0	0	0	0 44.8	42.5	40.1	0.0	0.0
Both Directions	1615	47	16.9	56.9	46.5	53.2	40	4	3	0	0	0	0 47.1	43.0	43.2	0.0	0.0
Both Directions	1630	63	21.8	58.6	45.6	53.3	57	6	0	0	0	0	0 45.6	45.8	0.0	0.0	0.0
Both Directions	1645	49	15.6	61.8	43.7	53.8	44	4	1	0	0	0	0 43.3	47.8	44.3	0.0	0.0
Both Directions	1700	40	21.5	57.5	46.7	53.9	31	9	0	0	0	0	0 45.9	49.2	0.0	0.0	0.0
Both Directions	1715	28	23.3	59.3	46.6	55.1	21	5	2	0	0	0	0 45.5	49.8	49.9	0.0	0.0
Both Directions	1730	54	18.4	63.7	44.6	54	45	6	1	2	0	0	0 45.5	35.0	51.8	48.0	0.0
Both Directions	1745	35	16.6	59.4	47.8	56.1	26	8	1	0	0	0	0 45.8	53.2	56.2	0.0	0.0
Both Directions	1800	27	17	66.5	48.3	57	25	2	0	0	0	0	0 48.4	46.9	0.0	0.0	0.0
Both Directions	1815	31	22.5	60.9	47.4	56.3	25	2	4	0	0	0	0 48.4	34.5	47.6	0.0	0.0
Both Directions	1830	27	17	60.2	46	56.1	24	3	0	0	0	0	0 45.9	46.6	0.0	0.0	0.0
Both Directions	1845	32	20	62.6	47.8	56.8	28	3	1	0	0	0	0 48.3	45.5	41.4	0.0	0.0
Both Directions	1900	33	27.3	59.3	47.9	55.8	30	3	0	0	0	0	0 48.3	43.4	0.0	0.0	0.0
Both Directions	1915	26	20.3	61.2	44.2	54.2	24	1	0	1	0	0	0 43.8	52.4	0.0	46.4	0.0
Both Directions	1930	27	12.3	57.6	43.9	52.5	23	4	0	0	0	0	0 42.9	49.3	0.0	0.0	0.0
Both Directions	1945	20	20.3	56.6	48	53.6	20	0	0	0	0	0	0 48.0	0.0	0.0	0.0	0.0
Both Directions	2000	22	18.2	61.5	47.2	57.6	18	3	1	0	0	0	0 46.7	51.2	43.1	0.0	0.0
Both Directions	2015	15	18.7	62.3	47.3	59.5	14	1	0	0	0	0	0 46.8	53.7	0.0	0.0	0.0
Both Directions	2030	21	17.9	62.3	45.7	55.1	18	2	0	1	0	0	0 45.6	54.1	0.0	30.3	0.0
Both Directions	2045	19	16.9	63.8	43.8	58.9	16	3	0	0	0	0	0				

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: [Rallyboys Bridge](#)
 Classification: Car, LGV, OGV1, OGV2, PSV



Monday 8 May 2023

Direction	Time [-]	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV	
Both Directions	0000	1	55.4	55.4	55.4	-	1	0	0	0	0	0	0 55.4	0.0	0.0	0.0	0.0	0.0
Both Directions	0015	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0	0.0
Both Directions	0030	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0	0.0
Both Directions	0045	1	54.6	54.6	54.6	-	0	1	0	0	0	0	0 0.0	54.6	0.0	0.0	0.0	0.0
Both Directions	0100	1	47.3	47.3	47.3	-	1	0	0	0	0	0	0 47.3	0.0	0.0	0.0	0.0	0.0
Both Directions	0115	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0	0.0
Both Directions	0130	1	60.1	60.1	60.1	-	1	0	0	0	0	0	0 60.1	0.0	0.0	0.0	0.0	0.0
Both Directions	0145	1	51	51	51	-	1	0	0	0	0	0	0 51.0	0.0	0.0	0.0	0.0	0.0
Both Directions	0200	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0	0.0
Both Directions	0215	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0	0.0
Both Directions	0230	1	49.1	49.1	49.1	-	0	0	1	0	0	0	0 0.0	0.0	49.1	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0	0.0
Both Directions	0315	2	53.3	59.6	56.4	-	2	0	0	0	0	0	0 56.4	0.0	0.0	0.0	0.0	0.0
Both Directions	0330	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0	0.0
Both Directions	0345	1	46.7	46.7	46.7	-	0	0	0	0	0	0	0 0.0	46.7	0.0	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0	0.0
Both Directions	0415	2	51.1	66.2	58.7	-	2	0	0	0	0	0	0 58.7	0.0	0.0	0.0	0.0	0.0
Both Directions	0430	2	47.4	52.1	49.8	-	2	0	0	0	0	0	0 49.8	0.0	0.0	0.0	0.0	0.0
Both Directions	0445	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0	0.0
Both Directions	0500	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0	0.0
Both Directions	0515	2	47.3	55.1	51.2	-	1	0	0	1	0	0	0 55.1	0.0	0.0	47.3	0.0	0.0
Both Directions	0530	1	58.9	58.9	58.9	-	1	0	0	0	0	0	0 58.9	0.0	0.0	0.0	0.0	0.0
Both Directions	0545	12	48.8	62.1	56.5	62.1	11	1	0	0	0	0	0 56.8	52.7	0.0	0.0	0.0	0.0
Both Directions	0600	6	46.9	62.9	54.3	-	4	2	0	0	0	0	0 51.9	58.9	0.0	0.0	0.0	0.0
Both Directions	0615	16	19.4	63.1	51.9	61.6	10	5	1	0	0	0	0 52.5	52.8	41.8	0.0	0.0	0.0
Both Directions	0630	12	16.1	67.6	49.7	60	11	1	0	0	0	0	0 48.8	59.5	0.0	0.0	0.0	0.0
Both Directions	0645	21	38.9	64.4	51.5	57.5	17	3	1	0	0	0	0 52.0	52.6	39.9	0.0	0.0	0.0
Both Directions	0700	23	42	65.4	54.5	61.8	16	4	2	1	0	0	0 54.4	57.3	55.7	42.0	0.0	0.0
Both Directions	0715	13	23.1	59	48.5	56.8	9	1	3	0	0	0	0 48.6	49.3	47.9	0.0	0.0	0.0
Both Directions	0730	15	26.5	67.3	52.5	62	12	2	1	0	0	0	0 51.7	57.4	53.1	0.0	0.0	0.0
Both Directions	0745	20	40.7	64.2	53	60.2	16	2	1	0	1	0	0 54.6	48.8	40.7	0.0	47.5	0.0
Both Directions	0800	14	43	65.6	53.5	62	10	1	3	0	0	0	0 56.1	43.4	48.2	0.0	0.0	0.0
Both Directions	0815	23	50.6	60.9	55.1	59.5	18	5	0	0	0	0	0 55.7	53.3	0.0	0.0	0.0	0.0
Both Directions	0830	32	27.7	62.7	52.2	59.2	27	4	1	0	0	0	0 51.5	54.8	59.7	0.0	0.0	0.0
Both Directions	0845	32	37.7	65.1	52.5	59.8	26	5	1	0	0	0	0 52.8	51.1	52.1	0.0	0.0	0.0
Both Directions	0900	42	41.9	61.7	52.3	57.4	36	6	0	0	0	0	0 52.2	52.8	0.0	0.0	0.0	0.0
Both Directions	0915	47	39.9	63.7	51.8	56.1	38	6	3	0	0	0	0 52.2	49.2	51.8	0.0	0.0	0.0
Both Directions	0930	26	38.5	61.8	50.9	57.6	20	4	1	0	0	0	0 51.4	53.6	38.5	45.3	0.0	0.0
Both Directions	0945	25	41.7	61.4	52.2	58.1	19	6	0	0	0	0	0 51.5	54.4	0.0	0.0	0.0	0.0
Both Directions	1000	30	23.5	64.1	48.4	58.7	25	2	2	0	1	0	0 48.5	48.4	50.4	0.0	41.0	0.0
Both Directions	1015	14	17.1	61.2	50.2	57.9	10	4	0	0	0	0	0 51.7	46.5	0.0	0.0	0.0	0.0
Both Directions	1030	21	45	61.1	53.8	58.1	17	3	0	1	0	0	0 54.1	51.4	0.0	56.9	0.0	0.0
Both Directions	1045	29	15.7	61.8	46	54.8	23	4	2	0	0	0	0 46.9	41.9	44.4	2	0.0	0.0
Both Directions	1100	27	40.8	63.4	53.4	58.6	21	4	2	0	0	0	0 53.7	51.6	53.5	0.0	0.0	0.0
Both Directions	1115	19	16.7	58.3	48.9	57.4	13	5	1	0	0	0	0 47.1	53.7	47.6	0.0	0.0	0.0
Both Directions	1130	26	33.3	57.5	47.9	55.4	22	2	2	0	0	0	0 48.2	46.2	47.2	0.0	0.0	0.0
Both Directions	1145	25	17	61.2	43.3	56.2	21	4	0	0	0	0	0 45.2	33.0	0.0	0.0	0.0	0.0
Both Directions	1200	23	20.2	59.8	45.3	55.5	20	2	1	0	0	0	0 46.4	37.5	40.1	0.0	0.0	0.0
Both Directions	1215	36	18.1	60.5	46.5	55.9	28	7	1	0	0	0	0 48.3	42.1	30.1	0.0	0.0	0.0
Both Directions	1230	28	16.7	60.6	48.5	58.4	26	2	0	0	0	0	0 48.5	48.3	0.0	0.0	0.0	0.0
Both Directions	1245	33	23.6	65.7	52	59.9	21	8	4	0	0	0	0 52.3	51.3	52.0	0.0	0.0	0.0
Both Directions	1300	21	18.9	61.1	49.4	57.5	19	2	0	0	0	0	0 49.0	53.1	0.0	0.0	0.0	0.0
Both Directions	1315	30	17	65.1	44.2	58.7	25	5	0	0	0	0	0 43.3	48.6	0.0	0.0	0.0	0.0
Both Directions	1330	24	21.7	60	48.2	55.9	21	1	0	0	0	0	0 48.6	55.5	40.4	0.0	0.0	0.0
Both Directions	1345	30	16.4	61	49.1	58.9	27	3	0	0	0	0	0 49.8	34.1	0.0	0.0	0.0	0.0
Both Directions	1400	35	21.9	62.4	47.9	55.5	26	7	2	0	0	0	0 49.0	46.6	37.2	0.0	0.0	0.0
Both Directions	1415	40	17.4	59.1	49.7	57	36	1	1	2	0	0	0 49.6	50.9	55.0	47.6	0.0	0.0
Both Directions	1430	24	39.9	61.1	50	54.5	17	5	2	0	0	0	0 50.7	47.2	50.9	0.0	0.0	0.0
Both Directions	1445	34	23	71.7	49.1	56.8	28	4	2	0	0	0	0 48.0	55.5	50.5	0.0	0.0	0.0
Both Directions	1455	43	17.4	62.3	48.1	56.6	39	4	0	0	0	0	0 48.3	47.1	0.0	0.0	0.0	0.0
Both Directions	1515	25	36.9	64.2	49.9	58.4	19	2	2	1	1	0	0 50.4	59.2	45.4	40.8	39.3	0.0
Both Directions	1530	28	38.1	69.6	53.9	60.4	23	5	0	0	0	0	0 53.3	56.8	0.0	0.0	0.0	0.0
Both Directions	1545	28	20.1	61.1	46.6	55.3	25	1	1	1	0	0	0 47.7	34.6	50.2	27.1	0.0	0.0
Both Directions	1600	26	20.5	63.7	50.4	59	20	4	1	1	0	0	0 51.0	50.0	46.1	42.9	0.0	0.0
Both Directions	1615	35	19.5	61.6	51.4	59.4	18	11	5	0	1	0	0 54.1	50.8	43.9	0.0	46.6	0.0
Both Directions	1630	37	17.4	65.6	47.6	57.2	24	8	4	2	0	0	0 48.0	46.8	46.8	0.0	0.0	0.0
Both Directions	1645	40	15.9	72.1	47.7	57.6	31	7	2	0	0	0	0 49.1	41.8	46.0	0.0	0.0	0.0
Both Directions	1700	42	19.5	59.8	48.2	55.9	31	10	1	0	0	0	0 48.9	46.1	47.7	0.0	0.0	0.0
Both Directions	1715	41	18.6	65.9	51.8	58.1	34	4	2	1	0	0	0 53.0	51.9	28.5	55.8	0.0	0.0
Both Directions	1730	40	22.2	73.9	50.6	57	35	4	1	0	0	0	0 50.0	56.2	49.9	0.0	0.0	0.0
Both Directions	1745	44	21.2	65	49.1	56.7	38	4	2	0	0	0	0 49.3	48.8	46.8	0.0	0.0	0.0
Both Directions	1800	32	18.7	63	52.7	60.2	28	4	0	0	0	0	0 53.0	50.4	0.0	0.0	0.0	0.0
Both Directions	1815	24	20.5	65.8	48.1	56.5	19	3	2	0	0	0	0 48.5	43.1	51.6	0.0	0.0	0.0
Both Directions	1830	34	22.9	65	50	59.8	28	6	0	0	0	0	0 50.2	49.3	0.0	0.0	0.0	0.0
Both Directions	1845	40	27	62.5	49.5	56.3	37	2	0	1	0	0	0 49.6	50.7	0.0	42.2	0.0	0.0
Both Directions	1900	23	37.4	61.1	53.3	59.7	19	3	1	0	0	0	0 53.5	55.9	42.9	0.0	0.0	0.0
Both Directions	1915	21	17.5	61.2	44.7	55.9	15	4	2	0	0	0	0 42.2	54.3	44.7	0.0	0.0	0.0
Both Directions	1930	13	40.6	68.2	52.8	60.9	9	2	2	0	0	0	0 52.2	51.3	57.3	0.0	0.0	0.0
Both Directions	1945	13	35.4	66.9	50.2	59.4	11	2	0	0	0	0	0 51.7	4				

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: [Ballyboys Bridge](#)
 Classification: Car, LGV, OGV1, OGV2, PSV



