

**Proposed residential development at Dolcain House,
Monastery Road, Clondalkin, Dublin 22**

Pedestrian Desire Lines Report

Client: Randelswood Holdings Ltd

Lohan Donnelly Consulting Engineers

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Martin Rogers Consulting Ltd

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APPENDIX 1 – DETAILED SURVEY DATA

1.0 INTRODUCTION

Lohan Donnelly Consulting Engineers have appointed Dr Martin Rogers, Transport Planning Professional, to provide a Pedestrian Desire Lines Report for the proposed residential development at Dolcain House, Monastery Road, Clondalkin, Dublin 22 (ABP-310416-21).

At the An Bord Pleanála Stage 2 Pre-Planning Meeting on 30th September 2021, representatives of An Bord Pleanála indicated that further information in relation to desire lines was to be provided, accompanied by survey count data, and suggested that the applicant carry out a pedestrian survey to verify the desire lines are in the road network area adjoining the northern extremity of the proposed development at the location of the proposed pedestrian entrance.

The aim of the pedestrian desire line survey would be to demonstrate that the new pedestrian access proposed at the north of the site provides natural connectivity to these desire lines passing along Monastery Road, permitting pedestrian traffic generated by the proposed development to access the local pedestrian network via a strong desire line constituting the most direct access route connecting facilities that on-foot commuters need to access.

This report will demonstrate that a strong pedestrian desire line exists along Monastery Road, with the new north ramp for pedestrian traffic giving commuters the most direct access to this external route.

Figure 1.1 details the proposed pedestrian access at the northern extremity of the proposed development:

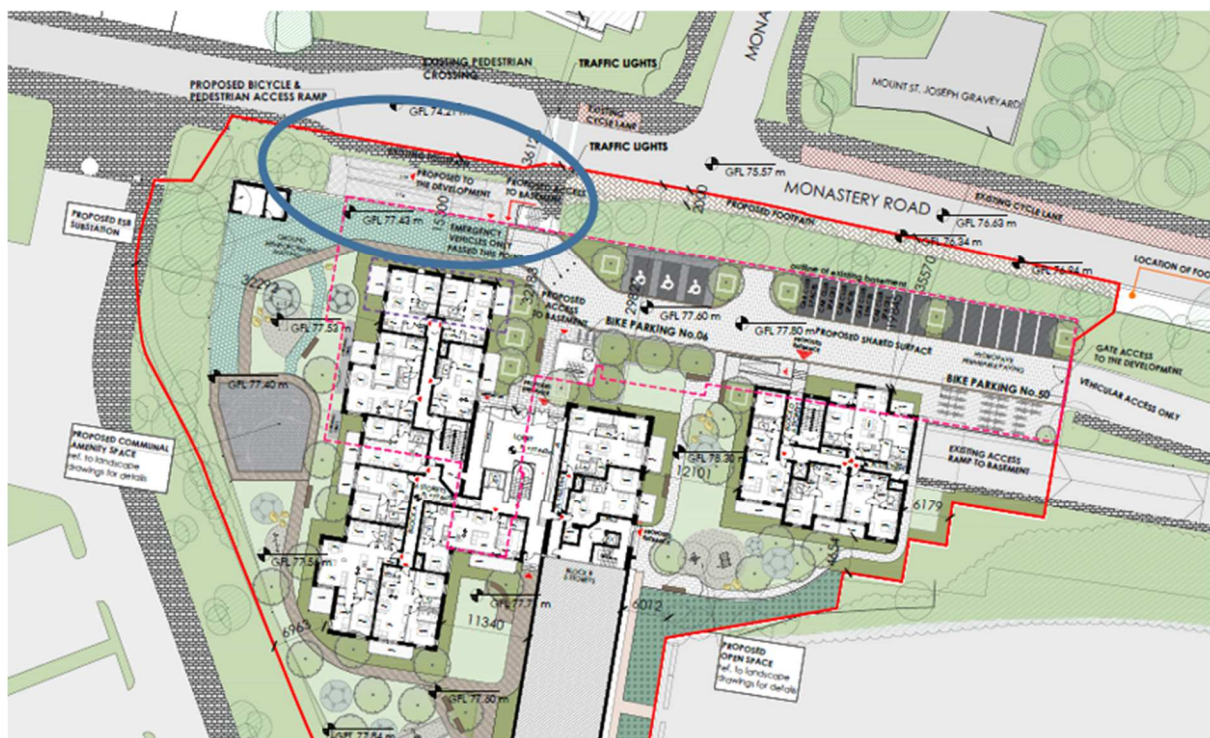


Figure 1-1: Location of pedestrian access at northern end of site adjoining Monastery Road

Figure 1-2 details the facilities in the immediate vicinity of the proposed development which would be significant generators of pedestrian trips along Monastery Road:

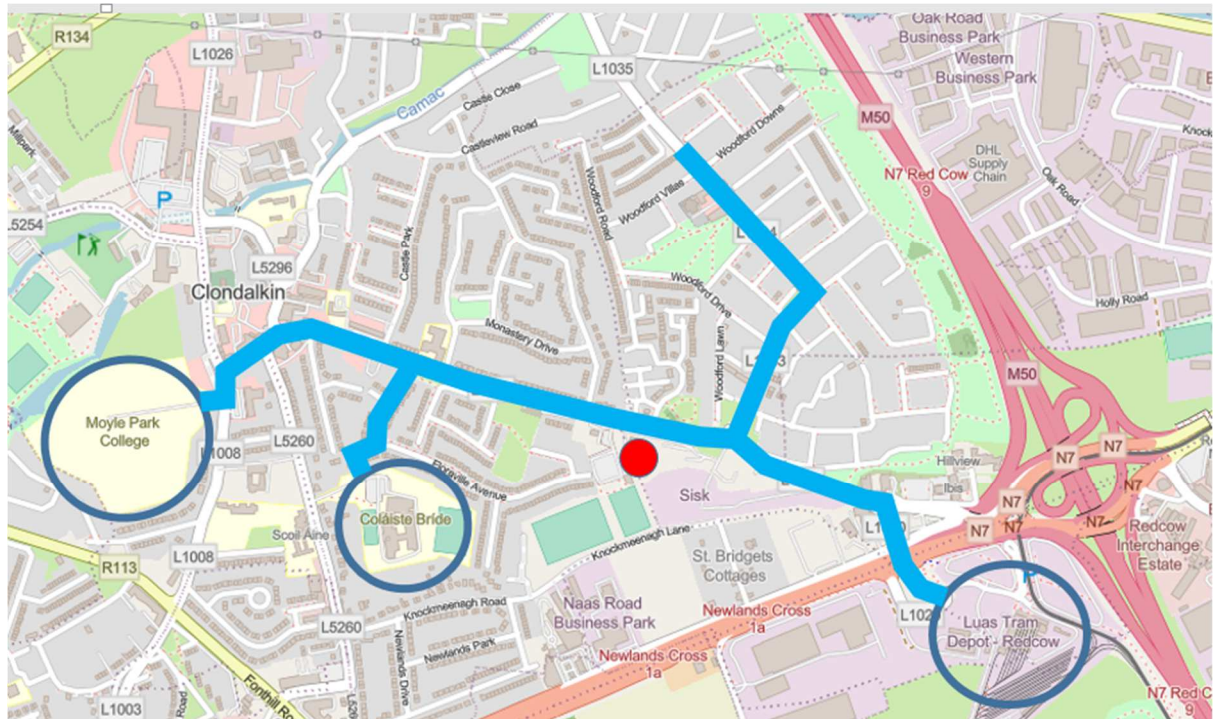


Figure 1-2: Facilities close to site generating pedestrian movement along Monastery Road.

One can see that the significant residential area west of Dolcain House accesses the LUAS Red Cow stop via Monastery Road, while the significant residential area to the north of Dolcain House accesses two major educational facilities, Colaiste Bride and Moyle Park College, vis Monastery Road. The 13 Bus stop on Woodford Hill destination for pedestrian commuters.

Figure 1-3 details the extent of the residential development within 1 km of the site and accessing the LUAS Red Cow stop, the two schools and Clondalkin Village on foot via the Monastery Road link and other key connective routes:

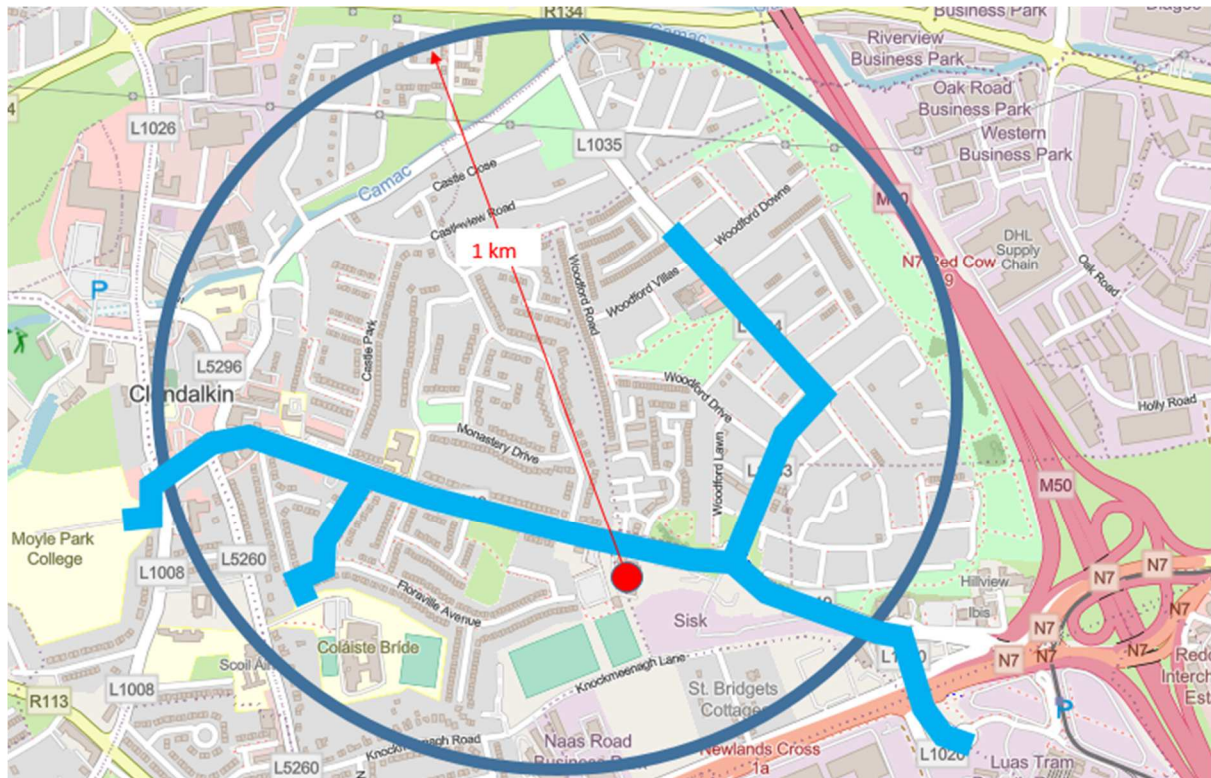


Figure 1-3: Location of residential development within 1 km of Dolcain House and key connective routes to transport and educational facilities

Section 2 of this report will detail the meaning of the concept of desire lines, outlining their importance in the identification of preferred routes for pedestrians.

Section 3 provides details of the pedestrian survey carried out along the main pedestrian spines close to Dolcain House, and details how the results of the November survey indicate the correctness of locating the main pedestrian access for the proposed residential development at its northern end with direct access onto Monastery Road.

2.0 CONCEPT OF DESIRE LINES

The Chartered Institute for Highways and Transportation document 'Designing for Walking' (Philpotts, March 2015) defines a desire line as the route most people wish to use.

The document further states that well-designed pedestrian facilities that follow desire lines will assist in enabling walking journeys and improve the experience of those already walking - in other words it is important that any proposed pedestrian access, if it is to fully enable walking journeys to and from the site, must intersect as directly as possible with the desired routes within the local pedestrian network.