Thursday 11 May 2023

Direction	Time [-]	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV	
Both Directions	0000	1	45.4	45.4	45.4	-	1	0	0	0	0	0	0	45.4	0.0	0.0	0.0	0.0
Both Directions	0015	3	46.2	51.7	49.4	-	3	0	0	0	0	0	0	49.4	0.0	0.0	0.0	0.0
Both Directions	0030	2	43	49.7	46.3	-	1	1	0	0	0	0	0	43.0	49.7	0.0	0.0	0.0
Both Directions	0045	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0100	2	27.7	47.9	37.8	-	1	1	0	0	0	0	0	47.9	27.7	0.0	0.0	0.0
Both Directions	0115	2	28.2	59	43.6	-	2	0	0	0	0	0	0	43.6	0.0	0.0	0.0	0.0
Both Directions	0130	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0145	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0200	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0215	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	1	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0245	2	47.8	54.4	51.1	-	1	0	1	0	0	0	0	54.4	0.0	47.8	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0330	2	59.9	61.6	60.7	-	2	0	0	0	0	0	0	60.7	0.0	0.0	0.0	0.0
Both Directions	0345	1	44.8	44.8	44.8	-	0	0	1	0	0	0	0	0.0	0.0	44.8	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0445	1	62.6	62.6	62.6	-	1	0	0	0	0	0	0	62.6	0.0	0.0	0.0	0.0
Both Directions	0500	2	47.6	50.5	49	-	0	1	1	0	0	0	0	0.0	50.5	47.6	0.0	0.0
Both Directions	0515	3	55.9	65.4	59.9	-	3	0	0	0	0	0	0	59.9	0.0	0.0	0.0	0.0
Both Directions	0530	1	55.9	55.9	55.9	-	1	0	0	0	0	0	0	55.9	0.0	0.0	0.0	0.0
Both Directions	0545	11	51.8	62.9	57.4	62.6	9	2	0	0	0	0	0	57.2	58.0	0.0	0.0	0.0
Both Directions	0600	10	47.2	65.7	55.8	-	5	4	1	0	0	0	0	56.5	55.3	54.3	0.0	0.0
Both Directions	0615	9	29.7	60.7	50.7	-	8	0	1	0	0	0	0	53.4	0.0	29.7	0.0	0.0
Both Directions	0630	17	20.8	64.7	52.7	60.1	10	5	1	1	0	0	0	53.6	52.2	52.7	47.4	0.0
Both Directions	0645	21	29.3	63.7	51	58.6	15	2	2	0	0	0	0	52.9	47.7	48.3	48.4	0.0
Both Directions	0700	18	44.8	67.2	54.9	60.8	15	2	1	0	0	0	0	55.4	56.4	44.8	0.0	0.0
Both Directions	0715	18	23.8	63.9	51.4	62.1	13	2	3	0	0	0	0	53.1	46.4	47.4	0.0	0.0
Both Directions	0730	24	29.6	64.1	52.4	60.9	15	5	4	0	0	0	0	52.5	54.9	48.7	0.0	0.0
Both Directions	0745	25	39.1	61.4	52.2	57.1	18	2	4	0	1	0	0	51.9	50.5	55.9	0.0	47.4
Both Directions	0800	24	47.1	64.7	56.5	62.5	21	4	1	0	0	0	0	57.0	52.5	53.1	0.0	0.0
Both Directions	0815	32	38.9	60.6	50.8	57.2	27	4	1	0	0	0	0	51.0	50.7	39.2	0.0	0.0
Both Directions	0830	40	34.6	65.7	52.9	58.8	35	5	0	0	0	0	0	53.3	49.8	0.0	0.0	0.0
Both Directions	0845	19	27.9	56.3	47.4	54.2	16	3	0	0	0	0	0	48.3	42.4	0.0	0.0	0.0
Both Directions	0900	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0915	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0930	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0945	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1000	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1015	1	43.9	43.9	43.9	-	1	0	0	0	0	0	0	43.9	0.0	0.0	0.0	0.0
Both Directions	1030	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1045	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1100	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1115	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1130	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1145	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1200	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1215	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1230	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1245	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1300	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1315	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1330	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1345	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1400	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1415	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1430	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1445	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1500	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1515	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1530	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1545	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1600	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1615	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1630	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1645	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1700	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1715	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1730	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1745	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1800	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1815	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1830	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1845	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1900	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1915	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1930	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1945	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2000	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2015	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2030	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2045	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2100	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2115	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2130	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2145	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2200	0	-	-	-	-	0	0	0	0	0	0	0	0.0				

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type : Automatic Traffic Count (ATC) Survey
 Date : 03.05.23-11.05.23
 Time : 00:00 - 23:59
 Location : [R758 \(adjacent to Greenway Crossing\)](#)
 Classification : Car, LGV, OGV1, OGV2, PSV



Thursday 11 May 2023

Direction	Time [-]	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 80	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV	
Both Directions	0000	1	72.9	72.9	72.9		1	0	0	0	0	0	0	72.9	0.0	0.0	0.0	0.0
Both Directions	0015	3	66.3	73.4	69.5		3	0	0	0	0	0	0	69.5	0.0	0.0	0.0	0.0
Both Directions	0030	2	62	85.3	73.6		1	1	0	0	0	0	0	162.0	85.3	0.0	0.0	0.0
Both Directions	0045	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0100	2	63	66.1	64.6		1	1	0	0	0	0	0	63.0	66.1	0.0	0.0	0.0
Both Directions	0115	2	70.9	82.8	76.8		2	0	0	0	0	0	0	176.8	0.0	0.0	0.0	0.0
Both Directions	0130	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0145	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0200	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0215	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0230	1	96.2	96.2	96.2		1	0	0	0	0	0	0	96.2	0.0	0.0	0.0	0.0
Both Directions	0245	1	65.7	65.7	65.7		0	0	1	0	0	0	0	0.0	0.0	65.7	0.0	0.0
Both Directions	0300	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0330	2	69.7	80.5	75.1		2	0	0	0	0	0	0	175.1	0.0	0.0	0.0	0.0
Both Directions	0345	1	78.3	78.3	78.3		0	0	1	0	0	0	0	0.0	0.0	78.3	0.0	0.0
Both Directions	0400	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0415	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0430	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0445	1	102.5	102.5	102.5		1	0	0	0	0	0	0	102.5	0.0	0.0	0.0	0.0
Both Directions	0500	1	63.4	63.4	63.4		0	1	0	0	0	0	0	0.0	63.4	0.0	0.0	0.0
Both Directions	0515	3	75	97.2	86.1		2	0	1	0	0	0	0	286.1	0.0	86.1	0.0	0.0
Both Directions	0530	1	106.6	106.6	106.6		1	0	0	0	0	0	0	106.6	0.0	0.0	0.0	0.0
Both Directions	0545	11	73.3	97.1	86.1	96	9	2	0	0	0	0	0	884.4	93.7	0.0	0.0	0.0
Both Directions	0600	11	57.6	117.7	84	105.9	9	2	0	0	0	0	0	786.5	72.7	0.0	0.0	0.0
Both Directions	0615	8	57.5	90.5	79.4		7	0	1	0	0	0	0	482.5	0.0	57.5	0.0	0.0
Both Directions	0630	18	64.5	101.8	81.3	96.9	11	4	2	1	0	0	0	1078.9	85.6	86.2	80.7	0.0
Both Directions	0645	23	57.7	117.6	77.2	92.7	18	4	1	0	0	0	0	975.8	82.4	81.1	0.0	0.0
Both Directions	0700	19	59.5	117.7	82.6	97.6	14	3	2	0	0	0	0	1283.9	89.9	62.4	0.0	0.0
Both Directions	0715	18	63.5	96	81.7	91.1	12	3	3	0	0	0	0	1084.9	82.2	68.3	0.0	0.0
Both Directions	0730	25	45.8	97.5	74.6	93.4	16	6	3	0	0	0	0	874.4	78.8	67.1	0.0	0.0
Both Directions	0745	24	52.3	99.1	79.3	90.2	20	1	3	0	0	0	0	1079.4	67.4	82.7	0.0	0.0
Both Directions	0800	23	67.2	115.8	84.9	101.1	19	3	1	0	0	0	0	1584.2	94.7	69.6	0.0	0.0
Both Directions	0815	34	55.4	101.9	76.1	86.2	30	3	0	1	0	0	0	976.6	78.2	0.0	56.1	0.0
Both Directions	0830	34	13.2	95.2	74.3	85.9	29	4	1	0	0	0	0	1273.9	77.5	72.5	0.0	0.0
Both Directions	0845	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0900	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0915	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0930	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0945	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1000	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1015	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1030	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1045	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1100	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1115	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1130	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1145	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1200	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1215	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1230	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1245	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1300	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1315	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1330	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1345	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1400	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1415	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1430	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1445	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1500	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1515	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1530	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1545	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1600	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1615	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1630	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1645	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1700	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1715	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1730	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1745	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1800	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1815	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1830	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1845	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1900	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1915	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1930	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1945	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2000	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2015	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2030	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2045	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2100	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2115	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2130	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2145	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	2200	0	-	-	-		0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions																		

Irish Traffic Surveys Ltd

Survey Name : ITS I-721 Blessington Greenway
 Survey Type : Automatic Traffic Count (ATC) Survey
 Date : 03.05.23-11.05.23
 Time : 00:00 - 23:59
 Location : N81 (South of Poulaphuca Lough Parking)
 Classification : Car, LGV, OGV1, OGV2, PSV



Wednesday 3 May 2023

Direction	Time [-]	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 100	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0015	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0030	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0045	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0100	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0115	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0130	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0145	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0200	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0215	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0230	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0300	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0330	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0400	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0415	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0430	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0445	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0500	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0515	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0530	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0545	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0600	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0615	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0630	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0645	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0700	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0715	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0730	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0745	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0800	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0815	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0830	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0845	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0900	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0915	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0930	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0945	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1000	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1015	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1030	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1045	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1100	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1115	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1130	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1145	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1200	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1215	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1230	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1245	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1300	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1315	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1330	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1345	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	1400	82	42.5	83.6	65.1	76	60	12	3	6	1	0.645	69.2	68.2	60.8	71.9	
Both Directions	1415	97	48.2	90.4	67.1	77.3	72	18	4	3	0	0.670	66.4	71.7	67.2	0.0	
Both Directions	1430	118	37.5	68.7	71.8	82.3	87	17	7	6	1	0.711	76.5	67.0	73.3	78.8	
Both Directions	1445	122	38.1	84.3	68.7	76.7	90	18	11	2	1	0.686	69.0	67.3	77.1	72.8	
Both Directions	1500	114	51.3	87.4	70.2	79.3	83	19	8	3	1	0.693	71.6	73.9	74.2	73.5	
Both Directions	1515	121	49	96.5	71.6	82.8	90	17	10	2	2	0.712	72.9	71.7	71.8	76.5	
Both Directions	1530	110	49.8	103	71.3	78.8	84	19	4	2	1	1.714	70.8	72.5	61.9	82.1	
Both Directions	1545	136	53.6	98.6	69.2	79.3	110	18	6	2	0	0.691	69.7	72.0	65.9	0.0	
Both Directions	1600	145	36.8	91.7	69	79.9	109	20	8	8	0	0.678	71.5	69.2	79.2	0.0	
Both Directions	1615	149	46.1	89.7	70.8	80.4	116	24	6	3	0	0.705	71.2	71.9	78.3	0.0	
Both Directions	1630	154	53.1	96.2	71.4	79	116	28	7	3	0	0.715	69.7	77.6	67.9	0.0	
Both Directions	1645	161	40.2	101.1	65.9	77.5	124	31	4	2	0	1.656	66.8	68.7	67.2	0.0	
Both Directions	1700	162	52.3	96.4	72.9	82.8	119	34	3	5	1	0.726	74.8	70.3	72.8	53.3	
Both Directions	1715	237	41.9	96.3	67.9	78.5	178	41	13	4	1	0.672	68.7	72.9	73.5	58.9	
Both Directions	1730	185	46.4	102.1	73.9	82.9	154	27	3	1	0	1.733	78.2	68.8	75.8	0.0	
Both Directions	1745	184	43.1	90.5	70.1	79.4	149	28	5	2	0	0.700	71.5	70.6	59.6	0.0	
Both Directions	1800	187	43.2	95.1	70.9	81	144	32	6	5	0	0.699	75.1	65.9	76.9	0.0	
Both Directions	1815	136	46.5	94.8	69.6	79.3	113	21	2	0	0	0.691	70.6	85.1	0.0	0.0	
Both Directions	1830	124	48.2	117.6	73.3	83.1	97	21	4	2	0	2.723	76.5	74.3	85.1	0.0	
Both Directions	1845	134	53	96	70.4	78.5	107	21	5	0	1	0.701	71.1	73.1	0.0	78.5	
Both Directions	1900	97	30.6	98.2	70.8	81.3	77	13	4	3	0	0.715	70.4	58.8	70.3	0.0	
Both Directions	1915	102	29	116.2	72.3	82.2	78	18	4	2	0	4.734	69.1	69.2	67.5	0.0	
Both Directions	1930	89	49.2	98.4	70.5	78.8	71	13	4	1	0	0.710	67.4	74.8	56.9	0.0	
Both Directions	1945	86	31.8	100.5	68.7	83.5	59	23	3	1	0	1.680	72.2	63.0	48.4	0.0	
Both Directions	2000	74	47.2	105	72.8	84.9	62	8	3	1	0	1.730	70.9	70.5	79.3	0.0	
Both Directions	2015	78	42	96	69.6	75.9	67	10	1	0	0	0.700	68.1	55.3	0.0	0.0	
Both Directions	2030	65	35.8	103.4	74.2	83.7	53	10	1	1	0	1.745	73.1	62.1	81.3	0.0	
Both Directions	2045	78	49.2	101.5	70.2	81.2	62	15	1	0	0	1.695	72.7	80.2	0.0	0.0	
Both Directions	2100	43	50.3	95	71.7	82.5	36	7	0	0	0	0.711	74.4	0.0	0.0	0.0	
Both Directions	2115	57	52.9	89.1	71.2	80.9	52	4	0	1	0	0.715	69.5	0.0	64.1	0.0	
Both Directions	2130	47	55.8	91.6	70.5	80.6	35	11	1	0	0	0.687	74.6	89.2	0.0	0.0	
Both Directions	2145	24	57.5	89	71.6	81.4	22	2	0	0	0	0.713	74.4	0.0	0.0	0.0	
Both Directions	2200	27	55.5	89.9	71.5	83.6	21	4	0	2	0	0.713	72.5	0.0	70.5	0.0	
Both Directions	2215	20	51	91.7	76.7	91.4	16	3	0	1	0	0.770	83.5	0.0	51.0	0.0	
Both Directions	2230	26	58.4	90.8	73.4	86.3	21	5	0	0	0	0.739	71.6	0.0	0.0	0.0	
Both Directions	2245	22	48	126.7													

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
Survey Type : Automatic Traffic Count (ATC) Survey
Date : 03.05.23-11.05.23
Time : 00:00 - 23:59
Location : N81 (South of Poulaphuca Lough Parking)
Classification : Car, LGV, OGV1, OGV2, PSV



Tuesday 9 May 2023

Table with columns: Direction, Time [-], Total Vehicles, Min Speed, Vmax Speed, Mean Speed, Vpp 85, Cis Car, Cis LGV, Cis OGV1, Cis OGV2, Cis PSV, JPSL 100, Average Speed Car, Average Speed LGV, Average Speed OGV1, Average Speed OGV2, Average Speed PSV. Rows include 5-minute intervals from 0000 to 2345 and summary rows for 06-22, 06-00, and 00-00.