It notes that the planning of any pedestrian infrastructure should include the identification of existing desire lines.

A more comprehensive definition of desire line is the shortest route 'between the origin and the destination of a potential pedestrian trip' (Pedestrian Planning and Design Guide, New Zealand Transport Agency, October 2009).

When one examines Figures 1-2 and 1-3, it becomes apparent that the shortest and most direct routes between the residential areas surrounding Dolcain House and the educational centres / LUAS Stops lies along Monastery Road, onto which the pedestrian access from the proposed development directly accesses at its northern end.

The Manual for Streets 2 (MfS2) Document (UK Department for Transport, 2009) states that good street design should reflect and support pedestrian desire lines both in networks and detailed design – in relation to Dolcain House, this implies that good design requires that proposed accesses at the development intersect with desire lines in the locality. MfS2 notes that

For new developments, MfS2 states that an understanding of how an existing area functions in terms of movement and place enables the proposed points of connection and linkage to be identified, both within and from the site, so that important desire lines are achieved. This process will help ensure that a new development enhances the existing movement framework of an area rather than disrupting or severing it.

Thus, in the case of the proposed development, the pedestrian access at the northern end of the site onto Monastery Road should enhance existing movement rather than disrupt or sever it, by connecting into a major local pedestrian spine.

The function of section 3 is to use pedestrian Surveys within the local road network surrounding Dolcain House to demonstrate the importance of the pedestrian route along Monastery Road adjacent to the proposed pedestrian access point, connecting the local residential areas to 2 No. local schools and the LUAS Red Cow stop.

3.0 NOVEMBER 2021 PEDESTRIAN SURVEYS

3.1 INTRODUCTION

Pedestrian surveys were carried out at 4 No locations close to the site of the proposed development on Tuesday 2nd, Wednesday 3rd and Thursday 4th November 2021, between 6AM and 10PM (a 16-hour surveys).

Figure 3-1 details the 4 No. locations:

Details of the November 2021 surveys are contained within Appendix 1 of this report.

- Site 1 – on Woodford Hill, north of the roundabout (footpath on both sides of road)
- Site 2 – on Monastery Road East, east of the roundabout (footpath on north side of road)
- Site 3 – on Monastery Road west, west of the roundabout (footpath on north side of road)
- Site 4 – on Monastery Road west, further west of the roundabout, adjacent to Dolcain House (footpath on north side of road)

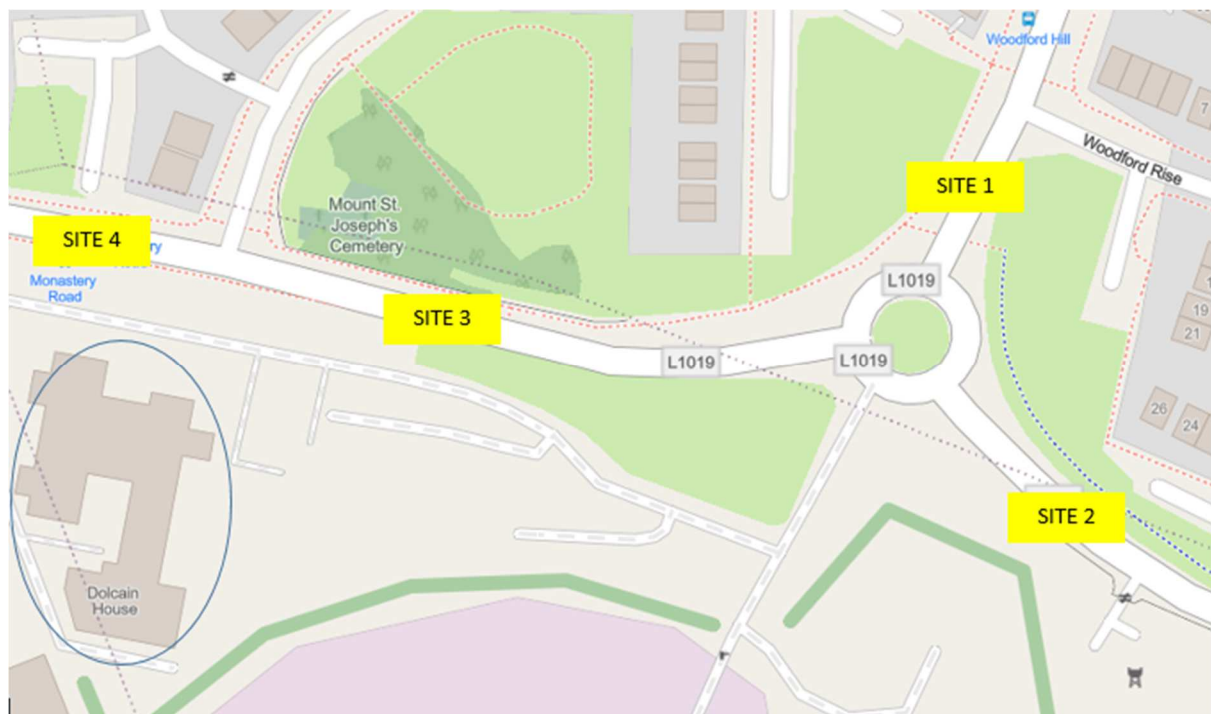


Figure 3-1: Location of survey sites

3.2 ALL DAY FLOWS (16-HOUR SURVEY)

Table 3-1 details the 16-hour flows at each of the 4 No. sites for the 3 No. days in question:

	ALL DAY FLOWS (16-HOUR)					
	TUESDAY 2 ND NOVEMBER		WEDNSDAY 3 RD NOVEMBER		THURSDAY 4 TH NOVEMBER	
	NORTHBOUND	SOUTHBOUND	NORTHBOUND	SOUTHBOUND	NORTHBOUND	SOUTHBOUND
SITE 1	377	620	371	634	329	529
	TUESDAY 2 ND NOVEMBER		WEDNSDAY 3 RD NOVEMBER		THURSDAY 4 TH NOVEMBER	
	EASTBOUND	WESTBOUND	EASTBOUND	WESTBOUND	EASTBOUND	WESTBOUND
	SITE 2	294	215	297	230	255
	TUESDAY 2 ND NOVEMBER		WEDNSDAY 3 RD NOVEMBER		THURSDAY 4 TH NOVEMBER	
	EASTBOUND	WESTBOUND	EASTBOUND	WESTBOUND	EASTBOUND	WESTBOUND
	SITE 3	551	534	490	489	486
	TUESDAY 2 ND NOVEMBER		WEDNSDAY 3 RD NOVEMBER		THURSDAY 4 TH NOVEMBER	
	EASTBOUND	WESTBOUND	EASTBOUND	WESTBOUND	EASTBOUND	WESTBOUND
	SITE 4	619	587	539	532	537

Table 3-1: All-day flows at the 4 No. survey sites

Over the 4 No. sites, the busiest day is Tuesday 2nd November, with overall flows slightly greater than on Wednesday 3rd.

Figure 3-2 indicates the flows at the 4 No. survey sites on Tuesday 2nd November:

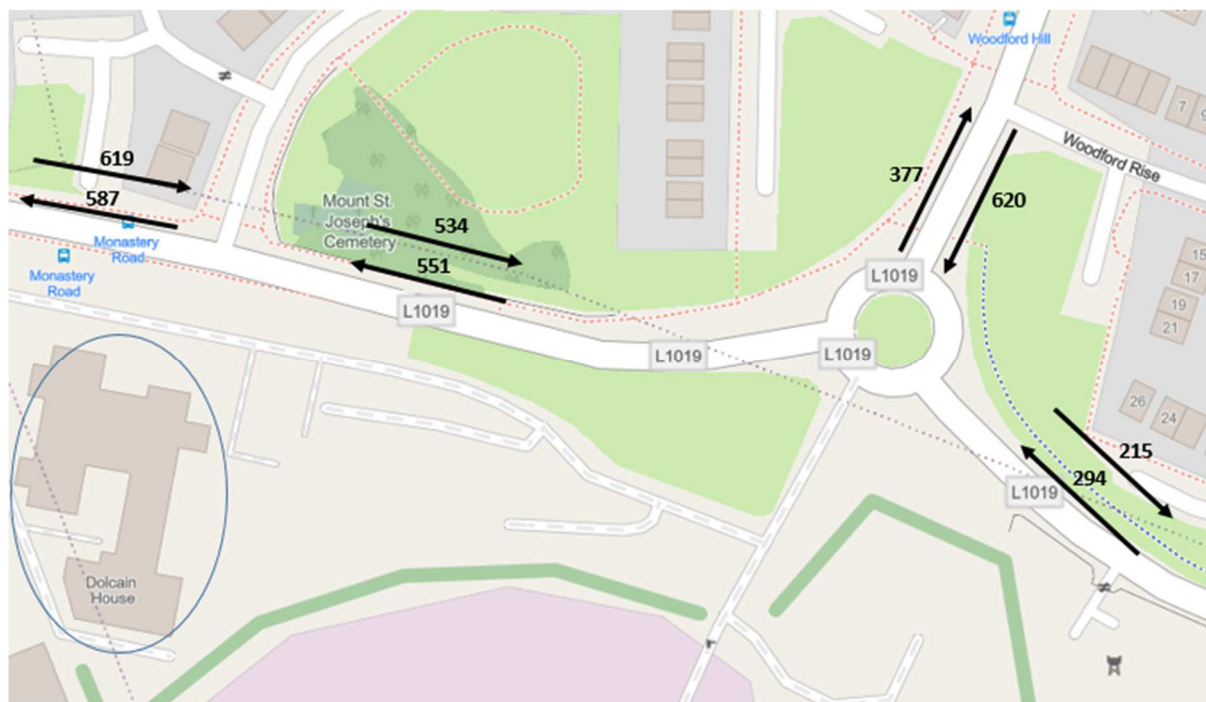


Figure 3-2: All-day flows at 4 No. survey sites – Tuesday 2nd November 2021

One can see that the main desire line is located along Monastery Road / Woodford Hill, with a 2-way pedestrian flow reaching approximately 1200 movements per day on Monastery Road directly opposite Dolcain House, reaching approximately 100 movements per day 2-way along Woodford Hill, with a lower 2-way flow of approximately 500/day along Monastery Road east of the roundabout.

3.3 MORNING PEAK HOUR FLOWS

The morning peak hour was observed to occur between 8AM and 9AM.

Table 3-2 details the morning peak hour flows at each of the 4 No. sites for the 3 No. days in question:

	MORNING PEAK HOUR FLOWS (8AM TO 9AM)					
	TUESDAY 2 ND NOVEMBER		WEDNSDAY 3 RD NOVEMBER		THURSDAY 4 TH NOVEMBER	
	NORTHBOUND	SOUTHBOUND	NORTHBOUND	SOUTHBOUND	NORTHBOUND	SOUTHBOUND
SITE 1	14	99	15	93	12	72
	TUESDAY 2 ND NOVEMBER		WEDNSDAY 3 RD NOVEMBER		THURSDAY 4 TH NOVEMBER	
	EASTBOUND	WESTBOUND	EASTBOUND	WESTBOUND	EASTBOUND	WESTBOUND
	SITE 2	19	19	17	16	14
	TUESDAY 2 ND NOVEMBER		WEDNSDAY 3 RD NOVEMBER		THURSDAY 4 TH NOVEMBER	
	EASTBOUND	WESTBOUND	EASTBOUND	WESTBOUND	EASTBOUND	WESTBOUND
	SITE 3	24	97	16	103	26
	TUESDAY 2 ND NOVEMBER		WEDNSDAY 3 RD NOVEMBER		THURSDAY 4 TH NOVEMBER	
	EASTBOUND	WESTBOUND	EASTBOUND	WESTBOUND	EASTBOUND	WESTBOUND
	SITE 4	22	116	21	123	27

Table 3-2: Morning peak hour flows at the 4 No. survey sites

Over the 4 No. sites, the busiest morning peak hour is again Tuesday 2nd November, with overall flows again slightly greater than on Wednesday 3rd.

Figure 3-3 indicates the morning peak hour flows at the 4 No. survey sites on Tuesday 2nd November, 8AM to 9AM:

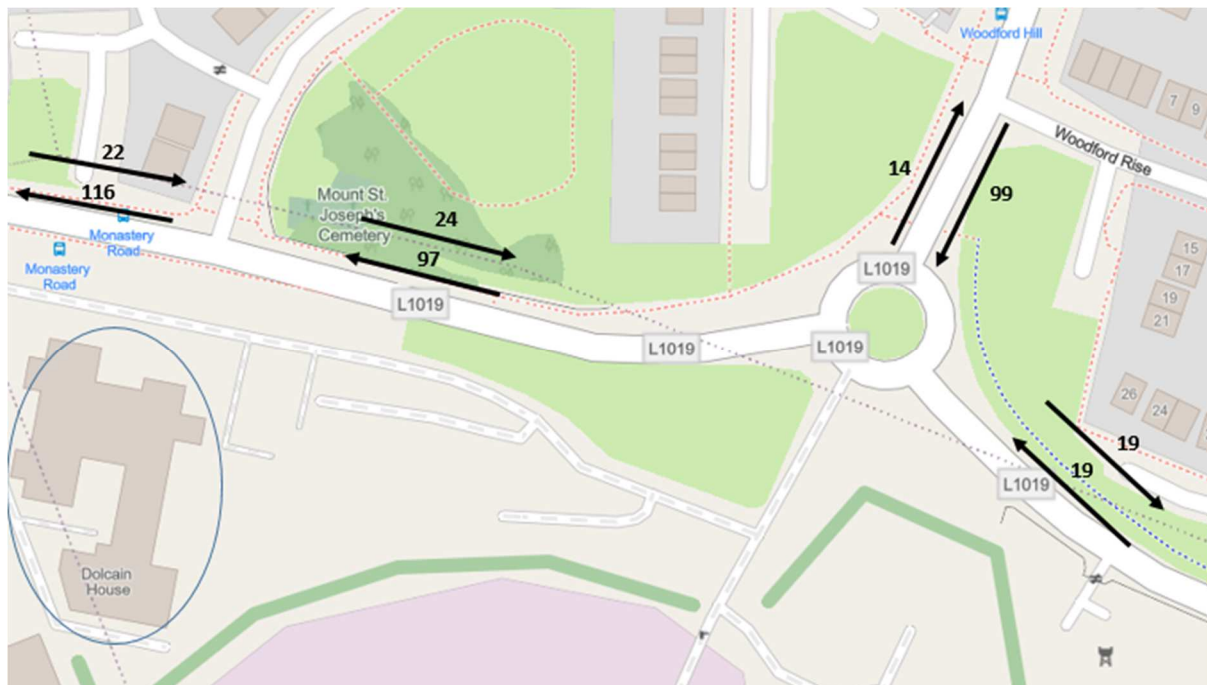


Figure 3-3: Morning peak hour flows at 4 No. survey sites – Tuesday 2nd November 2021 (8AM to 9AM)

One can see a significant westerly flow southwards down Woodford Hill then westward along Monastery Road, past Dolcain House moving towards the 2 No. schools.

In the eastward direction along Monastery Road west, pedestrians are moving towards the bus stop on Woodward Hill and the LUAS stop via Monastery Road east.

3.4 AFTERNOON PEAK HOUR FLOWS

The afternoon peak hour was observed to occur between 3AM and 4AM.

Table 3-3 details the afternoon peak hour flows at each of the 4 No. sites for the 3 No. days in question:

AFTERNOON PEAK HOUR FLOWS (3PM TO 4PM)						
	TUESDAY 2 ND NOVEMBER		WEDNSDAY 3 RD NOVEMBER		THURSDAY 4 TH NOVEMBER	
	NORTHBOUND	SOUTHBOUND	NORTHBOUND	SOUTHBOUND	NORTHBOUND	SOUTHBOUND
SITE 1	69	42	64	49	45	26
	TUESDAY 2 ND NOVEMBER		WEDNSDAY 3 RD NOVEMBER		THURSDAY 4 TH NOVEMBER	
	EASTBOUND	WESTBOUND	EASTBOUND	WESTBOUND	EASTBOUND	WESTBOUND
SITE 2	22	23	21	22	22	16
	TUESDAY 2 ND NOVEMBER		WEDNSDAY 3 RD NOVEMBER		THURSDAY 4 TH NOVEMBER	
	EASTBOUND	WESTBOUND	EASTBOUND	WESTBOUND	EASTBOUND	WESTBOUND
SITE 3	91	23	83	27	52	25
	TUESDAY 2 ND NOVEMBER		WEDNSDAY 3 RD NOVEMBER		THURSDAY 4 TH NOVEMBER	
	EASTBOUND	WESTBOUND	EASTBOUND	WESTBOUND	EASTBOUND	WESTBOUND
SITE 4	101	27	100	30	58	22

Table 3-3: Afternoon peak hour flows at the 4 No. survey sites

Over the 4 No. sites, the busiest afternoon peak hour is again Tuesday 2nd November, with overall flows very slightly greater than on Wednesday 3rd.

Figure 3-3 indicates the afternoon peak hour flows at the 4 No. survey sites on Tuesday 2nd November, 3PM to 4PM:

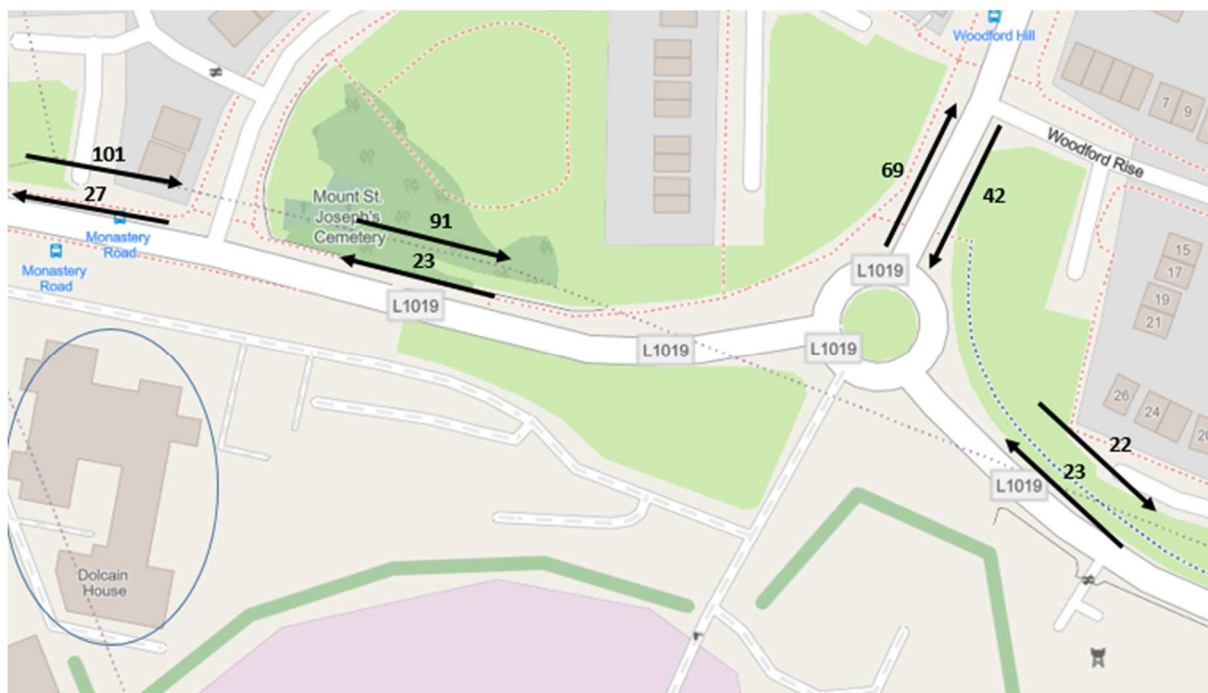


Figure 3-4: Afternoon peak hour flows at 4 No. survey sites – Tuesday 2nd November 2021 (3PM to 4PM)

One can see a significant easterly flow southwards down Woodford Hill then westward along Monastery Road, past Dolcain House as pupils travel from the 2 No. schools to the local residential areas.

3.5 EVENING PEAK HOUR FLOWS

The evening peak hour was observed to occur between 5PM and 6PM.

Table 3-4 details the evening peak hour flows at each of the 4 No. sites for the 3 No. days in question:

EVENING PEAK HOUR FLOWS (5PM TO 6PM)						
	TUESDAY 2 ND NOVEMBER		WEDNSDAY 3 RD NOVEMBER		THURSDAY 4 TH NOVEMBER	
	NORTHBOUND	SOUTHBOUND	NORTHBOUND	SOUTHBOUND	NORTHBOUND	SOUTHBOUND
SITE 1	32	69	29	62	25	42
	TUESDAY 2 ND NOVEMBER		WEDNSDAY 3 RD NOVEMBER		THURSDAY 4 TH NOVEMBER	
	EASTBOUND	WESTBOUND	EASTBOUND	WESTBOUND	EASTBOUND	WESTBOUND
SITE 2	19	56	12	50	11	26
	TUESDAY 2 ND NOVEMBER		WEDNSDAY 3 RD NOVEMBER		THURSDAY 4 TH NOVEMBER	
	EASTBOUND	WESTBOUND	EASTBOUND	WESTBOUND	EASTBOUND	WESTBOUND
SITE 3	40	63	24	58	29	39
	TUESDAY 2 ND NOVEMBER		WEDNSDAY 3 RD NOVEMBER		THURSDAY 4 TH NOVEMBER	
	EASTBOUND	WESTBOUND	EASTBOUND	WESTBOUND	EASTBOUND	WESTBOUND
SITE 4	55	64	28	56	35	35

Table 3-4: Evening peak hour flows at the 4 No. survey sites

Over the 4 No. sites, the busiest evening peak hour is again Tuesday 2nd November, with overall flows greater than on Wednesday 3rd or Thursday 4th.

Figure 3-5 indicates the evening peak hour flows at the 4 No. survey sites on Tuesday 2nd November, 5PM to 6PM:

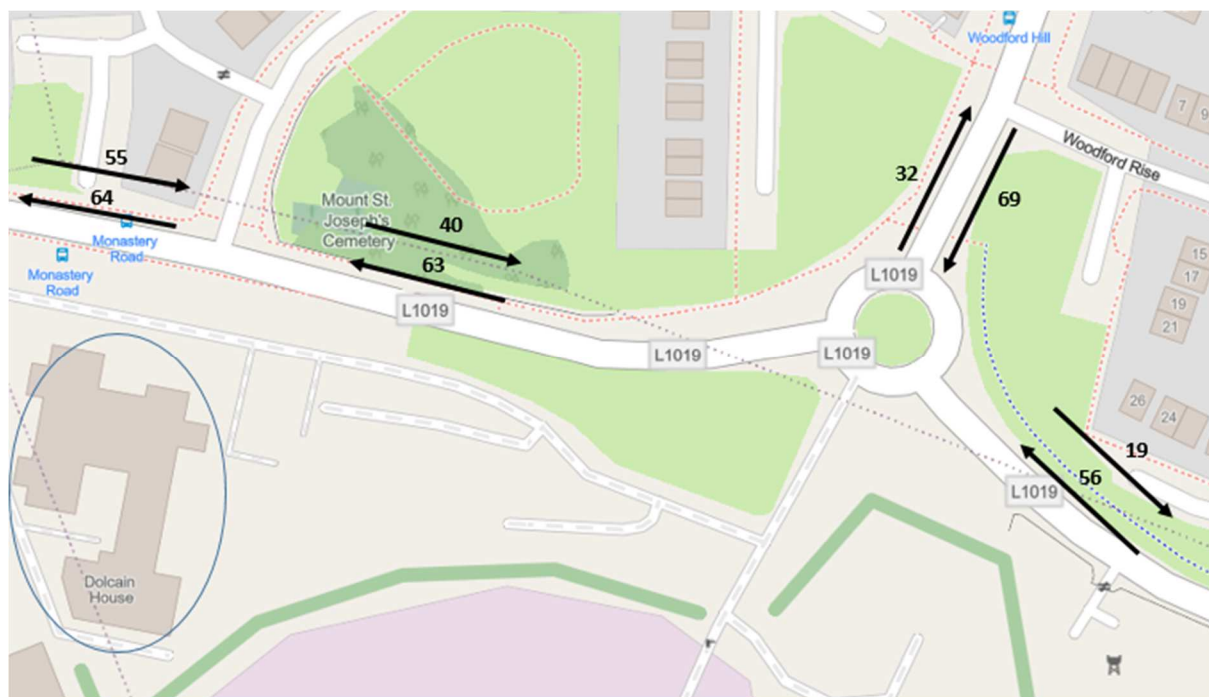


Figure 3-5: Evening peak hour flows at 4 No. survey sites – Tuesday 2nd November 2021 (5PM to 6PM)

One can see that flows are relatively balanced along Monastery Road west, with 60% moving west, moving towards the residential units located west of Dolcain House. These westbound flows originate both via Woodford Hill (the location of the No. 13 bus stop), and Monastery Road East (the access to the LUAS Red Cow stop).