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
Survey Type : Automatic Traffic Count (ATC) Survey
Date : 03.05.23-11.05.23
Time : 00:00 - 23:59
Location : N81 (South of Poulaphuca Lough Parking)
Classification : Car, LGV, OGV1, OGV2, PSV



Wednesday 10 May 2023

Table with columns: Direction, Time [-], Total Vehicles, Vmax, Mean Speed, Vpp 85, Cts Car, Cts LGV, Cts OGV1, Cts OGV2, Cts PSV, JPSL 100, Average Speed Car, Average Speed LGV, Average Speed OGV1, Average Speed OGV2, Average Speed PSV. Includes data for times 0000 to 2345 and a summary row at 23:59.

Irish Traffic Surveys Ltd

Survey Name :	ITS J-721 Blessington Greenway
Survey Type:	Automatic Traffic Count (ATC) Survey
Date:	03.05.23-11.05.23
Time:	00:00 - 23:59
Location:	N81 (Blessington Greenway Section)
Classification:	Car, LGV, OGV1, OGV2, PSV



Thursday 4 May 2023

Direction	Time [-]	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 100	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	5	30.2	113.2	82.3	-	5	0	0	0	0	0	182.3	0.0	0.0	0.0	0.0
Both Directions	0015	11	61.5	119.9	87.8	119.7	7	1	3	0	0	0	387.9	115.7	78.1	0.0	0.0
Both Directions	0030	2	97.8	114.1	105.9	-	0	2	0	0	0	0	100.0	105.9	0.0	0.0	0.0
Both Directions	0045	8	84.4	116.2	96.2	-	5	2	1	0	0	0	392.7	110.8	84.4	0.0	0.0
Both Directions	0100	3	73.1	111.3	92.7	-	2	0	1	0	0	0	183.3	0.0	111.3	0.0	0.0
Both Directions	0115	2	93.1	104.1	98.6	-	2	0	0	0	0	0	198.6	0.0	0.0	0.0	0.0
Both Directions	0130	4	73.7	89.5	82.9	-	3	1	0	0	0	0	086.0	73.7	0.0	0.0	0.0
Both Directions	0145	1	96.4	96.4	96.4	-	1	0	0	0	0	0	096.4	0.0	0.0	0.0	0.0
Both Directions	0200	6	76	127.9	92.7	-	4	1	1	0	0	1	196.2	87.9	83.7	0.0	0.0
Both Directions	0215	2	79	80.7	79.8	-	1	1	0	0	0	0	080.7	79.0	0.0	0.0	0.0
Both Directions	0230	3	75.3	112.5	88.2	-	2	1	0	0	0	0	193.9	76.8	0.0	0.0	0.0
Both Directions	0245	2	70.9	72.7	71.8	-	2	0	0	0	0	0	071.8	0.0	0.0	0.0	0.0
Both Directions	0300	3	82.2	106.7	94.4	-	2	0	0	0	0	1	194.5	0.0	0.0	94.3	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0330	2	69.7	97.6	83.6	-	2	0	0	0	0	0	083.6	0.0	0.0	0.0	0.0
Both Directions	0345	3	77.3	105.6	91	-	2	0	1	0	0	0	191.4	0.0	90.0	0.0	0.0
Both Directions	0400	6	75.5	112.1	89.2	-	4	2	0	0	0	0	192.5	82.7	0.0	0.0	0.0
Both Directions	0415	13	81.8	107.9	93.2	101.3	10	2	1	0	0	0	293.8	88.0	97.5	0.0	0.0
Both Directions	0430	3	83.7	87.1	85.9	-	3	0	0	0	0	0	085.9	0.0	0.0	0.0	0.0
Both Directions	0445	7	76.8	124.7	96.4	-	4	1	1	1	0	0	3101.3	86.3	104.3	78.4	0.0
Both Directions	0500	9	68.4	105.6	90	-	4	1	3	1	0	2	299.8	73.3	84.4	84.6	0.0
Both Directions	0515	35	62.2	126.2	99	118.1	19	12	2	2	0	0	1895.7	106.4	92.8	81.2	0.0
Both Directions	0530	41	58.7	142.1	94.7	107.3	24	11	3	3	0	13	93.7	96.4	108.0	83.2	0.0
Both Directions	0545	70	54.9	124.8	94.4	101.8	35	27	5	3	0	0	1493.5	95.2	96.0	94.3	0.0
Both Directions	0600	93	73.6	153.6	94.5	104.5	46	36	8	3	0	27	91.9	98.2	93.8	91.6	0.0
Both Directions	0615	120	32.1	119.5	89.8	100.2	70	35	10	5	0	20	88.7	93.5	87.2	85.5	0.0
Both Directions	0630	155	27.6	121	85.3	99.6	91	47	11	6	0	22	83.7	88.0	91.1	78.3	0.0
Both Directions	0645	182	66.4	120.6	85.4	93.4	128	41	9	4	0	9	84.7	87.2	87.0	88.1	0.0
Both Directions	0700	167	53.5	121	87.8	96.3	95	56	13	2	1	10	87.7	89.0	83.7	85.8	85.6
Both Directions	0715	184	58.7	122.7	83	92	116	47	16	5	0	10	83.2	84.2	78.4	79.4	0.0
Both Directions	0730	166	56.5	115.6	83.4	90.4	109	37	16	4	0	7	82.5	85.3	83.7	87.1	0.0
Both Directions	0745	199	51.5	114.4	80.6	92.5	126	57	11	3	2	5	80.4	82.2	76.8	81.8	71.5
Both Directions	0800	146	58.9	113.1	81.8	91.3	85	32	19	3	0	6	82.0	83.4	79.3	78.5	81.6
Both Directions	0815	186	52.4	106.4	78.6	87.5	132	39	9	5	1	4	78.8	79.5	75.5	77.8	59.9
Both Directions	0830	215	58.1	107.4	77.3	85.6	160	36	11	7	1	3	78.0	76.9	73.7	68.6	70.0
Both Directions	0845	186	26.9	105.4	80.4	90.5	144	29	10	2	1	5	79.9	83.6	80.2	74.7	77.7
Both Directions	0900	197	60.4	103.7	79.5	87.1	145	41	7	3	1	2	79.4	80.3	79.8	76.1	78.9
Both Directions	0915	171	50.1	112.7	79	89	117	38	14	2	0	2	79.6	79.3	73.7	73.6	0.0
Both Directions	0930	140	58.4	110.8	78.5	87.6	101	17	11	11	0	2	78.2	80.2	78.9	78.4	0.0
Both Directions	0945	143	52.2	122.8	77.9	87.5	91	33	12	7	0	4	76.9	81.2	78.2	75.9	0.0
Both Directions	1000	132	40.7	99.6	75	87.5	92	26	8	5	1	0	74.3	77.0	77.2	72.8	82.1
Both Directions	1015	117	47.1	98.1	74.1	85.9	86	17	9	4	1	0	73.5	76.2	73.4	80.7	67.4
Both Directions	1030	125	62.7	109.3	80.7	90.2	88	28	7	1	1	2	80.6	81.4	77.9	85.0	82.8
Both Directions	1045	136	55.2	99.8	77.1	87	100	23	8	3	2	0	77.0	78.2	74.6	82.3	69.8
Both Directions	1100	94	44.2	121.5	74	88.4	67	12	11	3	1	2	73.7	81.5	71.6	56.4	84.5
Both Directions	1115	133	33.3	115.1	74.7	86.2	96	23	7	6	1	4	74.3	77.2	76.1	70.4	76.3
Both Directions	1130	124	38.1	122.7	76.5	88.8	85	25	9	4	1	3	75.7	78.8	76.7	80.7	66.3
Both Directions	1145	114	24.4	103.8	77.5	88	85	18	8	2	1	2	76.5	81.5	76.9	79.8	92.2
Both Directions	1200	122	56	104.5	76.6	86.3	76	31	11	3	1	3	76.3	78.2	74.0	80.2	70.1
Both Directions	1215	137	54.7	109.5	77.8	88.7	106	20	9	2	0	1	77.0	80.6	80.6	79.5	0.0
Both Directions	1230	119	61.6	106.8	80.2	90.2	83	23	10	2	1	5	79.1	84.1	79.8	81.7	78.4
Both Directions	1245	131	58.1	110.9	79.3	89.6	95	21	10	5	0	4	77.9	82.9	83.4	83.3	0.0
Both Directions	1300	132	58.6	107.6	78.5	88.6	88	23	17	3	1	5	76.5	85.6	80.5	76.0	63.5
Both Directions	1315	140	58.5	96.8	78.8	88.7	113	13	11	3	0	0	78.5	82.4	78.9	72.8	0.0
Both Directions	1330	126	30.6	122	78	85.3	89	24	7	5	1	6	76.9	83.4	74.8	79.1	62.5
Both Directions	1345	134	55.4	98.6	79.6	89.5	105	14	8	7	0	0	78.7	83.7	85.9	77.1	0.0
Both Directions	1400	154	47.7	102.8	73.9	84.9	111	21	16	6	0	1	72.7	81.5	76.1	63.4	0.0
Both Directions	1415	122	49.7	104.1	74.1	87.9	89	21	5	7	0	3	73.6	73.0	73.8	84.6	0.0
Both Directions	1430	134	50.4	115.8	79.1	89.3	93	21	15	5	0	2	78.4	81.4	79.5	80.9	0.0
Both Directions	1445	150	63.2	115.9	79.7	90.9	101	37	8	3	1	7	78.1	84.2	81.0	74.1	73.0
Both Directions	1500	143	58.2	100.1	76.7	86.9	112	14	15	2	0	1	76.3	80.6	77.0	71.9	0.0
Both Directions	1515	126	19.8	104.6	76.5	89.3	94	19	8	4	1	1	75.3	83.3	77.0	70.5	80.5
Both Directions	1530	173	54.3	104.4	78	88.2	136	25	9	3	0	2	77.0	82.1	79.3	83.9	0.0
Both Directions	1545	165	56.2	114.6	80.7	89.7	121	29	12	3	0	6	79.1	85.9	86.1	74.5	0.0
Both Directions	1600	197	28.6	107.2	77.3	86.1	155	31	7	4	0	1	76.9	79.7	78.2	70.5	0.0
Both Directions	1615	191	44.9	143.7	77.1	86.6	144	29	12	6	0	5	76.6	79.0	79.9	75.7	0.0
Both Directions	1630	184	52.9	97.5	77.9	86.3	143	31	9	0	1	0	78.2	76.8	75.6	0.0	84.7
Both Directions	1645	208	31.6	106.3	77.5	87	162	26	14	6	0	4	78.0	77.5	72.7	74.9	0.0
Both Directions	1700	226	49.1	100.1	76.4	84.8	184	32	5	5	0	1	76.2	78.2	76.2	75.2	0.0
Both Directions	1715	216	53.3	111.7	76.5	84.7	169	36	9	2	0	3	75.7	79.8	78.0	73.3	0.0
Both Directions	1730	196	35.8	105.1	77.8	86.3	156	27	8	5	0	1	77.6	79.9	79.2	71.2	0.0
Both Directions	1745	224	51.5	103.1	78.6	88.4	174	41	8	1	0	1	78.3	78.5	83.7	78.2	0.0
Both Directions	1800	204	44	112.5	75.5	85	173	21	7	3	0	2	75.4	76.1	78.6	70.3	0.0
Both Directions	1815	142	61.3	102.5	78.6	88.9	106	30	6	0	0	0	278.2	80.1	79.3	0.0	0.0
Both Directions	1830	157	59.8	107.3	79	86.7	132	21	4	0	0	2	78.7	80.6	79.8	0.0	0.0
Both Directions	1845	144	55.7	113.5	78.6	88.7	118	21	3	2	0	4	78.3	80.0	83.6	73.5	0.0
Both Directions	1900	152	58.7	111.4	78.9	87.1	126	21	3	0	2	1	78.4	80.3	81.1	0.0	87.3
Both Directions	1915	112	49.2	105.3	78.1	88.6	93	18	1	0	0	4	77.4	80.7	92.9	0.0	0.0
Both Directions	1930	124	52.7	98.2	78.2	89	104	16	3	1	0	0	77.8	80.9	80.4	67.7	0.0
Both Directions	1945	98	53.1	106.2	77.1	85.2	76	20	2	0	0	2	76.3	81.2	66.7	0.0	0.0
Both Directions	2000	97	98	102.8	79.2	88.4	83	10	3								

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: [N81 Blessington Greenway Section](#)
 Classification: Car, LGV, OGV1, OGV2, PSV