3.6 OVERALL COMMENT ON SURVEY RESULTS

The results within section 3 of this report demonstrates centrality of Monastery Road west to the local pedestrian network within the area west and south of Clondalkin village.

The survey indicates high incident pedestrian flows along the Monastery Road due to:

- AM and afternoon peak hour flows to / from school; and
- PM flows from work / leisure returning to the residential areas surrounding Dolcain House

Over the 16-hours of the survey on all three days, a maximum of approximately 1200 2-way pedestrian movements were observed along Monastery Road, with peak hour 2-way flows ranging from 119 to 138 pedestrian movements observed over the morning, afternoon and evening peaks.

The above results demonstrate importance of locating access point at northern extremity of site, constituting the most direct route onto the section of Monastery Road with the strongest desire line.

The new pedestrian access proposed at the north of the site will thus provide natural connectivity to these desire lines passing along Monastery Road, permitting pedestrian traffic generated by the proposed development to access the local pedestrian network via the strongest desire line within the local pedestrian network, with this desire line thus constituting the most direct access route connecting facilities that on-foot commuters need to access.

In conclusion, the information within the section 3 above of this report has demonstrated that a strong pedestrian desire line exists along Monastery Road, with the new north ramp for pedestrian traffic giving commuters the most direct access to the external pedestrian network at a point where commuters on foot will most want to enter / exit.

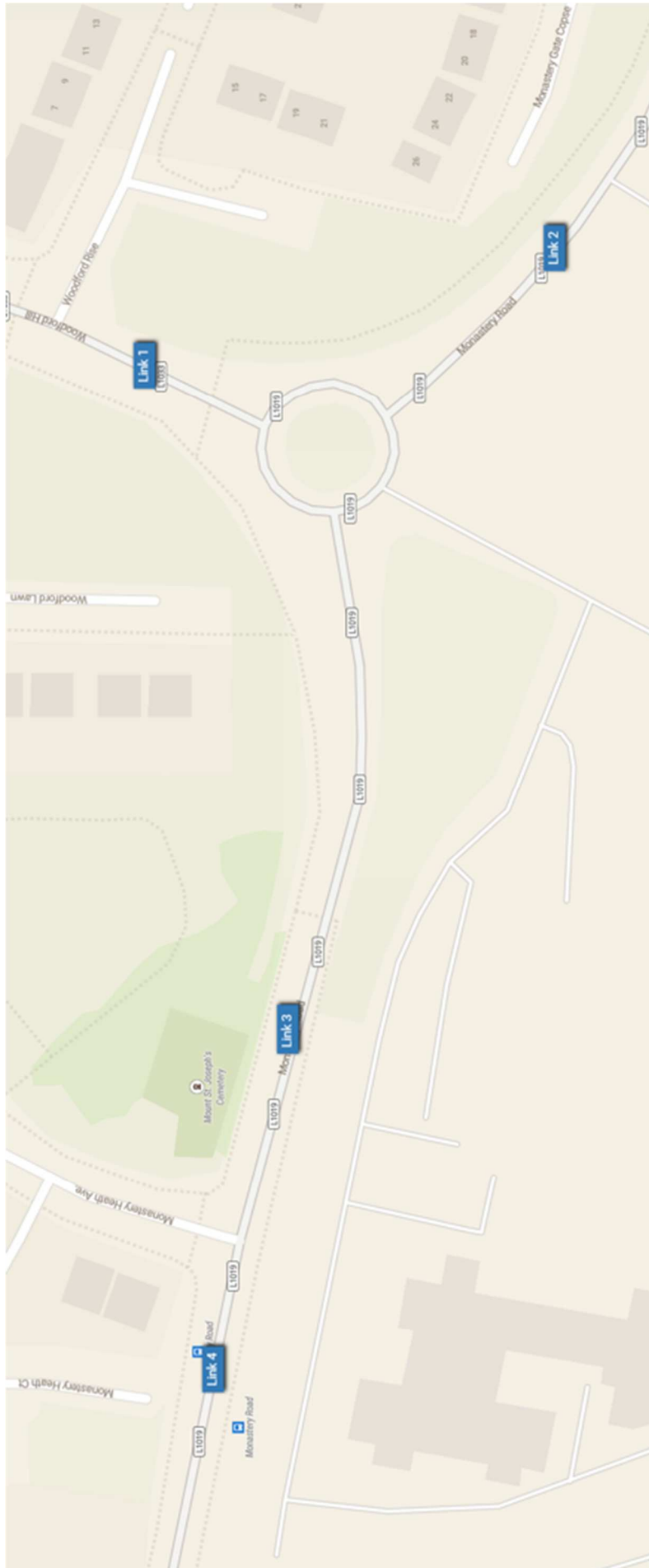
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PLANNING PROFESSIONAL**

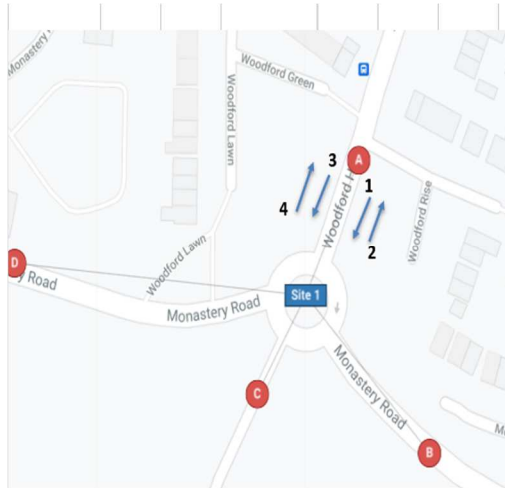
APPENDIX

1

**DETAILED
SURVEY
DATA**



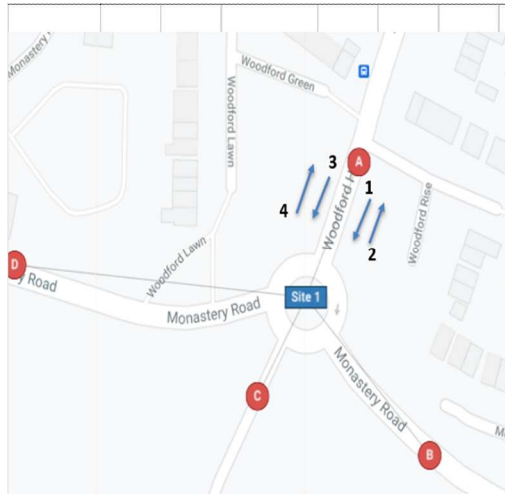
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06:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
06:15	4	1	0	5	5	0	0	5	0	0	0	0	0	0	0	0
06:30	2	1	1	4	1	0	0	1	1	0	1	2	0	0	0	0
06:45	2	0	0	2	0	0	0	0	2	1	0	3	1	0	0	1
H/TOT	8	2	1	11	7	0	0	7	3	1	1	5	1	0	0	1
07:00	9	1	0	10	0	0	0	0	4	0	0	4	2	0	0	2
07:15	4	0	0	4	0	0	0	0	5	0	0	5	0	0	0	0
07:30	6	0	1	7	2	0	0	2	7	0	0	7	0	0	0	0
07:45	7	1	0	8	3	0	0	3	9	0	0	9	3	0	0	3
H/TOT	26	2	1	29	5	0	0	5	25	0	0	25	5	0	0	5
08:00	6	1	1	8	0	0	0	0	28	3	0	31	0	0	0	0
08:15	10	0	0	10	3	0	0	3	19	0	4	23	1	0	0	1
08:30	2	0	0	2	1	0	0	1	19	5	3	27	1	0	0	1
08:45	1	0	0	1	3	0	0	3	14	1	2	17	5	0	0	5
H/TOT	19	1	1	21	7	0	0	7	80	9	9	98	7	0	0	7
09:00	1	0	0	1	5	0	0	5	5	0	0	5	2	0	0	2
09:15	2	1	1	4	1	0	0	1	1	0	0	1	3	0	0	3
09:30	1	0	0	1	2	0	0	2	1	1	0	2	0	0	0	0
09:45	1	0	0	1	1	0	0	1	7	0	0	7	0	0	0	0
H/TOT	5	1	1	7	9	0	0	9	14	1	0	15	5	0	0	5
10:00	2	1	0	3	2	0	0	2	4	0	0	4	0	0	0	0
10:15	3	0	0	3	1	0	0	1	3	0	0	3	1	0	0	1
10:30	3	0	0	3	4	0	0	4	5	0	0	5	0	0	0	0
10:45	0	0	0	0	1	0	0	1	4	0	0	4	3	0	0	3
H/TOT	8	1	0	9	8	0	0	8	16	0	0	16	4	0	0	4
11:00	5	1	0	6	4	0	0	4	7	0	0	7	0	0	0	0
11:15	0	0	0	0	0	0	0	0	11	0	0	11	3	0	0	3
11:30	3	0	1	4	3	0	0	3	2	0	0	2	0	0	0	0
11:45	3	0	0	3	1	0	0	1	11	2	0	13	5	0	0	5
H/TOT	11	1	1	13	8	0	0	8	31	2	0	33	8	0	0	8
12:00	1	0	0	1	6	0	0	6	5	0	0	5	1	0	0	1
12:15	8	0	0	8	4	0	0	4	3	2	0	5	7	0	0	7
12:30	1	0	0	1	1	0	0	1	9	0	0	9	1	0	0	1
12:45	2	0	0	2	0	0	0	0	3	0	0	3	0	0	0	0
H/TOT	12	0	0	12	11	0	0	11	20	2	0	22	9	0	0	9
13:00	1	0	0	1	4	0	0	4	12	0	0	12	0	0	0	0
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13:30	6	0	0	6	5	0	0	5	4	0	0	4	1	1	0	2
13:45	4	0	0	4	4	0	0	4	3	1	0	4	14	0	0	14
H/TOT	14	0	0	14	13	0	0	13	21	1	0	22	17	1	0	18
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15:45	7	1	0	8	30	1	0	31	5	1	0	6	15	0	0	15
H/TOT	23	3	4	30	40	1	0	41	19	2	0	21	29	0	0	29
16:00	4	1	0	5	8	0	0	8	2	1	0	3	3	0	0	3
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16:45	3	1	0	4	4	1	0	5	11	2	0	13	6	1	0	7
H/TOT	13	3	1	17	14	1	1	16	30	4	0	34	18	1	0	19
17:00	4	1	0	5	1	0	0	1	6	2	0	8	5	0	0	5
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17:45	5	0	1	6	3	3	0	6	9	1	0	10	3	0	0	3
H/TOT	19	1	1	21	13	4	0	17	50	10	4	64	19	1	0	20
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18:30	1	1	1	3	2	0	0	2	6	0	0	6	7	0	1	8
18:45	3	0	0	3	3	0	0	3	4	0	0	4	3	0	0	3
H/TOT	10	3	2	15	9	0	0	9	32	1	2	35	21	0	1	22
19:00	1	0	0	1	5	0	0	5	14	0	0	14	5	0	0	5
19:15	0	0	0	0	7	0	0	7	7	1	0	8	7	0	0	7
19:30	3	0	1	4	2	1	0	3	5	0	1	6	5	0	0	5
19:45	7	0	0	7	2	0	0	2	6	0	0	6	2	1	0	3
H/TOT	11	0	1	12	16	1	0	17	32	1	1	34	19	1	0	20
20:00	1	0	0	1	2	0	0	2	7	0	0	7	0	0	0	0
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20:30	0	1	0	1	1	0	0	1	4	0	0	4	3	0	0	3
20:45	1	0	0	1	0	0	0	0	3	0	0	3	1	0	0	1
H/TOT	6	1	0	7	6	0	0	6	18	0	1	19	6	0	0	6
21:00	2	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0
21:15	3	1	0	4	0	0	0	0	4	0	0	4	1	0	0	1
21:30	2	0	0	2	1	0	0	1	2	0	0	2	0	0	0	0
21:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	9	1	0	10	2	0	0	2	6	0	0	6	1	0	0	1
16 TOT	204	22	14	240	196	11	6	213	416	36	19	471	181	5	1	187



IDASO

Survey Name:	179 21429 Doclain House, Clondalkin - Pedestrian
Site:	Link 1
Location:	Woodford Hill, Clondalkin
Date:	Wed 03-Nov-2021

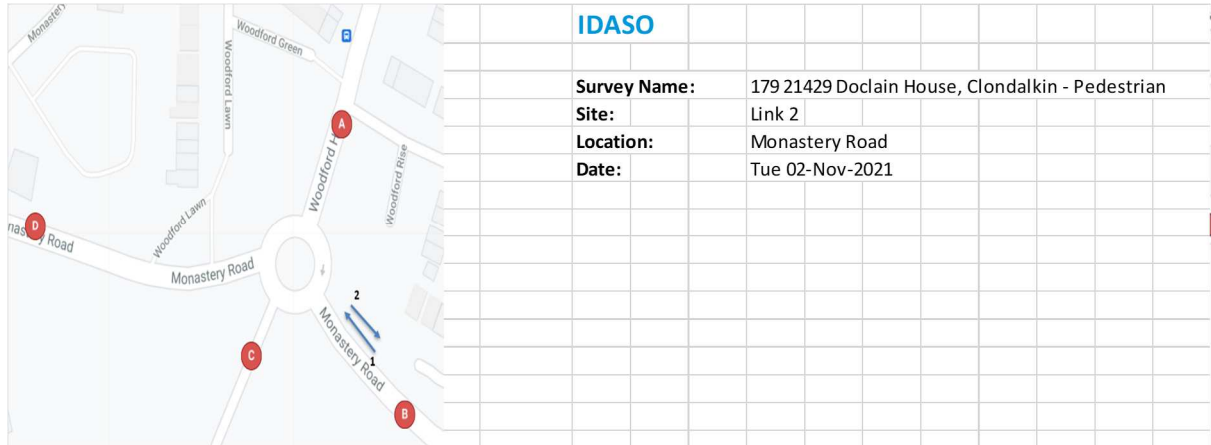
TIME	MVT 1				MVT 2				MVT 3				MVT 4			
	PED	PCL	SCOOTER	TOT	PED	PCL	SCOOTER	TOT	PED	PCL	SCOOTER	TOT	PED	PCL	SCOOTER	TOT
06:00	2	1	0	3	0	0	0	0	2	0	0	2	0	0	0	0
06:15	5	0	0	5	1	0	0	1	1	0	0	1	5	0	0	5
06:30	5	1	1	7	1	0	0	1	1	0	1	2	0	0	0	0
06:45	4	0	0	4	1	0	0	1	0	0	0	0	0	0	0	0
H/TOT	16	2	1	19	3	0	0	3	4	0	1	5	5	0	0	5
07:00	7	0	0	7	0	0	0	0	4	0	0	4	0	0	0	0
07:15	2	0	0	2	3	0	0	3	2	0	0	2	0	0	0	0
07:30	7	1	1	9	0	0	0	0	5	0	0	5	2	0	0	2
07:45	4	0	0	4	1	0	0	1	9	0	0	9	2	0	0	2
H/TOT	20	1	1	22	4	0	0	4	20	0	0	20	4	0	0	4
08:00	8	1	0	9	2	0	0	2	26	3	0	29	0	0	0	0
08:15	4	0	0	4	1	0	0	1	25	2	4	31	0	1	0	1
08:30	1	1	0	2	7	0	0	7	17	3	4	24	2	0	0	2
08:45	3	0	0	3	1	0	0	1	9	1	2	12	2	0	0	2
H/TOT	16	2	0	18	11	0	0	11	77	9	10	96	4	1	0	5
09:00	11	0	0	11	5	0	0	5	0	1	0	1	5	0	0	5
09:15	4	0	2	6	3	0	0	3	3	1	0	4	5	0	0	5
09:30	0	0	0	0	2	0	0	2	3	0	0	3	2	0	0	2
09:45	5	0	0	5	1	0	0	1	2	0	0	2	3	0	0	3
H/TOT	20	0	2	22	11	0	0	11	8	2	0	10	15	0	0	15
10:00	1	0	0	1	2	0	0	2	2	1	0	3	2	0	0	2
10:15	0	2	0	2	2	0	0	2	5	0	0	5	0	0	0	0
10:30	4	0	0	4	5	0	0	5	4	0	0	4	0	0	0	0
10:45	3	0	0	3	1	0	0	1	4	0	0	4	2	0	0	2
H/TOT	8	2	0	10	10	0	0	10	15	1	0	16	4	0	0	4
11:00	7	0	0	7	1	0	0	1	7	0	1	8	1	0	0	1
11:15	3	0	0	3	7	0	0	7	4	0	0	4	0	0	0	0
11:30	3	0	0	3	0	0	0	0	1	1	1	3	6	0	0	6
11:45	3	0	0	3	0	1	0	1	16	0	0	16	0	0	0	0
H/TOT	16	0	0	16	8	1	0	9	28	1	2	31	7	0	0	7
12:00	2	0	0	2	8	0	0	8	2	1	0	3	1	0	0	1
12:15	6	1	0	7	5	0	0	5	5	0	0	5	2	0	0	2
12:30	2	0	0	2	1	0	0	1	6	0	0	6	1	0	0	1
12:45	2	1	0	3	1	0	0	1	4	1	0	5	3	0	0	3
H/TOT	12	2	0	14	15	0	0	15	17	2	0	19	7	0	0	7
13:00	3	0	0	3	7	0	0	7	5	0	0	5	1	0	0	1
13:15	1	0	0	1	1	0	0	1	9	1	0	10	2	1	0	3
13:30	3	0	0	3	2	0	0	2	8	1	0	9	3	0	0	3
13:45	2	0	1	3	7	0	1	8	6	0	0	6	9	0	0	9
H/TOT	9	0	1	10	17	0	1	18	28	2	0	30	15	1	0	16
14:00	0	0	0	0	2	0	0	2	4	0	0	4	0	0	0	0
14:15	4	0	0	4	4	0	0	4	2	0	1	3	3	0	0	3
14:30	1	2	1	4	6	2	1	9	7	0	0	7	3	0	0	3
14:45	5	0	1	6	13	0	1	14	8	0	0	8	8	0	0	8
H/TOT	10	2	2	14	25	2	2	29	21	0	1	22	14	0	0	14
15:00	8	1	0	9	9	2	0	11	15	1	0	16	5	0	0	5
15:15	4	1	1	6	11	0	0	11	3	0	0	3	7	1	0	8
15:30	1	0	0	1	4	1	0	5	5	0	0	5	3	0	0	3
15:45	7	0	0	7	12	0	0	12	6	0	0	6	13	0	0	13
H/TOT	20	2	1	23	36	3	0	39	29	1	0	30	28	1	0	29
16:00	4	1	1	6	3	0	0	3	9	1	0	10	3	0	0	3
16:15	8	0	0	8	3	0	0	3	4	0	0	4	3	0	0	3
16:30	0	2	0	2	1	0	0	1	12	1	0	13	2	0	1	3
16:45	2	2	0	4	0	0	0	0	3	2	0	5	7	0	0	7
H/TOT	14	5	1	20	7	0	0	7	28	4	0	32	15	0	1	16
17:00	0	1	1	2	1	0	0	1	12	2	0	14	4	0	0	4
17:15	3	1	0	4	2	1	0	3	11	2	2	15	6	2	0	8
17:30	5	0	0	5	6	0	1	7	18	0	0	18	5	0	0	5
17:45	3	0	0	3	2	0	0	2	10	1	1	12	3	0	0	3
H/TOT	11	2	1	14	11	1	1	13	51	5	3	59	18	2	0	20
18:00	6	0	0	6	2	0	0	2	12	2	0	14	2	0	0	2
18:15	3	0	0	3	4	0	0	4	11	1	1	13	4	0	0	4
18:30	2	0	0	2	7	0	0	7	8	2	1	11	2	0	0	2
18:45	5	0	0	5	0	0	0	0	13	0	0	13	4	0	0	4
H/TOT	16	0	0	16	13	0	0	13	44	5	2	51	12	0	0	12
19:00	2	0	0	2	3	0	0	3	6	0	0	6	7	0	0	7
19:15	6	0	0	6	5	0	0	5	7	0	0	7	8	0	0	8
19:30	1	0	0	1	2	0	0	2	8	0	0	8	1	0	0	1
19:45	0	0	0	0	5	0	0	5	7	0	0	7	5	0	0	5
H/TOT	9	0	0	9	15	0	0	15	28	0	0	28	21	0	0	21
20:00	2	1	0	3	5	0	0	5	7	0	0	7	1	1	0	2
20:15	3	1	0	4	1	0	0	1	4	0	0	4	0	0	0	0
20:30	2	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0
20:45	0	0	0	0	2	0	0	2	6	0	0	6	0	0	0	0
H/TOT	7	2	0	9	8	0	0	8	19	0	0	19	1	1	0	2
21:00	1	2	1	4	3	0	0	3	1	0	0	1	1	0	0	1
21:15	4	0	0	4	1	0	0	1	5	0	0	5	1	0	0	1
21:30	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0
21:45	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
H/TOT	5	2	1	8	5	0	0	5	8	0	0	8	2	0	0	2
16 TOT	209	24	11	244	199	7	4	210	425	32	19	476	172	6	1	179



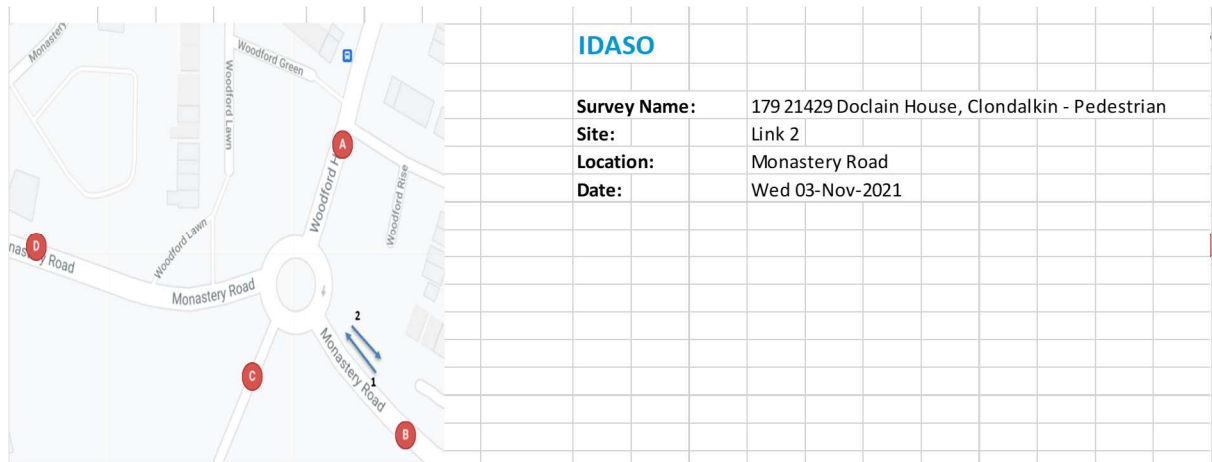
IDASO

Survey Name:	179 21429 Doclain House, Clondalkin - Pedestrian
Site:	Link 1
Location:	Woodford Hill, Clondalkin
Date:	Thu 04-Nov-2021