Friday 5 May 2023

Direction	Time	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 100	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV	
Both Directions	0000	11	62.7	101.4	81	95	7	1	3	0	0	0	1	77.8	101.4	81.5	0.0	0.0
Both Directions	0015	8	67	97.5	86.3	-	5	1	2	0	0	0	0	92.6	85.1	71.3	0.0	0.0
Both Directions	0030	9	69	90.5	80.6	-	8	0	1	0	0	0	0	79.8	0.0	86.9	0.0	0.0
Both Directions	0045	5	73.8	83.2	79.2	-	5	0	0	0	0	0	0	79.2	0.0	0.0	0.0	0.0
Both Directions	0100	3	78.8	83	81	-	2	1	0	0	0	0	0	80.1	83.0	0.0	0.0	0.0
Both Directions	0115	7	66.6	106	83.2	-	5	2	0	0	0	0	0	177.4	97.5	0.0	0.0	0.0
Both Directions	0130	5	73.4	91.9	85.3	-	5	0	0	0	0	0	0	85.3	0.0	0.0	0.0	0.0
Both Directions	0145	2	85.1	86.3	85.7	-	2	0	0	0	0	0	0	85.7	0.0	0.0	0.0	0.0
Both Directions	0200	1	90.1	90.1	90.1	-	1	0	0	0	0	0	0	90.1	0.0	0.0	0.0	0.0
Both Directions	0215	4	74.7	93	82.4	-	2	1	1	0	0	0	0	87.2	74.7	80.3	0.0	0.0
Both Directions	0230	2	71.5	104.7	88.1	-	1	0	1	0	0	0	0	171.5	0.0	104.7	0.0	0.0
Both Directions	0245	5	77.5	102.6	90.4	-	3	2	0	0	0	0	0	82.8	101.8	0.0	0.0	0.0
Both Directions	0300	2	62	72.4	67.2	-	1	0	1	0	0	0	0	62.0	0.0	72.4	0.0	0.0
Both Directions	0315	1	82.2	82.2	82.2	-	1	0	0	0	0	0	0	82.2	0.0	0.0	0.0	0.0
Both Directions	0330	3	83.5	108.9	96	-	1	1	0	1	0	0	0	195.8	108.9	0.0	83.5	0.0
Both Directions	0345	0	-	-	-	-	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Both Directions	0400	6	80.5	97.9	89.1	-	3	2	1	0	0	0	0	93.1	82.5	80.3	0.0	0.0
Both Directions	0415	6	84.2	112.7	92.8	-	2	3	1	0	0	0	0	284.8	100.8	94.9	0.0	0.0
Both Directions	0430	8	69.5	91.4	83.1	-	6	1	1	0	0	0	0	84.8	69.7	86.2	0.0	0.0
Both Directions	0445	6	85.9	120.3	99.1	-	4	0	2	0	0	0	0	392.3	0.0	112.7	0.0	0.0
Both Directions	0500	9	65.4	106.4	86.6	-	7	2	0	0	0	0	0	37.2	84.6	0.0	0.0	0.0
Both Directions	0515	22	76	138.8	96.3	106	13	5	4	0	0	0	0	797.5	93.0	96.5	0.0	0.0
Both Directions	0530	29	69	115.6	95.3	111.5	14	11	3	1	0	0	0	1095.8	94.7	81.0	96.3	0.0
Both Directions	0545	63	51.2	122.1	93.5	105	41	18	3	1	0	0	0	1692.0	95.5	101.4	93.5	0.0
Both Directions	0600	89	71.8	124.4	93.8	104.4	41	38	5	5	0	0	0	2191.4	96.8	96.1	88.6	0.0
Both Directions	0615	128	65	133.8	89	97	74	31	16	7	0	0	0	1088.4	91.6	89.1	83.5	0.0
Both Directions	0630	123	54.4	113.4	88.8	98.1	84	30	8	1	0	0	0	1388.5	89.9	87.3	89.8	0.0
Both Directions	0645	160	61	158	86.7	98.8	100	47	9	4	0	0	0	2086.4	88.5	83.3	82.7	0.0
Both Directions	0700	153	66.1	118.4	85.8	95.3	100	39	10	4	0	0	0	1085.0	89.4	79.0	88.0	0.0
Both Directions	0715	140	60.7	124.1	82.8	95	98	23	15	3	1	0	0	683.4	84.8	78.3	76.1	68.8
Both Directions	0730	128	63.2	107.6	84.1	94.6	88	28	11	1	0	0	0	484.2	84.1	82.6	85.5	0.0
Both Directions	0745	166	48.2	148.5	73.5	91.8	110	35	12	8	1	0	0	578.8	84.4	78.7	68.2	85.7
Both Directions	0800	136	61.4	115.9	84.9	96.9	100	21	10	4	1	0	0	1084.9	86.5	86.9	74.1	73.2
Both Directions	0815	173	52.3	107.6	81.9	92.8	128	30	11	4	0	0	0	282.2	82.7	75.9	81.8	0.0
Both Directions	0830	172	57.8	103.5	80.9	90.9	130	32	5	4	1	0	0	481.2	79.6	85.1	79.5	66.0
Both Directions	0845	173	54.5	110.7	81.1	91.2	128	32	10	1	2	0	0	781.1	82.6	76.7	87.5	76.3
Both Directions	0900	214	54.9	103.1	76.1	84.7	145	49	16	2	2	0	0	375.9	76.7	76.4	80.9	72.7
Both Directions	0915	158	62.2	104.3	79.4	86.8	117	29	10	1	1	0	0	379.0	81.4	78.9	83.5	78.1
Both Directions	0930	143	36.5	102.2	77.5	88.9	110	22	7	3	1	0	0	276.5	85.5	73.1	65.3	74.8
Both Directions	0945	144	26.3	140.6	76.4	88.6	110	19	8	7	0	0	0	376.4	79.7	68.4	75.8	0.0
Both Directions	1000	119	25.9	111.7	80	92.3	86	22	8	3	0	0	0	478.4	86.5	84.0	69.2	0.0
Both Directions	1015	130	46	100.2	76.9	86.9	94	25	10	1	0	0	0	177.3	76.7	74.9	70.4	0.0
Both Directions	1030	127	40.8	115.6	74.4	82	97	20	7	1	2	0	0	273.8	76.8	76.3	73.9	70.8
Both Directions	1045	117	58.4	116.2	77.2	85.7	88	18	9	2	0	0	0	277.4	77.4	76.3	67.6	0.0
Both Directions	1100	125	21.8	106.1	78.2	88.4	92	26	6	1	0	0	0	377.5	81.2	76.4	74.2	0.0
Both Directions	1115	126	56.8	127.4	76.7	88.5	100	16	8	2	0	0	0	675.8	86.2	69.8	69.2	0.0
Both Directions	1130	151	58.9	106	76.4	86.3	106	29	11	5	0	0	0	176.0	78.6	78.4	69.7	0.0
Both Directions	1145	126	31.8	112	77.8	91.4	100	18	6	2	0	0	0	776.8	83.7	76.1	79.1	0.0
Both Directions	1200	148	48.7	109.8	78.5	90.4	119	18	8	3	0	0	0	378.5	80.5	73.0	82.3	0.0
Both Directions	1215	153	59.7	105.4	77.3	86.7	118	25	5	3	2	0	0	376.5	80.6	78.7	78.2	77.6
Both Directions	1230	149	47.5	103.9	78.7	87.8	113	20	13	2	1	0	0	279.2	76.1	79.2	74.9	81.2
Both Directions	1245	144	50.5	112.6	78.6	88.9	110	26	6	2	0	0	0	277.7	81.8	81.3	78.3	0.0
Both Directions	1300	163	52.6	106.1	75.9	87.7	125	24	11	2	0	0	0	474.5	80.5	80.1	82.3	79.1
Both Directions	1315	156	24.8	138.3	76.9	88.9	120	25	7	4	0	0	0	376.3	79.8	80.1	71.3	0.0
Both Directions	1330	141	50.9	133	77.3	87.1	105	23	8	4	1	0	0	176.5	81.8	74.0	76.3	84.1
Both Directions	1345	149	61.1	137.6	79.6	88.7	119	21	6	3	0	0	0	378.8	83.3	84.0	78.1	0.0
Both Directions	1400	179	52.8	109.7	78.8	88.2	143	22	11	3	0	0	0	877.6	86.5	81.1	75.2	0.0
Both Directions	1415	161	49.1	97.7	74.4	83.2	130	21	6	4	0	0	0	074.3	76.7	73.8	69.0	0.0
Both Directions	1430	154	55.9	106.7	77.5	86.9	125	17	7	5	0	0	0	277.3	80.6	75.0	74.6	0.0
Both Directions	1445	174	23.5	125.5	74.9	86.9	140	23	8	3	0	0	0	274.9	75.8	74.8	67.0	0.0
Both Directions	1500	205	58.8	104.5	77.1	87.7	157	35	8	3	2	0	0	576.8	78.5	78.4	75.2	79.0
Both Directions	1515	172	58.5	127.3	78.3	88.7	132	27	8	4	1	0	0	677.3	82.4	80.5	77.9	76.7
Both Directions	1530	174	59.2	107.3	78.7	87.8	134	30	9	1	0	0	0	73.8	80.7	76.4	79.9	0.0
Both Directions	1545	211	28.9	112.6	74.7	82.4	168	27	12	4	0	0	0	274.9	76.5	73.3	60.2	0.0
Both Directions	1600	214	31.3	111	78.3	85.9	171	32	6	4	1	0	0	378.3	79.8	75.5	73.5	69.8
Both Directions	1615	203	33.4	101.8	77.5	85.5	158	29	11	4	1	0	0	377.4	79.5	75.4	72.4	75.2
Both Directions	1630	220	56.7	101.2	78.4	86.8	170	32	10	6	2	0	0	178.1	80.4	77.3	77.2	83.5
Both Directions	1645	214	41.8	115	79.5	87.5	176	25	10	3	0	0	0	378.7	82.5	86.4	77.2	0.0
Both Directions	1700	211	60	106.9	78.2	88	167	39	3	2	0	0	0	278.3	78.2	82.3	71.4	0.0
Both Directions	1715	225	26.6	103	74.7	86.8	188	27	7	2	1	0	0	374.6	76.1	76.6	52.1	72.0
Both Directions	1730	214	41.8	100	79.8	89.1	184	21	7	1	1	0	0	179.4	82.3	84.0	74.2	67.5
Both Directions	1745	250	35.9	125.8	76.6	86.9	205	33	9	3	0	0	0	476.1	82.6	77.3	45.5	0.0
Both Directions	1800	195	34.8	121	79.7	90.1	172	19	11	3	0	0	0	479.7	80.6	80.5	78.5	0.0
Both Directions	1815	187	62.3	135.2	80	87.7	155	24	6	2	0	0	0	379.8	81.8	79.9	73.1	0.0
Both Directions	1830	141	35.9	128.8	81.4	93.6	112	24	3	1	1	0	0	1080.4	88.2	65.4	85.7	66.6
Both Directions	1845	169	60.6	110.5	79.1	90.7	135	32	2	0	0	0	0	278.8	81.1	64.4	0.0	0.0
Both Directions	1900	150	31.1	132.6	80.3	88.4	127	18	5	0	0	0	0	580.3	81.0	79.3	0.0	0.0
Both Directions	1915	142	25.1	108	77.7	86.9	124	17	1	0	0	0	0	477.4	80.1	78.5	0.0	

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
Survey Type: Automatic Traffic Count (ATC) Survey
Date: 03.05.23-11.05.23
Time: 00:00 - 23:59
Location: N81 (Blessington Greenway Section)
Classification: Car, LGV, OGV1, OGV2, PSV



Saturday 6 May 2023

Table with columns: Direction, Time, Total Vehicles, Vmin Speed, Vmax Speed, Mean Speed, Vpp 85, C/s Car, C/s LGV, C/s OGV1, C/s OGV2, C/s PSV, JPSL 100, Average Speed Car, Average Speed LGV, Average Speed OGV1, Average Speed OGV2, Average Speed PSV. Rows include various direction and time intervals (e.g., 0000, 0015, 0030, etc.) and a summary row at the bottom.

Irish Traffic Surveys Ltd

Survey Name :	ITS J-721 Blessington Greenway
Survey Type:	Automatic Traffic Count (ATC) Survey
Date:	03.05.23-11.05.23
Time:	00:00 - 23:59
Location:	N81 (Blessington Greenway Section
Classification:	Car, LGV, OGV1, OGV2, PSV