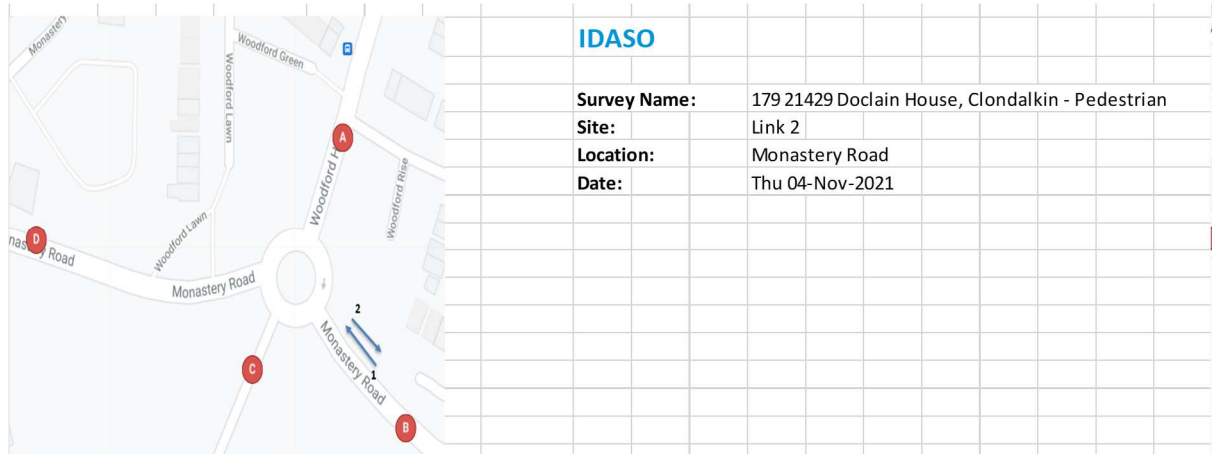
TIME	MVT 1				MVT 2				MVT 3				MVT 4			
	PED	PCL	SCOOTER	TOT	PED	PCL	SCOOTER	TOT	PED	PCL	SCOOTER	TOT	PED	PCL	SCOOTER	TOT
06:00	2	0	0	2	0	0	0	0	1	0	0	1	0	0	0	0
06:15	2	0	0	2	0	0	0	0	1	0	0	1	4	0	0	4
06:30	1	1	1	3	1	0	0	1	0	0	0	0	0	0	0	0
06:45	2	1	0	3	0	0	1	1	2	0	0	2	3	0	0	3
H/TOT	7	2	1	10	1	0	1	2	4	0	0	4	7	0	0	7
07:00	5	1	0	6	1	0	0	1	2	0	0	2	0	0	0	0
07:15	2	1	0	3	0	0	0	0	4	0	0	4	0	0	0	0
07:30	4	0	0	4	0	0	0	0	5	1	0	6	3	1	0	4
07:45	3	1	1	5	1	0	0	1	2	1	0	3	0	0	0	0
H/TOT	14	3	1	18	2	0	0	2	13	2	0	15	3	1	0	4
08:00	3	1	0	4	1	0	0	1	19	2	0	21	4	0	0	4
08:15	9	0	0	9	1	0	0	1	16	0	2	18	3	1	0	4
08:30	1	1	0	2	0	0	0	0	7	3	0	10	0	0	0	0
08:45	1	0	0	1	0	0	0	0	16	1	0	17	3	0	0	3
H/TOT	14	2	0	16	2	0	0	2	58	6	2	66	10	1	0	11
09:00	3	0	0	3	5	0	0	5	3	1	0	4	3	0	0	3
09:15	4	0	0	4	5	0	0	5	1	1	0	2	2	0	0	2
09:30	6	0	0	6	1	0	0	1	4	0	0	4	1	0	0	1
09:45	4	0	0	4	0	0	0	0	2	1	0	3	1	0	0	1
H/TOT	17	0	0	17	11	0	0	11	10	3	0	13	7	0	0	7
10:00	1	1	0	2	2	0	0	2	2	0	0	2	1	0	0	1
10:15	6	1	0	7	0	0	0	0	3	0	0	3	0	0	0	0
10:30	3	0	0	3	2	0	0	2	3	0	0	3	2	0	0	2
10:45	4	0	0	4	2	0	0	2	1	0	0	1	0	0	0	0
H/TOT	14	2	0	16	6	0	0	6	9	0	0	9	3	0	0	3
11:00	4	0	0	4	0	0	0	0	8	0	0	8	0	0	0	0
11:15	2	0	0	2	0	0	0	0	1	0	0	1	1	0	0	1
11:30	5	0	0	5	1	0	0	1	3	0	0	3	0	0	0	0
11:45	3	0	0	3	2	0	0	2	4	0	0	4	3	0	0	3
H/TOT	14	0	0	14	3	0	0	3	16	0	0	16	4	0	0	4
12:00	2	0	0	2	2	0	0	2	6	0	0	6	4	1	0	5
12:15	4	0	0	4	2	0	0	2	6	0	0	6	2	0	0	2
12:30	4	1	0	5	4	0	0	4	4	0	0	4	1	0	0	1
12:45	1	0	0	1	0	0	0	0	8	0	0	8	1	0	0	1
H/TOT	11	1	0	12	8	0	0	8	24	0	0	24	8	1	0	9
13:00	9	1	0	10	3	1	0	4	12	1	1	14	1	0	0	1
13:15	1	0	0	1	3	0	0	3	11	1	0	12	4	0	0	4
13:30	0	0	0	0	9	2	0	11	6	0	0	6	5	0	0	5
13:45	2	0	0	2	7	0	0	7	10	3	0	13	11	1	0	12
H/TOT	12	1	0	13	22	3	0	25	39	5	1	45	21	1	0	22
14:00	4	0	0	4	3	0	0	3	15	0	1	16	0	0	0	0
14:15	3	0	0	3	0	0	0	0	9	1	0	10	2	0	0	2
14:30	1	3	1	5	3	0	2	5	6	0	0	6	4	0	0	4
14:45	3	0	0	3	24	1	1	26	5	0	0	5	8	0	0	8
H/TOT	11	3	1	15	30	1	3	34	35	1	1	37	14	0	0	14
15:00	9	1	1	11	15	1	0	16	4	0	0	4	7	0	0	7
15:15	2	0	1	3	10	0	0	10	2	1	0	3	7	0	0	7
15:30	1	0	0	1	3	0	0	3	5	0	1	6	1	0	0	1
15:45	1	0	1	2	1	0	0	1	2	0	0	2	1	0	0	1
H/TOT	13	1	3	17	29	1	0	30	13	1	1	15	16	0	0	16
16:00	0	1	0	1	2	0	0	2	6	0	0	6	3	0	0	3
16:15	2	0	0	2	2	0	0	2	8	1	0	9	6	0	0	6
16:30	3	0	0	3	2	0	0	2	4	0	1	5	6	0	1	7
16:45	2	1	0	3	4	0	0	4	4	2	1	7	3	1	0	4
H/TOT	7	2	0	9	10	0	0	10	22	3	2	27	18	1	1	20
17:00	1	0	0	1	3	1	0	4	7	1	1	9	2	0	0	2
17:15	5	1	0	6	5	0	0	5	11	4	0	15	4	0	0	4
17:30	2	0	1	3	4	0	0	4	7	0	1	8	2	0	0	2
17:45	1	0	0	1	3	1	0	4	8	0	0	8	2	0	0	2
H/TOT	9	1	1	11	15	2	0	17	33	5	2	40	10	0	0	10
18:00	5	1	0	6	1	0	0	1	6	0	0	6	4	0	0	4
18:15	3	1	0	4	7	0	1	8	3	1	0	4	1	0	0	1
18:30	2	2	0	4	6	0	0	6	12	0	0	12	3	2	0	5
18:45	1	0	0	1	2	1	0	3	7	1	0	8	2	1	0	3
H/TOT	11	4	0	15	16	1	1	18	28	2	0	30	10	3	0	13
19:00	4	0	0	4	0	0	0	0	7	1	0	8	2	0	0	2
19:15	3	0	0	3	4	0	0	4	2	0	1	3	9	0	0	9
19:30	5	0	0	5	0	0	0	0	2	0	1	3	0	1	0	1
19:45	4	0	0	4	1	0	0	1	6	0	0	6	5	0	0	5
H/TOT	16	0	0	16	5	0	0	5	17	1	2	20	16	1	0	17
20:00	1	0	0	1	0	0	0	0	3	2	0	5	3	0	0	3
20:15	2	0	0	2	0	0	0	0	5	0	0	5	3	0	0	3
20:30	2	0	0	2	0	0	0	0	3	0	0	3	3	0	0	3
20:45	1	0	0	1	2	0	0	2	5	0	0	5	3	0	0	3
H/TOT	6	0	0	6	2	0	0	2	16	2	0	18	12	0	0	12
21:00	1	0	0	1	3	0	0	3	2	0	0	2	0	0	0	0
21:15	3	1	0	4	2	0	0	2	3	1	0	4	1	0	2	3
21:30	3	1	0	4	0	0	0	0	1	0	0	1	1	0	0	1
21:45	2	0	0	2	1	0	0	1	1	0	0	1	0	0	0	0
H/TOT	9	2	0	11	6	0	0	6	7	1	0	8	2	0	2	4
16 TOT	185	24	7	216	168	8	5	181	344	32	11	387	161	9	3	173



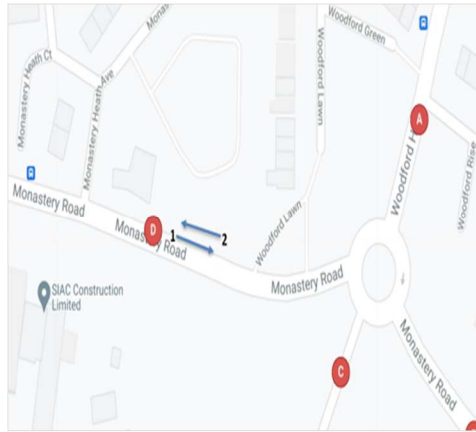
TIME	MVT 1				MVT 2			
	PED	PCL	SCOOTER	TOT	PED	PCL	SCOOTER	TOT
06:00	1	0	0	1	0	0	0	0
06:15	1	0	0	1	5	1	1	7
06:30	0	0	1	1	4	0	4	8
06:45	2	0	0	2	3	0	0	3
H/TOT	4	0	1	5	12	1	5	18
07:00	2	0	0	2	11	1	0	12
07:15	3	0	0	3	3	0	0	3
07:30	3	0	0	3	7	0	1	8
07:45	8	0	0	8	7	1	0	8
H/TOT	16	0	0	16	28	2	1	31
08:00	4	0	0	4	5	1	1	7
08:15	4	0	0	4	10	1	0	11
08:30	4	5	1	10	2	0	0	2
08:45	7	0	0	7	2	0	0	2
H/TOT	19	5	1	25	19	2	1	22
09:00	4	0	0	4	1	0	0	1
09:15	1	0	0	1	2	1	1	4
09:30	0	0	0	0	1	0	0	1
09:45	5	0	0	5	1	0	0	1
H/TOT	10	0	0	10	5	1	1	7
10:00	0	1	0	1	2	1	0	3
10:15	1	0	0	1	4	0	0	4
10:30	5	0	0	5	2	0	0	2
10:45	3	0	0	3	1	0	0	1
H/TOT	9	1	0	10	9	1	0	10
11:00	5	0	0	5	5	1	0	6
11:15	4	1	0	5	1	0	0	1
11:30	1	0	0	1	2	0	0	2
11:45	10	1	0	11	4	0	0	4
H/TOT	20	2	0	22	12	1	0	13
12:00	3	0	0	3	1	1	0	2
12:15	7	0	0	7	5	0	0	5
12:30	2	0	0	2	3	0	0	3
12:45	1	1	0	2	3	0	0	3
H/TOT	13	1	0	14	12	1	0	13
13:00	3	0	0	3	1	0	0	1
13:15	2	0	0	2	4	0	0	4
13:30	2	0	0	2	5	0	0	5
13:45	3	0	0	3	3	1	0	4
H/TOT	10	0	0	10	13	1	0	14
14:00	4	0	0	4	0	1	0	1
14:15	6	2	0	8	3	0	0	3
14:30	3	0	0	3	4	2	0	6
14:45	2	0	0	2	2	1	0	3
H/TOT	15	2	0	17	9	4	0	13
15:00	2	0	0	2	7	1	2	10
15:15	8	0	0	8	6	1	1	8
15:30	3	0	0	3	3	0	0	3
15:45	9	1	0	10	7	1	0	8
H/TOT	22	1	0	23	23	3	3	29
16:00	2	1	0	3	5	1	0	6
16:15	8	1	0	9	5	1	0	6
16:30	5	1	1	7	3	0	1	4
16:45	9	3	0	12	3	1	0	4
H/TOT	24	6	1	31	16	3	1	20
17:00	7	2	0	9	2	1	0	3
17:15	24	3	1	28	9	0	0	9
17:30	18	1	0	19	4	0	0	4
17:45	7	2	0	9	4	1	0	5
H/TOT	56	8	1	65	19	2	0	21
18:00	9	1	1	11	3	0	0	3
18:15	13	0	1	14	4	2	1	7
18:30	5	0	0	5	0	1	0	1
18:45	3	0	0	3	4	0	0	4
H/TOT	30	1	2	33	11	3	1	15
19:00	7	0	0	7	1	0	0	1
19:15	16	1	0	17	0	0	0	0
19:30	4	1	0	5	3	1	0	4
19:45	2	1	0	3	7	0	0	7
H/TOT	29	3	0	32	11	1	0	12
20:00	4	0	0	4	1	1	0	2
20:15	5	1	0	6	4	0	0	4
20:30	1	0	0	1	0	1	0	1
20:45	4	0	0	4	1	0	0	1
H/TOT	14	1	0	15	6	2	0	8
21:00	0	0	0	0	2	0	0	2
21:15	1	0	0	1	3	1	0	4
21:30	2	0	0	2	5	0	0	5
21:45	0	0	0	0	0	1	0	1
H/TOT	3	0	0	3	10	2	0	12
16 TOT	294	31	6	331	215	30	13	258