Sunday 7 May 2023

Direction	Time [-]	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 100	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	12	63.7	103.7	79.3	96.3	10	2	0	0	0	0	178.2	84.7	0.0	0.0	0.0
Both Directions	0015	24	51.2	106.2	79.2	90.6	21	3	0	0	0	0	178.8	82.5	0.0	0.0	0.0
Both Directions	0030	18	63	102.6	82	98.2	15	3	0	0	0	0	182.2	81.0	0.0	0.0	0.0
Both Directions	0045	9	78.2	135.3	96.8	-	7	2	0	0	0	0	497.7	93.3	0.0	0.0	0.0
Both Directions	0100	6	71	110.9	87.1	-	5	1	0	0	0	0	182.3	110.9	0.0	0.0	0.0
Both Directions	0115	9	69.1	120.4	88.2	-	7	2	0	0	0	0	183.6	104.1	0.0	0.0	0.0
Both Directions	0130	11	79.3	103.4	92	101.1	9	2	0	0	0	0	293.4	85.9	0.0	0.0	0.0
Both Directions	0145	8	23.4	97.3	77.7	-	8	0	0	0	0	0	077.7	0.0	0.0	0.0	0.0
Both Directions	0200	3	73.6	106.7	93	-	3	0	0	0	0	0	193.0	0.0	0.0	0.0	0.0
Both Directions	0215	4	69.5	79.6	74.1	-	4	0	0	0	0	0	074.1	0.0	0.0	0.0	0.0
Both Directions	0230	4	72.2	129.4	94	-	4	0	0	0	0	0	194.0	0.0	0.0	0.0	0.0
Both Directions	0245	3	74.7	102.2	89.9	-	1	1	1	0	0	0	189.8	102.2	74.7	0.0	0.0
Both Directions	0300	5	69	92.3	83	-	5	0	0	0	0	0	083.0	0.0	0.0	0.0	0.0
Both Directions	0315	4	71.4	89.2	79.8	-	4	0	0	0	0	0	079.8	0.0	0.0	0.0	0.0
Both Directions	0330	3	70.9	83.1	76.9	-	3	0	0	0	0	0	076.9	0.0	0.0	0.0	0.0
Both Directions	0345	1	93.6	93.6	93.6	-	0	0	1	0	0	0	0.0	0.0	93.6	0.0	0.0
Both Directions	0400	2	90.7	101.6	96.2	-	2	0	0	0	0	0	196.2	0.0	0.0	0.0	0.0
Both Directions	0415	1	84.8	84.8	84.8	-	1	0	0	0	0	0	084.8	0.0	0.0	0.0	0.0
Both Directions	0430	2	82.5	88.8	85.6	-	1	1	0	0	0	0	082.5	88.8	0.0	0.0	0.0
Both Directions	0445	5	72.3	106.4	90.7	-	4	1	0	0	0	0	286.8	106.4	0.0	0.0	0.0
Both Directions	0500	4	54.1	103.6	81.2	-	3	1	0	0	0	0	173.8	103.6	0.0	0.0	0.0
Both Directions	0515	8	66.1	100.5	84.7	-	5	3	0	0	0	0	181.6	89.9	0.0	0.0	0.0
Both Directions	0530	6	81	98.4	86.7	-	6	0	0	0	0	0	088.7	0.0	0.0	0.0	0.0
Both Directions	0545	9	77.7	109.5	89.7	-	5	4	0	0	0	0	190.8	88.5	0.0	0.0	0.0
Both Directions	0600	10	81.5	105	93.2	-	7	3	0	0	0	0	291.7	96.6	0.0	0.0	0.0
Both Directions	0615	19	30.9	117.8	91.2	102.6	18	0	1	0	0	0	595.0	0.0	102.6	0.0	0.0
Both Directions	0630	21	36	103.5	84.4	100	17	4	0	0	0	0	383.9	86.7	0.0	0.0	0.0
Both Directions	0645	20	32	123.9	80.6	108.5	16	3	1	0	0	0	376.0	101.6	91.9	0.0	0.0
Both Directions	0700	21	66.1	109.6	83.9	101.6	14	6	1	0	0	0	382.7	87.3	78.9	0.0	0.0
Both Directions	0715	29	70.4	107.8	88.1	100.8	21	5	2	1	0	0	588.6	94.9	71.5	75.3	0.0
Both Directions	0730	31	70.1	100.5	83.5	95	26	5	0	0	0	0	182.9	86.8	0.0	0.0	0.0
Both Directions	0745	40	29.4	110.4	81	96.4	35	3	2	0	0	0	380.9	72.8	94.3	0.0	0.0
Both Directions	0800	34	63.2	104.6	84.9	97.5	31	3	0	0	0	0	484.7	96.5	0.0	0.0	0.0
Both Directions	0815	64	32	122.7	80.9	95.5	51	10	2	1	0	0	579.7	90.6	68.1	68.8	0.0
Both Directions	0830	59	37.7	122.1	81.7	94.5	48	10	1	0	0	0	580.5	89.0	64.8	0.0	0.0
Both Directions	0845	80	31.9	145.7	80.5	94.2	61	14	4	1	0	0	677.9	91.3	80.6	83.1	0.0
Both Directions	0900	106	32.1	123.1	75.2	88	88	16	0	2	0	0	474.5	81.1	0.0	54.5	0.0
Both Directions	0915	153	26	106.9	73.1	84.2	126	23	3	1	0	0	271.9	78.3	80.3	85.8	0.0
Both Directions	0930	110	25.2	114.5	75.5	89	97	12	1	0	0	0	474.7	80.6	88.8	0.0	0.0
Both Directions	0945	158	30.9	119.7	73.1	85.7	135	20	2	0	1	0	372.2	79.5	74.4	0.0	65.8
Both Directions	1000	173	30.7	98.3	71.7	83.4	143	28	1	0	1	0	070.7	76.6	70.3	0.0	75.1
Both Directions	1015	180	28.9	107.2	68.4	81.9	151	28	1	0	0	0	167.1	74.9	85.3	0.0	0.0
Both Directions	1030	185	29.4	119.4	73.1	84.1	159	24	2	0	0	0	571.5	84.3	66.0	0.0	0.0
Both Directions	1045	180	32.8	99.5	74.1	83.5	145	32	3	0	0	0	073.7	75.6	78.2	0.0	0.0
Both Directions	1100	223	26.7	144.7	72.5	85	191	30	2	0	0	0	171.7	77.2	69.6	0.0	0.0
Both Directions	1115	208	25	138.8	72.5	84.6	183	21	1	3	0	0	772.0	78.3	84.2	63.8	0.0
Both Directions	1130	212	27.5	120.3	72.8	86.8	177	28	6	1	0	0	372.0	78.9	75.8	35.5	0.0
Both Directions	1145	235	25	135.8	67.6	80	200	31	3	1	0	0	666.8	74.7	44.7	63.9	0.0
Both Directions	1200	231	24.6	101.2	64.8	78.3	191	33	3	4	0	0	165.0	65.5	76.2	45.5	0.0
Both Directions	1215	227	27.1	95.3	69.4	79.5	198	26	2	1	0	0	068.9	73.3	75.9	61.6	0.0
Both Directions	1230	249	51.7	146.9	72.8	81.1	219	26	4	0	0	0	772.9	72.9	67.2	0.0	0.0
Both Directions	1245	279	8.8	119.7	64.2	78.1	240	35	3	1	0	0	164.0	67.2	42.9	62.3	0.0
Both Directions	1300	275	31.8	121.7	70.4	79.7	229	42	2	0	0	0	469.8	73.6	57.3	67.9	0.0
Both Directions	1315	293	29.3	99.4	70.4	79.5	248	39	5	1	0	0	070.1	72.0	74.6	44.6	0.0
Both Directions	1330	248	26.5	139.2	68.6	83	213	29	4	0	2	0	369.1	65.5	66.6	0.0	72.8
Both Directions	1345	321	16.3	103.5	64.4	75.5	272	45	3	1	0	0	263.9	67.8	51.9	82.7	0.0
Both Directions	1400	287	29.8	129.6	69.1	78.6	239	41	5	2	0	0	169.2	69.3	68.8	63.1	0.0
Both Directions	1415	268	51.6	96.2	70	77.9	239	28	1	0	0	0	069.8	71.9	69.5	0.0	0.0
Both Directions	1430	261	30.9	96.9	66.4	75.2	223	36	2	0	0	0	066.0	68.9	67.6	0.0	0.0
Both Directions	1445	262	23.6	120.9	68.7	75.8	231	29	2	0	0	0	268.6	68.9	79.4	0.0	0.0
Both Directions	1500	282	29.8	99.7	70.8	79.3	243	39	0	0	0	0	070.6	72.4	0.0	0.0	0.0
Both Directions	1515	269	32	122.5	71.3	80.5	227	37	3	1	1	0	271.0	73.6	69.7	49.3	63.7
Both Directions	1530	299	26.8	116.6	67.2	78.5	263	34	1	1	0	0	167.1	69.3	34.5	64.9	0.0
Both Directions	1545	254	15	127.4	73.5	84.4	213	36	5	0	0	0	573.5	75.1	64.3	0.0	0.0
Both Directions	1600	264	35.1	106.9	71	78.6	234	27	3	0	0	0	170.7	71.8	84.8	0.0	0.0
Both Directions	1615	252	40.5	117.5	71.7	81.4	201	42	7	2	0	0	371.3	74.7	71.2	51.8	0.0
Both Directions	1630	245	37.9	105.5	68.6	79.6	198	41	3	3	0	0	168.3	70.6	74.5	55.3	0.0
Both Directions	1645	275	53.3	115.8	72.2	79.3	223	47	2	3	0	0	672.4	71.5	61.0	77.2	0.0
Both Directions	1700	243	49.6	131.6	73.4	82.5	205	33	3	1	1	0	373.8	72.1	75.6	49.6	68.7
Both Directions	1715	187	38.3	103.5	76.2	85	150	33	3	0	1	0	175.8	79.2	65.1	0.0	76.4
Both Directions	1730	174	52.6	122.7	76.8	86.9	136	35	1	1	1	0	376.2	78.9	86.7	76.0	78.3
Both Directions	1745	164	42.8	112.9	78.1	86.6	143	32	9	0	0	0	578.0	80.2	72.4	0.0	0.0
Both Directions	1800	164	33.1	122.5	78.5	85.5	135	25	4	0	0	0	1078.1	81.2	75.2	0.0	0.0
Both Directions	1815	155	22.1	101.7	75.4	83.8	125	24	6	0	0	0	375.8	75.6	66.7	0.0	0.0
Both Directions	1830	135	24.7	98.2	77	86.8	107	19	3	5	1	0	076.5	80.1	80.0	73.8	80.1
Both Directions	1845	128	62.4	130.1	82.6	92.4	103	21	3	1	0	0	182.1	86.6	74.8	78.2	0.0
Both Directions	1900	135	62.6	120.8	84.6	96.9	111	17	6	0	1	0	1283.9	87.6	87.3	0.0	96.4
Both Directions	1915	106	61.7	120.9	81.7	91.4	89	14	3	0	0	0	681.2	84.7	82.7	0.0	0.0
Both Directions	1930	100	61.3	111.8	82.8	92.2	84	15	0	1	0	0	683.0	82.3	0.0	77.2	0.0
Both Directions	1945	100	55.8	106.4	84.5	92	79	20	1	0	0	0	484.0	86.3	87.8	0.0	0.0
Both Directions	2000	94	43.2	138.2	80	94.5	78	12	3	1	0	0	679.7	86.3	71.9	50.6	0.0
Both Directions	2015</																

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
Survey Type: Automatic Traffic Count (ATC) Survey
Date: 03.05.23-11.05.23
Time: 00:00 - 23:59
Location: N81 (Blessington Greenway Section)
Classification: Car, LGV, OGV1, OGV2, PSV



Monday 8 May 2023

Table with columns: Direction, Time, Total Vehicles, Vmin Speed, Vmax Speed, Mean Speed, Vpp 85, Cls Car, Cls LGV, Cls OGV1, Cls OGV2, Cls PSV, JPSL 100, Average Speed Car, Average Speed LGV, Average Speed OGV1, Average Speed OGV2, Average Speed PSV. Includes summary rows for 07-19, 06-22, 06-00, and 06-00.

Irish Traffic Surveys Ltd

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Tuesday 9 May 2023

Direction	Time [-]	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 100	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	12	71.4	101.1	85.4	91.7	9	1	2	0	0	0	1 84.7	85.4	88.3	0.0	0.0
Both Directions	0015	8	68	96.2	80.3	-	6	1	0	0	0	1	0 82.6	78.5	0.0	0.0	68.0
Both Directions	0030	3	71.7	96.6	84.2	-	3	0	0	0	0	0	0 84.2	0.0	0.0	0.0	0.0
Both Directions	0045	5	81	85.9	83.7	-	5	0	0	0	0	0	0 83.7	0.0	0.0	0.0	0.0
Both Directions	0100	4	82.6	97.1	89.4	-	4	0	0	0	0	0	0 89.4	0.0	0.0	0.0	0.0
Both Directions	0115	7	52.8	102.9	85.4	-	6	1	0	0	0	0	1 84.9	88.5	0.0	0.0	0.0
Both Directions	0130	6	71.6	105.7	90.9	-	6	0	0	0	0	0	2 90.9	0.0	0.0	0.0	0.0
Both Directions	0145	2	73.4	102.6	88	-	2	0	0	0	0	0	1 88.0	0.0	0.0	0.0	0.0
Both Directions	0200	3	78	89.4	81.8	-	2	0	0	1	0	0	0 83.7	0.0	0.0	78.0	0.0
Both Directions	0215	6	75.2	100.6	84.4	-	4	1	0	1	0	0	1 85.2	83.4	0.0	82.2	0.0
Both Directions	0230	2	81.1	86.3	83.7	-	2	0	0	0	0	0	0 83.7	0.0	0.0	0.0	0.0
Both Directions	0245	1	103.3	103.3	103.3	-	0	0	1	0	0	0	1 0.0	0.0	103.3	0.0	0.0
Both Directions	0300	1	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0315	3	85.4	127.8	105.6	-	1	1	0	0	0	0	2 127.6	85.4	103.8	0.0	0.0
Both Directions	0330	2	67.5	86.5	77	-	2	0	0	0	0	0	0 77.0	0.0	0.0	0.0	0.0
Both Directions	0345	2	102.2	110.6	106.4	-	2	0	0	0	0	0	2 106.4	0.0	0.0	0.0	0.0
Both Directions	0400	9	77.3	109	91.3	-	4	5	0	0	0	0	1 96.1	87.5	0.0	0.0	0.0
Both Directions	0415	3	80	97.4	87.4	-	1	1	1	0	0	0	0 84.9	80.0	97.4	0.0	0.0
Both Directions	0430	8	68.5	115.6	93.3	-	6	2	0	0	0	0	3 93.8	92.0	0.0	0.0	0.0
Both Directions	0445	8	81.3	107.4	93.5	-	5	2	1	0	0	0	3 91.0	95.7	101.8	0.0	0.0
Both Directions	0500	17	82.6	114.4	96.8	109.3	11	4	1	1	0	0	8 92.3	108.8	109.2	86.4	0.0
Both Directions	0515	20	70.2	122.5	96.3	112.4	10	9	1	0	0	0	10 100.3	96.0	99.1	0.0	0.0
Both Directions	0530	38	79.3	119.4	97.8	113.3	20	11	5	2	0	0	13 95.6	102.7	110.4	89.9	0.0
Both Directions	0545	57	68	140.4	94	104.3	37	18	1	1	0	0	10 95.5	92.3	84.0	76.1	0.0
Both Directions	0600	120	68.2	124.5	92.9	100.4	59	40	14	7	0	0	19 92.7	95.7	88.4	88.7	0.0
Both Directions	0615	123	58.4	119.9	89.1	100.2	66	43	8	6	0	0	19 87.6	91.6	86.6	89.0	0.0
Both Directions	0630	168	65.9	113	90.2	98.3	100	56	10	2	0	0	19 90.1	90.9	88.0	84.6	0.0
Both Directions	0645	157	32.6	118.3	87.9	98.8	101	48	5	3	0	0	21 86.1	90.6	92.3	95.0	0.0
Both Directions	0700	199	50.5	122.3	87.7	93.8	125	52	12	8	2	1	11 86.9	90.1	86.6	87.1	83.5
Both Directions	0715	182	54.1	115.1	82.8	93.2	118	50	9	3	2	1	7 83.4	83.1	79.5	74.3	62.3
Both Directions	0730	185	64.1	110.8	84.4	92	122	45	14	3	1	1	7 83.6	88.2	80.1	88.0	68.3
Both Directions	0745	180	48.7	104.4	78.7	86.5	124	43	8	4	1	1	3 77.6	81.6	80.1	78.8	75.3
Both Directions	0800	171	30.7	108.9	82.4	91.8	120	36	10	3	2	0	5 82.4	83.8	80.1	76.8	76.9
Both Directions	0815	203	32.7	103	80.2	89.2	145	41	14	3	0	0	1 79.5	83.2	79.1	78.3	0.0
Both Directions	0830	209	55.9	110.4	78.7	87.5	156	37	7	7	2	1	3 77.7	82.6	78.2	77.4	82.5
Both Directions	0845	170	24.6	112.2	80.2	89.8	124	32	13	0	0	1	5 80.3	81.0	77.5	0.0	74.6
Both Directions	0900	188	56.3	121.9	76.1	86.2	130	45	9	2	2	2	9 75.1	80.1	74.0	71.2	67.4
Both Directions	0915	178	55.6	148.1	77.8	85.9	128	29	12	9	0	0	3 76.4	85.3	77.0	74.3	0.0
Both Directions	0930	133	54.6	108.2	76.5	84.9	94	24	11	3	1	4	4 76.2	78.0	76.0	70.8	89.7
Both Directions	0945	132	57.7	104.4	73.7	83.9	97	20	13	2	0	0	1 73.0	77.3	72.9	74.1	0.0
Both Directions	1000	118	54.6	96.8	75.5	84	86	22	7	2	1	0	0 75.0	77.8	75.1	73.9	80.7
Both Directions	1015	129	57.8	115	74.8	84.8	81	33	11	4	0	0	2 75.4	74.4	72.8	71.9	0.0
Both Directions	1030	108	49.3	101.6	76.6	84	72	20	12	4	0	0	1 76.9	77.0	74.1	75.6	0.0
Both Directions	1045	135	33.1	109	75	86.6	91	29	9	6	0	0	3 73.0	81.7	77.1	70.9	0.0
Both Directions	1100	94	28.3	114.8	78.9	87.8	69	15	6	3	1	5	9 74.9	80.7	73.2	72.0	73.0
Both Directions	1115	136	53.2	107.7	80	89.1	108	17	6	3	2	2	2 79.7	81.7	83.8	73.3	80.9
Both Directions	1130	117	52.4	101	75.1	86.1	92	12	9	3	1	2	4 74.4	77.9	76.1	78.3	85.9
Both Directions	1145	127	56.8	156	76.9	86.4	86	29	7	5	0	0	3 76.1	78.3	78.1	82.1	0.0
Both Directions	1200	123	29	108.7	72.6	84.8	96	14	8	5	0	0	3 72.0	77.0	75.5	66.1	0.0
Both Directions	1215	125	31.4	105.7	77.6	87	95	18	9	2	1	2	5 76.7	81.6	79.8	64.3	93.7
Both Directions	1230	112	22.4	149.4	79.7	90.5	83	21	3	4	1	5	8 78.2	86.0	78.1	80.2	76.0
Both Directions	1245	136	53.6	130.7	77.8	88	97	23	10	4	2	2	2 77.0	80.5	78.2	66.8	68.7
Both Directions	1300	140	27.9	112.1	77.7	86	91	38	6	5	0	0	2 76.7	80.5	73.7	78.5	0.0
Both Directions	1315	125	45.2	114.8	80	92.6	93	17	11	4	0	0	10 79.7	84.4	75.6	79.6	0.0
Both Directions	1330	133	15.1	118.7	77.3	89.9	103	17	8	4	1	2	2 76.5	84.7	78.3	67.9	71.1
Both Directions	1345	130	53.5	102.3	77.7	86.6	92	22	11	4	1	2	6 76.3	82.6	78.6	79.5	83.6
Both Directions	1400	145	64.2	119.7	79.5	89.3	102	34	8	1	0	4	4 78.8	82.3	78.6	71.1	0.0
Both Directions	1415	116	51.6	113.8	78.1	89.8	82	24	6	3	1	4	4 78.0	77.4	84.1	75.6	70.7
Both Directions	1430	163	32.2	102.7	75.3	86.7	121	24	14	3	1	1	1 74.9	77.9	74.8	68.5	82.6
Both Directions	1445	166	47	104.9	77.3	86.4	130	24	11	1	0	1	1 77.2	79.2	75.9	50.1	0.0
Both Directions	1500	142	49.1	103.9	74.8	86.3	113	22	3	1	3	1	1 74.7	77.0	69.0	77.8	68.8
Both Directions	1515	169	58.6	120.3	79	88.7	128	26	11	4	0	0	3 78.6	81.2	78.5	78.5	0.0
Both Directions	1530	163	51.8	115.3	75.8	84.8	107	38	9	7	2	1	7 75.4	76.7	76.8	76.4	82.4
Both Directions	1545	180	59.2	151.8	78.4	88.4	133	37	6	4	0	0	6 77.3	82.3	83.3	72.2	0.0
Both Directions	1600	172	58.2	115.7	78.4	87.8	130	32	8	2	0	0	3 77.3	82.7	81.9	67.4	0.0
Both Directions	1615	185	24.5	107.8	78.4	87.5	123	42	15	3	2	5	7 77.2	81.8	80.0	73.9	77.7
Both Directions	1630	220	53.4	114.6	78.4	87.5	172	32	9	6	1	6	8 78.2	78.5	77.4	82.7	80.8
Both Directions	1645	205	61.8	111	80.4	91.5	166	32	6	1	0	3	8 80.0	83.3	75.7	91.8	0.0
Both Directions	1700	238	57.6	114.5	77.2	85.1	185	38	8	6	1	7	7 76.5	80.1	81.4	77.8	72.0
Both Directions	1715	241	54.1	122.1	76.5	83.2	182	42	13	4	0	4	6 76.0	77.6	77.7	83.1	0.0
Both Directions	1730	239	52.6	101.2	76.2	85	192	37	9	1	0	2	5 75.7	79.4	74.1	68.9	0.0
Both Directions	1745	220	62.3	106.1	80	87.3	177	38	3	2	0	1	7 79.7	80.8	86.8	83.3	0.0
Both Directions	1800	219	39.2	102	78.6	89.1	179	32	6	2	0	3	7 84.0	80.8	76.9	69.3	0.0
Both Directions	1815	165	27.9	108.5	80.2	87.7	143	17	4	0	1	4	9 79.9	82.8	81.9	0.0	74.4
Both Directions	1830	187	62.4	108.9	81.1	88	150	29	7	1	0	2	8 80.3	85.5	80.4	78.8	0.0
Both Directions	1845	210	35.2	98.7	79	87.7	168	35	4	2	1	0	8 82.7	83.1	82.7	65.0	72.5
Both Directions	1900	126	65.7	118.1	81.6	91.9	101	21	4	0	0	9	8 81.3	84.5	75.1	0.0	0.0
Both Directions	1915	143	59.4	103	79.3	89	125	17	1	0	0	2	9 80.4	80.4	103.0	0.0	0.0
Both Directions	1930	118	24.8	105.9	77.6	90	101	12	4	1	0	5	6 76.8	84.1	85.6	47.3	0.0
Both Directions	1945	103	59.7	117.6	81.2	91.3	83	14	4	1	1	4	8 80.0	91.7	72.6	79.4	67.6
Both Directions	2000	95	17.9	130.6	80.1</												

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 Location: [N81 \(Blessington Greenway Section\)](#)
 Classification: Car, LGV, OGV1, OGV2, PSV



Wednesday 10 May 2023

Direction	Time [-]	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 100	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	26	58	107.4	77.1	87.6	22	3	1	0	0	0	178.1	68.5	80.7	0.0	0.0
Both Directions	0015	18	64.2	92.3	78.9	87.5	15	0	3	0	0	0	78.5	0.0	80.6	0.0	0.0
Both Directions	0030	14	69.8	96.5	82.7	90.1	11	2	1	0	0	0	85.9	70.5	71.2	0.0	0.0
Both Directions	0045	1	95.5	95.5	95.5		1	0	0	0	0	0	95.5	0.0	0.0	0.0	0.0
Both Directions	0100	8	66.1	101.2	83.9		8	0	0	0	0	0	183.9	0.0	0.0	0.0	0.0
Both Directions	0115	3	70.1	113.8	86.5		2	1	0	0	0	0	172.9	113.8	0.0	0.0	0.0
Both Directions	0130	4	85.7	107.7	95.6		2	2	0	0	0	0	294.6	96.7	0.0	0.0	0.0
Both Directions	0145	4	61.9	73.5	67.8		3	1	0	0	0	0	69.2	63.5	0.0	0.0	0.0
Both Directions	0200	3	74.8	111	91.2		1	2	0	0	0	0	174.8	99.4	0.0	0.0	0.0
Both Directions	0215	3	64.1	105.8	82.3		3	0	0	0	0	0	182.3	0.0	0.0	0.0	0.0
Both Directions	0230	2	78.3	92.6	85.5		1	1	0	0	0	0	92.6	78.3	0.0	0.0	0.0
Both Directions	0245	1	95.6	95.6	95.6		0	0	0	1	0	0	0.0	0.0	0.0	95.6	0.0
Both Directions	0300	1	94.6	94.6	94.6		1	0	0	0	0	0	94.6	0.0	0.0	0.0	0.0
Both Directions	0315	2	96.2	102.6	99.4		2	0	0	0	0	0	199.4	0.0	0.0	0.0	0.0
Both Directions	0330	1	109.2	109.2	109.2		1	0	0	0	0	0	109.2	0.0	0.0	0.0	0.0
Both Directions	0345	4	77.6	104.2	91.3		4	0	0	0	0	0	291.3	0.0	0.0	0.0	0.0
Both Directions	0400	4	80.9	102.4	93.7		1	2	1	0	0	0	289.6	91.3	102.4	0.0	0.0
Both Directions	0415	5	73.6	81.1	77		4	1	0	0	0	0	76.9	77.4	0.0	0.0	0.0
Both Directions	0430	12	70.6	105.2	90.4	102.9	9	2	0	1	0	0	391.3	96.0	0.0	70.6	0.0
Both Directions	0445	6	86.9	102.5	94.5		3	2	1	0	0	0	291.8	94.7	102.2	0.0	0.0
Both Directions	0500	12	84.7	117	94	105.4	9	1	2	0	0	0	395.8	84.7	90.6	0.0	0.0
Both Directions	0515	20	58.7	106	90.9	101.5	11	7	1	1	0	0	494.0	87.9	89.5	78.8	0.0
Both Directions	0530	38	75	123.7	99.2	103.9	18	17	3	0	0	0	1910.0	100.4	87.5	73.5	0.0
Both Directions	0545	64	63.1	130.6	91.6	98.1	35	23	3	3	0	0	989.1	96.2	78.4	83.0	0.0
Both Directions	0600	104	62.4	117	89.7	100.3	54	31	12	7	0	0	1688.9	92.9	92.0	77.8	0.0
Both Directions	0615	135	65.3	122.8	89.6	98.9	77	44	12	2	0	0	1687.7	93.3	88.4	87.4	0.0
Both Directions	0630	165	64.3	112.6	85.9	94.2	103	54	7	1	0	0	1085.5	86.5	85.7	85.0	0.0
Both Directions	0645	154	63.9	144.8	84.6	96.3	99	40	11	4	0	0	1083.5	88.4	82.4	79.7	0.0
Both Directions	0700	196	52.5	126.1	84.3	91.2	132	41	18	4	1	0	1084.4	85.2	81.4	86.4	78.9
Both Directions	0715	155	60.2	134.2	81.7	89.9	96	44	10	3	2	0	681.9	82.7	80.9	76.1	68.2
Both Directions	0730	184	61.8	110.2	80.2	88.7	129	40	11	4	0	0	479.6	81.8	83.2	73.6	0.0
Both Directions	0745	177	53.3	110.5	77.4	86.6	121	40	10	5	1	0	277.4	78.1	75.8	74.1	87.4
Both Directions	0800	197	61.9	121.7	80.9	91.3	133	48	13	2	1	0	989.8	82.2	78.3	80.2	83.4
Both Directions	0815	165	54.6	110.7	79.4	88.3	116	42	4	2	1	0	378.3	81.9	85.2	85.6	59.3
Both Directions	0830	192	24.6	111.8	78.6	86.8	134	45	10	3	0	0	278.3	80.5	72.3	82.8	0.0
Both Directions	0845	173	57.2	109.7	78.3	88.2	139	23	7	4	0	0	578.1	82.6	73.2	70.6	0.0
Both Directions	0900	165	56.4	118.9	79.9	89.3	107	50	6	1	1	0	379.8	80.6	77.2	78.0	69.7
Both Directions	0915	203	57.7	107.9	77.8	85.3	151	42	9	1	0	0	377.7	79.0	74.0	77.3	0.0
Both Directions	0930	125	44.6	107	76.5	89.3	87	27	10	1	0	0	275.4	80.2	78.9	53.4	0.0
Both Directions	0945	115	32.7	114	78	91.8	78	29	5	3	0	0	377.4	81.0	73.8	71.8	0.0
Both Directions	1000	116	44.7	106.4	78	89.5	78	23	10	5	0	0	477.7	82.2	73.3	71.6	0.0
Both Directions	1015	107	48.5	108.3	77.2	86	78	22	4	2	1	0	376.1	80.8	80.9	78.1	69.4
Both Directions	1030	124	39.6	107	76	85.3	92	20	6	0	0	0	175.4	81.3	70.4	73.5	0.0
Both Directions	1045	110	46	114.5	76.8	87.2	78	21	9	2	0	0	175.7	80.8	75.9	79.7	0.0
Both Directions	1100	113	45.8	101.3	77.3	87.3	86	17	7	2	1	0	176.7	79.6	78.9	78.2	75.4
Both Directions	1115	113	48.6	103.7	73.6	82.2	87	16	7	3	0	0	273.2	77.0	71.6	70.7	0.0
Both Directions	1130	115	61	98.4	77.6	86.8	81	24	6	3	1	0	077.4	77.8	78.9	83.6	63.0
Both Directions	1145	109	54	99.3	74.7	84.6	83	20	2	4	0	0	073.9	77.8	72.5	75.7	0.0
Both Directions	1200	141	54.4	98.3	75.5	84.8	112	21	4	3	1	0	075.4	75.7	76.9	72.1	81.3
Both Directions	1215	142	58.3	106.6	76.7	86.5	108	29	2	3	0	0	475.8	81.4	76.2	65.9	0.0
Both Directions	1230	129	54.2	104.6	77.9	88.6	101	23	3	2	0	0	277.2	80.5	76.3	84.4	0.0
Both Directions	1245	134	37.7	102.9	75.8	87.3	101	20	10	2	1	0	174.9	79.4	77.2	72.8	83.2
Both Directions	1300	124	57.1	101.9	76	85.7	94	31	8	1	0	0	757.7	75.9	81.4	68.5	0.0
Both Directions	1315	136	58.2	100.4	75	83.8	107	23	6	0	0	0	174.2	78.7	75.2	0.0	0.0
Both Directions	1330	130	25.5	115.3	77.1	85	94	22	5	7	2	0	175.7	81.9	79.3	78.7	79.0
Both Directions	1345	146	58	112.1	78.6	88.7	106	24	9	6	1	0	377.1	85.4	78.6	79.6	75.9
Both Directions	1400	144	56.8	131.4	78.2	89.3	104	27	5	7	1	0	377.1	83.9	79.1	69.8	91.5
Both Directions	1415	120	46	110.6	77.7	89	93	18	8	1	0	0	276.6	84.4	76.0	75.5	0.0
Both Directions	1430	127	55.3	97	75.1	86.5	92	18	8	9	0	0	074.1	81.4	69.1	77.5	0.0
Both Directions	1445	146	47.9	116.2	77.9	85.5	111	23	10	1	1	0	277.4	81.4	74.5	84.8	69.2
Both Directions	1500	134	17.3	124.1	76.8	86	90	29	9	4	2	0	175.8	79.7	77.3	76.0	81.1
Both Directions	1515	156	43.6	101.9	79.6	89.1	103	25	4	3	1	0	179.1	81.4	80.5	78.5	82.4
Both Directions	1530	155	43.7	96.4	75	83.1	124	16	11	4	0	0	754.7	76.1	75.4	76.1	0.0
Both Directions	1545	185	54.6	108.3	76	85.3	146	30	6	3	0	0	574.9	81.3	76.6	77.9	0.0
Both Directions	1600	168	50.5	101.2	74.4	83	124	34	5	5	0	0	173.9	77.5	74.1	66.5	0.0
Both Directions	1615	168	54.9	101.5	78.1	88.3	121	34	9	4	0	0	177.0	82.2	79.8	72.1	0.0
Both Directions	1630	182	53.1	97.8	74.9	85.8	140	31	8	3	0	0	074.9	74.0	76.4	80.4	0.0
Both Directions	1645	216	60.3	114.1	77.7	86.4	179	30	6	1	0	0	176.9	81.3	83.2	84.1	0.0
Both Directions	1700	227	20.1	138	76.4	84	177	37	11	2	0	0	875.8	79.0	77.9	78.2	0.0
Both Directions	1715	216	23.6	106.5	78	87.5	177	30	8	0	1	0	377.4	82.2	75.2	0.0	72.6
Both Directions	1730	209	60	104.8	79	88.4	176	24	7	2	0	0	279.8	77.8	83.4	80.2	0.0
Both Directions	1745	231	28.3	155.4	76.5	85	190	33	7	1	0	0	176.3	79.0	69.9	79.3	0.0
Both Directions	1800	189	62.5	124	80.8	88.5	160	27	1	1	0	0	680.2	84.4	86.6	69.3	0.0
Both Directions	1815	214	37.5	105	76.5	86	177	36	1	0	0	0	175.6	81.3	67.1	0.0	0.0
Both Directions	1830	185	59.1	119.8	80.5	90.6	148	27	8	2	0	0	779.6	84.4	83.8	76.6	0.0
Both Directions	1845	175	28	108	75.6	87	137	28	5	4	1	0	175.6	75.3	80.5	71.7	80.1
Both Directions	1900	137	36.9	116.6	77.9	88.1	109	25	2	1	0	0	376.8	85.3	68.2	36.9	0.0
Both Directions	1915	134	63.6	117	80.4	88.8	107	23	3	1	0	0	679.6	83.5	85.6	71.2	0.0
Both Directions	1930	117	56.3	120	81.9	92.4	93	21	1	2	0	0	681.3	84.6	99.8	72.8	0.0
Both Directions	1945	103	28.4	111.1	81	92.7	79	21	2	1	0	0	580.1	84.7	82.7	74.4	0.0
Both Directions	2000	99	24.2	110.7	80.8	90.7	73	24	0	1	1	0	280.0	84.0	0.0	72.4	68.8
Both Directions																	