TIME	MVT 1				MVT 2			
	PED	PCL	SCOOTER	TOT	PED	PCL	SCOOTER	TOT
06:00	1	0	1	2	5	1	0	6
06:15	2	0	0	2	8	0	0	8
06:30	1	0	1	2	6	2	2	10
06:45	0	0	0	0	4	0	0	4
H/TOT	4	0	2	6	23	3	2	28
07:00	2	0	0	2	6	0	0	6
07:15	4	0	0	4	4	0	0	4
07:30	4	0	0	4	7	1	1	9
07:45	5	0	0	5	4	0	0	4
H/TOT	15	0	0	15	21	1	1	23
08:00	4	1	0	5	9	1	1	11
08:15	4	1	2	7	4	0	0	4
08:30	6	1	3	10	1	1	0	2
08:45	2	0	0	2	3	0	0	3
H/TOT	16	3	5	24	17	2	1	20
09:00	0	0	0	0	11	0	0	11
09:15	3	0	0	3	3	0	2	5
09:30	2	0	0	2	1	0	0	1
09:45	2	0	0	2	6	0	0	6
H/TOT	7	0	0	7	21	0	2	23
10:00	0	0	0	0	1	0	0	1
10:15	1	0	0	1	1	2	0	3
10:30	2	0	0	2	3	0	0	3
10:45	5	0	0	5	4	0	0	4
H/TOT	8	0	0	8	9	2	0	11
11:00	2	0	0	2	6	0	0	6
11:15	5	0	0	5	3	0	0	3
11:30	1	1	0	2	2	0	0	2
11:45	5	0	0	5	4	0	0	4
H/TOT	13	1	0	14	15	0	0	15
12:00	3	1	0	4	3	0	0	3
12:15	6	0	0	6	5	1	0	6
12:30	2	0	0	2	4	0	0	4
12:45	3	0	0	3	2	1	0	3
H/TOT	14	1	0	15	14	2	0	16
13:00	3	0	0	3	3	0	0	3
13:15	4	1	0	5	2	0	0	2
13:30	2	0	0	2	3	0	0	3
13:45	4	1	0	5	2	0	1	3
H/TOT	13	2	0	15	10	0	1	11
14:00	2	0	0	2	0	0	0	0
14:15	4	0	1	5	4	0	0	4
14:30	5	0	0	5	1	3	1	5
14:45	9	0	0	9	5	0	1	6
H/TOT	20	0	1	21	10	3	2	15
15:00	7	0	0	7	7	1	0	8
15:15	6	0	0	6	6	1	1	8
15:30	2	0	0	2	2	0	0	2
15:45	6	0	0	6	7	0	0	7
H/TOT	21	0	0	21	22	2	1	25
16:00	8	1	0	9	3	1	1	5
16:15	3	0	0	3	7	1	1	9
16:30	13	1	1	15	2	2	0	4
16:45	9	2	0	11	2	3	0	5
H/TOT	33	4	1	38	14	7	2	23
17:00	10	3	0	13	0	2	0	2
17:15	15	0	1	16	3	1	0	4
17:30	13	0	0	13	6	0	0	6
17:45	12	2	1	15	3	0	0	3
H/TOT	50	5	2	57	12	3	0	15
18:00	9	2	0	11	5	0	0	5
18:15	7	1	1	9	6	0	0	6
18:30	9	1	2	12	2	1	0	3
18:45	11	0	0	11	5	0	0	5
H/TOT	36	4	3	43	18	1	0	19
19:00	8	0	0	8	1	0	0	1
19:15	5	0	0	5	7	0	0	7
19:30	5	0	0	5	1	0	0	1
19:45	11	0	0	11	0	0	0	0
H/TOT	29	0	0	29	9	0	0	9
20:00	2	1	0	3	2	1	0	3
20:15	3	0	0	3	3	1	0	4
20:30	2	0	0	2	2	0	0	2
20:45	2	0	0	2	0	0	0	0
H/TOT	9	1	0	10	7	2	0	9
21:00	1	0	0	1	2	2	1	5
21:15	4	0	0	4	4	0	0	4
21:30	2	0	0	2	1	0	0	1
21:45	2	0	0	2	1	0	0	1
H/TOT	9	0	0	9	8	2	1	11
16 TOT	297	21	14	332	230	30	13	273



TIME	MVT 1			TOT	MVT 2			TOT
	PED	PCL	SCOOTER		PED	PCL	SCOOTER	
06:00	0	0	0	0	5	0	0	5
06:15	1	0	0	1	4	0	1	5
06:30	1	0	0	1	4	1	3	8
06:45	0	0	1	1	2	0	1	3
H/TOT	2	0	1	3	15	1	5	21
07:00	2	0	1	3	6	1	0	7
07:15	4	0	0	4	4	1	0	5
07:30	3	1	0	4	6	0	0	6
07:45	2	0	0	2	4	2	0	6
H/TOT	11	1	1	13	20	4	0	24
08:00	2	0	0	2	3	1	0	4
08:15	1	0	0	1	10	0	0	10
08:30	5	1	0	6	1	3	0	4
08:45	9	0	0	9	0	0	0	0
H/TOT	17	1	0	18	14	4	0	18
09:00	4	0	0	4	3	0	0	3
09:15	1	0	0	1	6	0	0	6
09:30	3	0	0	3	5	0	0	5
09:45	0	0	0	0	5	0	0	5
H/TOT	8	0	0	8	19	0	0	19
10:00	2	0	0	2	2	1	0	3
10:15	1	0	0	1	6	1	0	7
10:30	5	0	0	5	3	0	0	3
10:45	2	0	0	2	4	0	0	4
H/TOT	10	0	0	10	15	2	0	17
11:00	4	0	0	4	4	0	0	4
11:15	2	0	0	2	2	0	0	2
11:30	1	0	0	1	4	0	0	4
11:45	5	0	0	5	4	0	0	4
H/TOT	12	0	0	12	14	0	0	14
12:00	8	0	0	8	2	0	0	2
12:15	4	0	0	4	4	0	0	4
12:30	0	0	0	0	4	1	0	5
12:45	3	0	0	3	1	1	0	2
H/TOT	15	0	0	15	11	2	0	13
13:00	1	0	1	2	6	1	0	7
13:15	8	0	0	8	4	0	0	4
13:30	3	1	0	4	0	0	0	0
13:45	3	3	0	6	2	0	1	3
H/TOT	15	4	1	20	12	1	1	14
14:00	4	0	1	5	4	0	0	4
14:15	3	1	0	4	3	0	0	3
14:30	8	0	0	8	0	3	1	4
14:45	6	0	0	6	4	0	0	4
H/TOT	21	1	1	23	11	3	1	15
15:00	8	0	0	8	9	2	0	11
15:15	4	0	0	4	5	0	1	6
15:30	2	0	0	2	1	0	0	1
15:45	7	0	0	7	1	1	0	2
H/TOT	21	0	0	21	16	3	1	20
16:00	5	0	0	5	0	1	0	1
16:15	8	1	0	9	2	0	0	2
16:30	9	0	1	10	3	0	0	3
16:45	4	1	0	5	3	1	0	4
H/TOT	26	2	1	29	8	2	0	10
17:00	1	2	0	3	3	0	0	3
17:15	15	2	0	17	5	1	1	7
17:30	4	0	1	5	2	0	1	3
17:45	6	0	0	6	1	0	0	1
H/TOT	26	4	1	31	11	1	2	14
18:00	10	0	1	11	6	1	0	7
18:15	2	1	0	3	2	0	1	3
18:30	11	1	1	13	2	2	0	4
18:45	3	1	0	4	1	0	0	1
H/TOT	26	3	2	31	11	3	1	15
19:00	11	0	0	11	3	0	0	3
19:15	8	0	1	9	4	2	0	6
19:30	2	1	1	4	6	0	0	6
19:45	3	0	1	4	4	0	0	4
H/TOT	24	1	3	28	17	2	0	19
20:00	4	1	0	5	1	0	0	1
20:15	5	0	0	5	2	1	0	3
20:30	3	0	0	3	2	0	0	2
20:45	2	0	0	2	1	0	0	1
H/TOT	14	1	0	15	6	1	0	7
21:00	1	0	0	1	0	0	0	0
21:15	4	0	0	4	4	1	0	5
21:30	2	0	0	2	4	1	0	5
21:45	0	0	0	0	1	0	0	1
H/TOT	7	0	0	7	9	2	0	11
16 TOT	255	18	11	284	209	31	11	251



IDASO

Survey Name:	179 21429 Doclain House, Clondalkin - Pedestrian
Site:	Link 3
Location:	Monastery Road
Date:	Tue 02-Nov-2021