Irish Traffic Surveys Ltd

Survey Name : ITS J-721 Blessington Greenway
 Survey Type: Automatic Traffic Count (ATC) Survey
 Date: 03.05.23-11.05.23
 Time: 00:00 - 23:59
 Location: [N81 \(Blessington Greenway Section\)](#)
 Classification: Car, LGV, OGV1, OGV2, PSV



Thursday 11 May 2023

Direction	Time [-]	Total Vehicles	Vmin Speed	Vmax Speed	Mean Speed	Vpp 85	Cls Car	Cls LGV	Cls OGV1	Cls OGV2	Cls PSV	JPSL 100	Average Speed Car	Average Speed LGV	Average Speed OGV1	Average Speed OGV2	Average Speed PSV
Both Directions	0000	14	59.4	110.6	86.2	105.5	12	1	1	0	0	0	3 87.8	93.3	59.4	0.0	0.0
Both Directions	0015	14	63.6	99.2	81.5	92.1	9	2	2	1	0	0	0 83.5	78.3	72.4	88.4	0.0
Both Directions	0030	5	71.1	93.5	84.4	-	4	1	0	0	0	0	0 85.4	80.1	0.0	0.0	0.0
Both Directions	0045	5	75.5	98.5	85.6	-	4	0	1	0	0	0	0 88.1	0.0	75.5	0.0	0.0
Both Directions	0100	6	70.6	87.9	81.6	-	6	0	0	0	0	0	0 81.6	0.0	0.0	0.0	0.0
Both Directions	0115	4	75.1	95.8	85.2	-	2	1	1	0	0	0	0 84.9	95.8	75.1	0.0	0.0
Both Directions	0130	3	71	98.4	87.6	-	2	1	0	0	0	0	0 96.0	71.0	0.0	0.0	0.0
Both Directions	0145	3	79.4	100	90.4	-	3	0	0	0	0	0	1 90.4	0.0	0.0	0.0	0.0
Both Directions	0200	3	71	107.6	88.6	-	2	1	0	0	0	0	1 89.3	87.3	0.0	0.0	0.0
Both Directions	0215	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0230	4	71.7	92.2	82.4	-	4	0	0	0	0	0	0 82.4	0.0	0.0	0.0	0.0
Both Directions	0245	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0300	1	121.2	121.2	121.2	-	0	1	0	0	0	0	1 0.0	121.2	0.0	0.0	0.0
Both Directions	0315	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	0330	4	82	100.6	93	-	2	2	0	0	0	0	2 94.7	91.2	0.0	0.0	0.0
Both Directions	0345	6	78.2	97.7	88	-	4	2	0	0	0	0	0 88.8	86.6	0.0	0.0	0.0
Both Directions	0400	4	68.9	91	83.5	-	2	1	0	1	0	0	0 87.0	91.0	0.0	68.9	0.0
Both Directions	0415	5	70.4	89.9	81.9	-	3	1	1	0	0	0	0 78.5	84.9	88.9	0.0	0.0
Both Directions	0430	4	86.7	118.2	104.2	-	2	2	0	0	0	0	3 97.7	110.7	0.0	0.0	0.0
Both Directions	0445	9	72.8	111.7	95.6	-	7	1	0	1	0	0	5 97.1	108.0	0.0	72.8	0.0
Both Directions	0500	11	62.4	99.4	86.6	98.8	6	1	2	2	0	0	0 91.1	62.4	79.7	92.4	0.0
Both Directions	0515	18	78.4	126.2	99.7	111.3	9	5	4	0	0	0	8 101.4	100.9	94.3	0.0	0.0
Both Directions	0530	29	83.1	113.8	97	105.4	19	8	1	1	0	0	8 95.8	101.5	95.5	95.0	0.0
Both Directions	0545	61	83.6	137.1	93	104.9	29	26	3	3	0	0	12 91.9	95.5	87.6	87.1	0.0
Both Directions	0600	120	62.9	131.3	88.5	98.9	57	43	14	6	0	0	16 88.7	90.1	84.9	83.8	0.0
Both Directions	0615	127	60.1	121.8	90	98.8	80	35	10	2	0	0	15 89.1	94.5	81.6	87.2	0.0
Both Directions	0630	135	68.9	116.2	86.9	97.3	80	41	12	2	0	0	15 86.8	87.9	85.0	83.5	0.0
Both Directions	0645	176	62.7	118.9	85.5	94.2	121	42	7	6	0	0	11 85.2	86.4	87.6	84.2	0.0
Both Directions	0700	162	53.5	112.5	83.1	91.9	110	37	9	5	1	0	5 83.3	83.5	80.9	79.9	82.1
Both Directions	0715	200	62.1	111.8	81.7	90.9	124	60	11	4	1	0	4 81.7	83.6	76.3	72.1	68.0
Both Directions	0730	173	64.2	110.9	79.6	86	117	41	12	3	0	0	5 78.8	82.8	77.3	75.7	0.0
Both Directions	0745	176	30.4	110.1	81.6	93	124	35	13	3	1	0	5 91.4	82.8	80.7	80.5	88.7
Both Directions	0800	145	56.5	113.8	79.8	88.4	110	26	6	2	1	0	3 79.2	82.9	76.6	86.0	75.9
Both Directions	0815	190	51.3	129.3	77.8	88.2	146	32	11	0	0	0	2 77.8	79.6	74.4	55.2	0.0
Both Directions	0830	207	50.8	98.9	77.6	86.9	155	36	13	2	1	0	0 77.5	77.9	79.1	77.2	74.8
Both Directions	0845	192	26.3	102	79.8	87.8	156	28	6	1	1	0	1 79.6	82.8	71.7	71.6	83.1
Both Directions	0900	182	54.3	101.5	76.9	86.7	124	49	6	2	1	0	1 76.1	79.7	70.8	71.3	84.3
Both Directions	0915	160	58	104.2	78.9	87.3	123	28	6	2	1	0	2 79.0	80.4	73.5	67.8	79.5
Both Directions	0930	135	57.9	105.3	78.5	88.4	101	21	11	2	0	0	1 78.1	80.8	78.4	73.3	0.0
Both Directions	0945	125	57.3	117.4	76.9	86.1	98	15	10	0	2	0	4 77.0	81.5	68.8	0.0	76.8
Both Directions	1000	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	1015	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	1030	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	1045	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	1100	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	1115	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	1130	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	1145	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	1200	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	1215	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	1230	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	1245	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	1300	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	1315	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	1330	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	1345	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	1400	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	1415	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	1430	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	1445	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	1500	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	1515	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	1530	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	1545	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	1600	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	1615	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	1630	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	1645	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	1700	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	1715	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	1730	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	1745	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	1800	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	1815	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	1830	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	1845	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	1900	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	1915	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	1930	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	1945	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	2000	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	2015	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	2030	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	2045	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	2100	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	2115	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	2130	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	2145	0	-	-	-	-	0	0	0	0	0	0	0 0.0	0.0	0.0	0.0	0.0
Both Directions	2200	0	-	-	-	-	0	0	0	0	0	0	0				

Irish Traffic Surveys LTD
 Survey Name : ITS J-721 Blessington Greenway
 Site: Junction Turn Count Survey
 Date: 4th, 6th & 7th May 2023
 Time: 07:00-19:00 & Q's 07:00-10:00/16:00-18:00
 Location: N81 / Kilbride Road
 Classification: Car, LGV, OGV1, OGV2, PSV, MC, PC



TIME	A => A								A => B								A => C								B => A								B => B								B => C								C => A								C => B								C => C																						
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	TOT	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	TOT	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	TOT	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	TOT	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	TOT	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	TOT	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	TOT	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	TOT	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	TOT	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	TOT	CAR	Taxi	LGV	HGV	PSV	M/C	P/C
07:00	0	0	0	0	0	0	0	1	25	0	6	10	1	0	0	42	6	0	2	0	0	0	0	8	0	0	0	0	0	0	3	0	2	0	0	0	5	153	2	33	6	1	2	1	198	3	0	3	0	0	0	0	6	0	0	0	0	0	0	0																											
07:15	0	0	0	0	0	0	0	7	0	1	0	0	0	0	8	27	1	13	14	2	0	0	0	13	0	0	0	0	0	0	6	0	3	0	0	0	9	159	0	29	4	2	1	0	195	5	0	2	0	0	0	0	7	0	0	0	0	0	0	0																											
07:30	0	0	0	0	0	0	0	3	0	1	1	0	0	0	5	33	0	5	6	0	0	0	0	5	0	0	0	0	0	0	8	0	0	0	0	0	8	134	1	34	8	1	0	0	178	13	0	1	0	0	0	0	14	0	0	0	0	0	0	0																											
07:45	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	28	0	21	7	1	0	0	0	6	0	0	0	0	0	0	8	0	1	3	0	0	12	156	2	30	7	0	0	0	195	7	0	2	2	0	0	0	11	0	0	0	0	0	0	0																											
H/TOT	0	0	0	0	0	0	0	14	0	2	1	0	0	0	17	113	1	45	37	4	0	0	0	32	0	0	0	0	0	0	25	0	6	3	0	0	34	602	5	126	25	4	3	1	766	28	0	8	2	0	0	0	38	0	0	0	0	0	0	0																											
08:00	0	0	0	0	0	0	0	4	0	2	0	0	0	0	6	36	0	9	8	0	0	0	5	4	0	0	0	0	0	14	0	6	1	0	0	21	136	0	16	7	3	1	0	163	17	0	3	1	0	0	0	21	0	0	0	0	0	0	0																												
08:15	0	0	0	0	0	0	0	4	0	1	0	0	0	0	5	47	0	10	3	0	0	0	6	7	0	0	0	0	0	13	0	2	0	0	0	15	140	1	15	8	1	0	0	165	19	0	4	1	0	0	0	24	0	0	0	0	0	0	0																												
08:30	0	0	0	0	0	0	0	6	0	0	1	0	0	1	8	55	1	6	11	1	0	1	75	6	0	1	0	0	0	37	0	2	2	0	0	41	160	2	18	11	0	0	0	191	22	1	3	1	0	0	0	27	0	0	0	0	0	0	0																												
08:45	0	0	0	0	0	0	0	4	0	1	0	0	0	0	5	56	1	4	5	0	0	2	68	13	0	2	0	0	0	15	0	0	0	0	0	32	106	2	16	4	1	1	0	130	43	0	3	0	0	0	0	46	0	0	0	0	0	0	0																												
H/TOT	0	0	0	0	0	0	0	18	0	4	1	0	0	1	24	194	2	29	27	1	0	3	256	30	0	3	0	0	0	93	0	11	5	0	0	109	542	5	65	30	5	2	0	649	101	1	13	3	0	0	0	118	0	0	0	0	0	0	0																												
09:00	0	0	0	0	0	0	0	6	0	4	0	0	0	0	10	64	1	9	6	1	0	0	81	14	0	0	0	0	0	27	0	5	0	0	0	32	102	2	13	5	0	0	0	122	16	0	2	0	0	0	0	18	0	0	0	0	0	0	0																												
09:15	0	0	0	0	0	0	0	10	0	2	0	0	0	0	12	75	2	14	12	2	0	0	105	13	0	4	0	0	0	17	0	3	0	0	0	19	114	2	14	6	0	0	1	137	19	0	3	0	0	0	0	22	0	0	0	0	0	0	0																												
09:30	0	0	0	0	0	0	0	11	0	1	0	0	0	0	12	47	0	8	7	0	1	0	63	15	0	1	0	0	0	16	0	0	0	0	0	19	85	1	10	4	1	0	0	101	15	0	1	1	0	0	0	17	0	0	0	0	0	0	0																												
09:45	0	0	0	0	0	0	0	10	0	0	0	0	0	0	11	67	0	8	8	1	0	0	80	20	0	0	0	0	0	15	0	0	0	0	0	15	87	1	10	6	0	0	0	104	10	0	3	1	0	0	0	14	0	0	0	0	0	0	0																												
H/TOT	0	0	0	0	0	0	0	37	0	8	0	0	0	0	45	249	3	39	33	4	1	0	329	62	0	5	0	0	0	67	0	0	0	0	0	85	388	6	47	21	1	0	1	464	60	0	9	2	0	0	0	71	0	0	0	0	0	0	0																												
10:00	0	0	0	0	0	0	0	5	0	1	0	0	0	0	6	57	0	13	5	1	1	0	77	11	0	1	0	0	0	12	0	0	0	0	0	14	84	0	11	9	0	0	0	106	12	0	2	1	0	0	0	15	0	0	0	0	0	0	0																												
10:15	0	0	0	0	0	0	0	4	0	1	0	0	0	0	5	48	0	5	4	1	0	0	58	10	0	1	0	0	0	11	0	0	0	0	0	12	83	0	11	12	0	0	0	106	12	0	2	2	0	0	0	16	0	0	0	0	0	0	0																												
10:30	0	0	0	0	0	0	0	6	0	2	0	0	0	0	8	62	0	9	11	1	0	0	83	10	0	3	0	0	0	10	0	2	0	0	0	16	82	0	13	9	0	1	0	105	16	0	3	0	0	0	0	19	0	0	0	0	0	0	0																												
10:45	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	80	2	9	4	0	0	0	95	8	0	2	0	0	0	13	0	0	0	0	0	21	68	1	12	6	0	1	0	88	11	0	3	1	0	0	0	15	0	0	0	0	0	0	0																												
H/TOT	0	0	0	0	0	0	0	24	0	4	0	0	0	0	28	247	2	36	24	3	1	0	313	39	0	7	0	0	0	46	0	0	0	0	0	63	317	1	47	36	0	2	0	403	51	0	10	4	0	0	0	65	0	0	0	0	0	0	0																												
11:00	0	0	0	0	0	0	0	7	0	3	0	0	0	0	10	58	1	11	7	1	0	0	78	11	0	1	0	0	0	12	0	0	0	0	0	15	62	0	4	6	1	1	1	75	16	0	2	0	0	0	0	1	19	0	0	0	0	0	0																												
11:15	0	0	0	0	0	0	0	9	0	2	0	0	0	0	11	51	0	9	9	0	1	0	70	7	1	0	0	0	0	10	0	2	0	0	0	12	80	0	9	7	1	0	0	97	11	0	1	1	0	0	0	1	14	0	0	0	0	0	0																												
11:30	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	47	0	7	6	0	0	0	60	12	0	2	0	0	0	14	0	0	0	0	0	17	80	0	7	5	1	0	0	93	15	0	1	0	0	0	0	1	16	0	0	0	0	0	0																												
11:45	0	0	0	0	0	0	0	14	2	0	0	0	0	0	16	60	0	6	9	0	1	0	76	14	0	1	0	0	0	15	0	0	0	0	0	15	77	1	9	5	0	2	1	95	18	0	1	0	0	0	0	19	0	0	0	0	0	0	0																												
H/TOT	0	0	0	0	0	0	0	37	2	5	0	0	0	0	44	216	1	33	31	1	2	0	284	44	1	4	0	0	0	49	0	0	0	0	0	59	299	1	29	23	3	3	2	360	60	0	5	1	0	0	2	68	0	0	0	0	0	0	0																												
12:00	0	0	0	0	0	0	0	19	0	0	0	0	0	0	19	72	2	12	4	1	0	91	11	0	2	0	0	0	13	0	0	0	0	0	22	91	0	11	3	0	0	1	106	9	0	2	0	0	0	0	11	0	0	0	0	0	0	0																													
12:15	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	77	0	14	5	0	0	0	96	10	0	0	0	0	0	11	0	1	0	0	0	13	75	0	15	5	0	0	0	95	12	0	3	1	0	0	0	16	0	0	0	0	0	0	0																												
12:30	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13	57	1	7	4	0	0	0	69	8	0	0	0	0	0	8	0	0	0	0	0	17	82	0	13	4	1	0	1	101	8	0	2	0	0	0	0	10	0	0	0	0	0	0	0																												
12:45	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	84	0	11	4	0	0	1	100	9	0	0	0	0	0	9	0	0	0	0	0	11	87	0	10	9	0	1	0	109	13	0	2	0	0	0	0	15	0	0	0	0	0	0	0																												
H/TOT	0	0	0	0	0	0	0	54	0	0	0	0	0	0	54	290	3	44	17	1	0	1	356	38	0	2	0	0	0	40	0	0	0	0	0	64	337	0	49	21	1	1	2	411	42	0	9	1	0	0																																					

Irish Traffic Surveys LTD

Survey Name : ITS J-721 Blessington Greenway
Site: Junction Turn Count Survey
Date: 4th, 6th & 7th May 2023
Time: 07:00-19:00 & Q's 07:00-10:00/16:00-18:00
Location: N81 / Kilbride Road
Classification: Car, LGV, OGV1, OGV2, PSV, MC, PC



Large data table with multiple columns for vehicle types (CAR, Taxi, LGV, HGV, PSV, M/C, P/C) and various survey directions (A=>A, A=>B, A=>C, B=>A, B=>B, B=>C, C=>A, C=>B, C=>C) across different times of day, including a 12 HR TOT row.

Irish Traffic Surveys LTD

Survey Name : ITS J-721 Blessington Greenway
Site: Junction Turn Count Survey
Date: 4th, 6th & 7th May 2023
Time: 07:00-19:00
Location: L4635 Lake Drive /Knockieran Car Park
Classification: Car, LGV, OGV1, OGV2, PSV, MC, PC



Irish Traffic Surveys

Table with columns for TIME, A=>A, A=>B, A=>C, B=>A, B=>B, B=>C, C=>A, C=>B, C=>C, and TOT. Rows represent time intervals from 07:00 to 19:00. The table contains numerical data for various vehicle categories (CAR, Taxi, LGV, HGV, PSV, M/C, P/C) and total counts (TOT) for each direction and time slot.

Irish Traffic Surveys LTD

Survey Name : ITS J-721 Blessington Greenway
Site: Junction Turn Count Survey
Date: 4th, 6th & 7th May 2023
Time: 07:00-19:00
Location: L4635 Lake Drive /Knockieran Car Park
Classification: Car, LGV, OGV1, OGV2, PSV, MC, PC



Irish Traffic Surveys

Table with columns for TIME, A=>A, A=>B, A=>C, B=>A, B=>B, B=>C, C=>A, C=>B, C=>C, and TOT for each category. Rows represent time intervals from 07:00 to 19:00, including hourly and half-hourly summaries.

Irish Traffic Surveys LTD

Survey Name : ITS J-721 Blessington Greenway
Site: Junction Turn Count Survey
Date: 4th,6th & 7th May 2023
Time: 07:00-19:00
Location: R758 / Lake Shore Car Park
Classification: Car, LGV, OGV1, OGV2, PSV, MC, PC



Large data table with columns for TIME, vehicle types (CAR, Taxi, LGV, HGV, PSV, M/C, P/C), and direction (A=>A, A=>B, A=>C, B=>A, B=>B, B=>C, C=>A, C=>B, C=>C). Rows include individual time slots and a final 12 HR TOT row.

Irish Traffic Surveys LTD

Survey Name : ITS J-721 Blessington Greenway
 Site: Junction Turn Count Survey
 Date: 4th, 6th & 7th May 2023
 Time: 07:00-19:00
 Location: N81 / R758
 Classification: Car, LGV, OGV1, OGV2, PSV, MC, PC



Irish Traffic Surveys

TIME	A => A								A => B								A => C								B => A								B => B								B => C								C => A								C => B								C => C																													
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	TOT	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	TOT	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	TOT	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	TOT	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	TOT	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	TOT	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	TOT	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	TOT	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	TOT	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	TOT														
07:00	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4	6	0	1	0	0	0	0	7	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	5	0	2	0	0	0	0	7	10	0	3	2	0	0	0	15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
07:30	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	10	0	4	1	0	0	0	15	4	0	3	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
07:45	0	0	0	0	0	0	0	5	0	0	0	0	0	2	7	14	0	3	4	0	0	0	23	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	22	1	3	1	0	0	0	27	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0								
H/TOT	0	0	0	0	0	0	0	22	0	3	0	0	2	27	40	0	11	7	0	0	2	60	12	0	3	0	0	0	15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	22	1	3	1	0	0	0	27	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0																		
08:00	0	0	0	0	0	0	0	8	0	1	0	0	0	0	9	12	0	3	2	0	0	0	17	1	0	1	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	5	0	1	0	0	0	0	6	11	0	2	0	0	0	0	13	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	9	0	1	0	0	0	1	11	20	0	1	0	0	0	1	23	10	0	2	0	0	0	0	12	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	19	0	9	1	0	0	0	29	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0								
08:45	0	0	0	0	0	0	0	6	0	2	0	0	0	4	12	26	0	5	2	0	0	0	33	13	0	4	0	0	0	0	17	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	43	0	6	3	0	1	0	53	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0								
H/TOT	0	0	0	0	0	0	0	28	0	5	0	0	5	38	69	0	11	4	0	1	1	86	33	0	7	1	0	0	41	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	6	108	1	28	9	0	2	0	148	2	0	1	1	0	0	0	4	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0																		
09:00	0	0	0	0	0	0	0	7	0	2	0	0	0	0	9	36	0	5	1	1	0	1	44	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	50	0	7	1	1	0	59	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0								
09:15	0	0	0	0	0	0	0	17	0	1	0	0	0	0	18	41	0	4	1	0	4	4	54	7	0	2	0	0	0	0	9	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	37	0	7	4	0	0	0	48	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0								
09:30	0	0	0	0	0	0	0	7	0	0	0	0	0	4	11	40	0	4	2	0	3	1	50	10	0	1	0	1	2	1	15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	56	0	5	2	1	1	1	66	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0								
09:45	0	0	0	0	0	0	0	20	0	1	0	0	0	0	21	35	0	4	2	0	2	1	44	25	0	1	1	0	0	0	27	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	48	0	6	0	0	0	2	56	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0								
H/TOT	0	0	0	0	0	0	0	51	0	4	0	0	4	59	152	0	17	6	1	9	7	192	47	0	4	1	1	2	1	56	0	0	0	0	0	0	2	6	191	0	25	7	2	1	3	229	5	0	0	0	0	0	5	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0																										
10:00	0	0	0	0	0	0	0	17	0	1	0	0	1	0	19	40	0	2	2	0	1	0	46	5	0	1	0	0	0	1	7	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	62	0	9	1	0	1	3	76	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0								
10:15	0	0	0	0	0	0	0	15	0	0	0	0	0	2	17	48	1	11	1	0	1	2	64	17	0	5	0	0	0	0	22	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2	60	0	5	2	0	1	68	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0								
10:30	0	0	0	0	0	0	0	21	0	3	0	0	0	1	25	54	0	3	4	1	0	1	63	15	0	2	0	0	0	0	17	0	0	0	0	0	0	0	2	0	2	55	0	10	3	0	3	71	2	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0																
10:45	0	0	0	0	0	0	0	24	0	0	0	0	1	1	26	63	0	11	3	0	0	0	77	19	0	1	0	0	0	2	22	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	5	39	0	7	0	0	2	1	49	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0																
H/TOT	0	0	0	0	0	0	0	77	0	4	0	0	2	87	205	1	27	10	1	2	3	249	56	0	9	0	0	0	3	68	0																																																															

Survey Name: ITS 1712 Blessington Greenway Junction Turn Count Survey Date: 4th & 7th May 2023 Time: 07:00-16:00 Location: N81 / Blessington Car Park / L8963 Classification: Car Taxi Lev HGV PSV M/C P/C



Table with columns for time, direction (A to B, A to C, A to D, B to A, B to B, B to C, B to D, C to A, C to B, C to C, C to D, D to A, D to B, D to C, D to D), and sub-columns for vehicle types (CAR, Taxi, Lev, HGV, PSV, M/C, P/C) and a TOT column. The table contains multiple rows of data for various times from 07:00 to 17:00.