TIME	MVT 1				MVT 2			
	PED	PCL	SCOOTER	TOT	PED	PCL	SCOOTER	TOT
06:00	5	0	0	5	1	0	0	1
06:15	2	0	0	2	2	0	0	2
06:30	1	0	0	1	2	0	0	2
06:45	3	0	0	3	3	2	0	5
H/TOT	11	0	0	11	8	2	0	10
07:00	7	0	0	7	5	2	0	7
07:15	4	0	0	4	6	0	0	6
07:30	5	0	1	6	11	0	0	11
07:45	11	0	0	11	10	0	0	10
H/TOT	27	0	1	28	32	2	0	34
08:00	6	0	1	7	29	4	0	33
08:15	7	0	0	7	26	1	1	28
08:30	6	0	0	6	25	4	1	30
08:45	5	0	0	5	17	0	0	17
H/TOT	24	0	1	25	97	9	2	108
09:00	9	0	0	9	8	0	0	8
09:15	7	0	0	7	5	0	0	5
09:30	4	0	0	4	2	1	0	3
09:45	2	0	0	2	8	0	0	8
H/TOT	22	0	0	22	23	1	0	24
10:00	4	1	0	5	5	0	0	5
10:15	4	0	0	4	6	0	0	6
10:30	2	0	0	2	6	0	0	6
10:45	4	0	0	4	5	0	0	5
H/TOT	14	1	0	15	22	0	0	22
11:00	10	0	0	10	6	0	0	6
11:15	4	0	0	4	10	0	0	10
11:30	8	0	0	8	6	0	0	6
11:45	5	0	0	5	9	1	1	11
H/TOT	27	0	0	27	31	1	1	33
12:00	8	0	0	8	6	0	0	6
12:15	17	0	0	17	5	2	0	7
12:30	3	0	0	3	8	0	0	8
12:45	5	0	0	5	6	0	0	6
H/TOT	33	0	0	33	25	2	0	27
13:00	7	0	0	7	18	0	0	18
13:15	8	0	0	8	4	0	0	4
13:30	7	3	0	10	5	0	0	5
13:45	22	0	0	22	6	2	0	8
H/TOT	44	3	0	47	33	2	0	35
14:00	3	0	0	3	7	1	0	8
14:15	5	0	0	5	8	1	1	10
14:30	23	6	3	32	3	0	0	3
14:45	34	0	0	34	5	0	0	5
H/TOT	65	6	3	74	23	2	1	26
15:00	7	1	1	9	6	0	0	6
15:15	8	1	0	9	2	0	0	2
15:30	19	1	0	20	6	1	0	7
15:45	57	2	0	59	9	1	0	10
H/TOT	91	5	1	97	23	2	0	25
16:00	14	1	0	15	7	1	0	8
16:15	7	1	0	8	10	0	0	10
16:30	6	0	1	7	11	1	0	12
16:45	9	1	0	10	9	1	1	11
H/TOT	36	3	1	40	37	3	1	41
17:00	7	0	0	7	7	3	0	10
17:15	16	0	0	16	22	4	1	27
17:30	7	0	0	7	21	1	2	24
17:45	10	0	1	11	13	1	1	15
H/TOT	40	0	1	41	63	9	4	76
18:00	12	0	0	12	9	0	2	11
18:15	13	0	1	14	15	0	1	16
18:30	11	0	0	11	10	0	0	10
18:45	8	0	0	8	10	0	0	10
H/TOT	44	0	1	45	44	0	3	47
19:00	9	0	0	9	9	0	0	9
19:15	8	0	0	8	12	2	0	14
19:30	6	0	0	6	6	0	0	6
19:45	15	0	0	15	7	1	0	8
H/TOT	38	0	0	38	34	3	0	37
20:00	4	0	1	5	10	0	0	10
20:15	9	0	0	9	8	0	1	9
20:30	7	0	0	7	3	0	0	3
20:45	2	0	0	2	5	0	0	5
H/TOT	22	0	1	23	26	0	1	27
21:00	4	0	0	4	2	0	0	2
21:15	2	0	0	2	8	0	0	8
21:30	6	0	0	6	3	0	0	3
21:45	1	0	0	1	0	0	0	0
H/TOT	13	0	0	13	13	0	0	13
16 TOT	551	18	10	579	534	38	13	585

TIME	MVT 1			TOT	MVT 2			TOT
	PED	PCL	SCOOTER		PED	PCL	SCOOTER	
06:00	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0
06:45	1	0	0	1	0	1	0	1
H/TOT	1	0	0	1	0	1	0	1
07:00	4	0	0	4	2	0	0	2
07:15	4	0	0	4	3	0	0	3
07:30	6	0	0	6	8	0	0	8
07:45	5	0	0	5	10	0	0	10
H/TOT	19	0	0	19	23	0	0	23
08:00	9	1	0	10	25	3	1	29
08:15	1	0	0	1	27	3	2	32
08:30	8	0	0	8	29	3	3	35
08:45	8	0	0	8	22	1	0	23
H/TOT	26	1	0	27	103	10	6	119
09:00	19	0	1	20	1	1	0	2
09:15	11	0	1	12	5	1	0	6
09:30	5	0	0	5	3	0	0	3
09:45	6	0	0	6	3	0	0	3
H/TOT	41	0	2	43	12	2	0	14
10:00	3	1	0	4	4	1	0	5
10:15	3	0	0	3	5	0	0	5
10:30	7	0	0	7	4	0	0	4
10:45	5	1	0	6	3	0	0	3
H/TOT	18	2	0	20	16	1	0	17
11:00	4	0	0	4	8	0	1	9
11:15	4	0	0	4	4	0	0	4
11:30	7	0	0	7	3	1	1	5
11:45	3	1	0	4	13	0	0	13
H/TOT	18	1	0	19	28	1	2	31
12:00	19	0	0	19	4	0	0	4
12:15	9	1	0	10	4	1	0	5
12:30	3	0	0	3	6	0	0	6
12:45	9	1	0	10	8	1	0	9
H/TOT	40	2	0	42	22	2	0	24
13:00	7	0	0	7	7	0	0	7
13:15	4	1	0	5	12	1	0	13
13:30	7	0	0	7	8	1	0	9
13:45	27	0	1	28	9	0	0	9
H/TOT	45	1	1	47	36	2	0	38
14:00	9	0	0	9	3	0	0	3
14:15	10	0	0	10	4	0	1	5
14:30	14	4	1	19	7	0	0	7
14:45	25	0	0	25	7	0	0	7
H/TOT	58	4	1	63	21	0	1	22
15:00	29	4	0	33	17	0	1	18
15:15	13	0	0	13	3	0	0	3
15:30	22	1	0	23	2	0	0	2
15:45	19	0	0	19	5	0	0	5
H/TOT	83	5	0	88	27	0	1	28
16:00	10	0	0	10	11	1	0	12
16:15	11	0	0	11	5	1	0	6
16:30	6	0	1	7	13	1	0	14
16:45	3	1	1	5	4	2	0	6
H/TOT	30	1	2	33	33	5	0	38
17:00	3	1	0	4	13	2	0	15
17:15	5	1	0	6	14	2	1	17
17:30	14	0	0	14	21	0	0	21
17:45	2	0	0	2	10	0	1	11
H/TOT	24	2	0	26	58	4	2	64
18:00	7	0	0	7	14	0	1	15
18:15	10	0	0	10	8	2	0	10
18:30	4	0	0	4	9	3	1	13
18:45	9	0	0	9	14	1	0	15
H/TOT	30	0	0	30	45	6	2	53
19:00	10	0	0	10	8	0	0	8
19:15	12	1	0	13	11	1	0	12
19:30	3	0	0	3	5	1	0	6
19:45	2	0	0	2	7	1	0	8
H/TOT	27	1	0	28	31	3	0	34
20:00	9	0	1	10	8	0	0	8
20:15	2	0	0	2	7	0	0	7
20:30	2	0	0	2	5	0	0	5
20:45	3	0	0	3	6	0	0	6
H/TOT	16	0	1	17	26	0	0	26
21:00	7	0	1	8	2	0	0	2
21:15	3	0	0	3	2	0	0	2
21:30	3	0	0	3	2	0	0	2
21:45	1	0	0	1	2	0	0	2
H/TOT	14	0	1	15	8	0	0	8
16 TOT	490	20	8	518	489	37	14	540

TIME	MVT 1				TOT	MVT 2				TOT
	PED	PCL	SCOOTER	TOT		PED	PCL	SCOOTER	TOT	
06:00	2	0	0	2	2	0	0	0	2	
06:15	7	0	0	7	0	0	0	0	0	
06:30	1	2	0	3	0	0	0	0	0	
06:45	4	0	0	4	2	0	0	2	2	
H/TOT	14	2	0	16	4	0	0	4	4	
07:00	2	0	0	2	2	1	0	3	3	
07:15	4	1	0	5	3	0	0	3	3	
07:30	6	0	0	6	9	1	0	10	10	
07:45	2	0	1	3	3	1	0	4	4	
H/TOT	14	1	1	16	17	3	0	20	20	
08:00	10	0	1	11	16	2	0	18	18	
08:15	5	0	1	6	19	1	2	22	22	
08:30	7	0	0	7	19	3	0	22	22	
08:45	4	0	0	4	22	1	0	23	23	
H/TOT	26	0	2	28	76	7	2	85	85	
09:00	14	0	0	14	5	1	0	6	6	
09:15	10	0	0	10	2	1	0	3	3	
09:30	6	0	0	6	5	0	0	5	5	
09:45	3	0	0	3	4	1	0	5	5	
H/TOT	33	0	0	33	16	3	0	19	19	
10:00	4	1	0	5	2	0	0	2	2	
10:15	4	0	0	4	4	0	0	4	4	
10:30	2	0	0	2	3	0	0	3	3	
10:45	3	0	0	3	1	0	0	1	1	
H/TOT	13	1	0	14	10	0	0	10	10	
11:00	5	0	0	5	9	0	0	9	9	
11:15	5	0	0	5	4	0	0	4	4	
11:30	3	1	0	4	5	0	0	5	5	
11:45	4	0	0	4	4	0	0	4	4	
H/TOT	17	1	0	18	22	0	0	22	22	
12:00	6	1	0	7	6	0	0	6	6	
12:15	6	0	0	6	10	0	0	10	10	
12:30	5	1	0	6	5	0	0	5	5	
12:45	0	0	0	0	6	0	0	6	6	
H/TOT	17	2	0	19	27	0	0	27	27	
13:00	15	2	0	17	17	0	1	18	18	
13:15	8	0	0	8	15	2	0	17	17	
13:30	19	2	0	21	6	0	0	6	6	
13:45	20	1	1	22	13	3	0	16	16	
H/TOT	62	5	1	68	51	5	1	57	57	
14:00	8	0	0	8	14	0	1	15	15	
14:15	5	0	0	5	9	1	0	10	10	
14:30	13	2	3	18	7	0	1	8	8	
14:45	48	3	0	51	6	0	0	6	6	
H/TOT	74	5	3	82	36	1	2	39	39	
15:00	33	0	0	33	7	0	0	7	7	
15:15	12	0	0	12	5	0	0	5	5	
15:30	4	0	0	4	8	0	0	8	8	
15:45	3	2	0	5	5	0	0	5	5	
H/TOT	52	2	0	54	25	0	0	25	25	
16:00	10	1	0	11	6	2	0	8	8	
16:15	3	1	0	4	11	1	0	12	12	
16:30	6	0	0	6	6	2	0	8	8	
16:45	9	0	0	9	8	1	0	9	9	
H/TOT	28	2	0	30	31	6	0	37	37	
17:00	7	0	1	8	3	1	2	6	6	
17:15	10	0	0	10	15	2	1	18	18	
17:30	3	1	0	4	13	0	1	14	14	
17:45	9	0	0	9	8	0	0	8	8	
H/TOT	29	1	1	31	39	3	4	46	46	
18:00	18	0	0	18	8	0	0	8	8	
18:15	9	0	0	9	5	0	0	5	5	
18:30	21	0	0	21	11	1	0	12	12	
18:45	10	1	0	11	14	1	0	15	15	
H/TOT	58	1	0	59	38	2	0	40	40	
19:00	2	0	0	2	11	1	0	12	12	
19:15	8	0	0	8	1	0	1	2	2	
19:30	3	0	0	3	1	0	0	1	1	
19:45	11	0	0	11	7	0	0	7	7	
H/TOT	24	0	0	24	20	1	1	22	22	
20:00	0	0	0	0	8	2	0	10	10	
20:15	7	0	0	7	5	0	0	5	5	
20:30	4	0	0	4	3	0	0	3	3	
20:45	4	0	0	4	5	0	0	5	5	
H/TOT	15	0	0	15	21	2	0	23	23	
21:00	4	0	0	4	5	0	0	5	5	
21:15	1	0	1	2	3	1	1	5	5	
21:30	3	0	0	3	3	0	0	3	3	
21:45	2	0	0	2	1	0	0	1	1	
H/TOT	10	0	1	11	12	1	1	14	14	
16 TOT	486	23	9	518	445	34	11	490	490	

TIME	MVT 1				MVT 2				TOT
	PED	PCL	SCOOTER	TOT	PED	PCL	SCOOTER	TOT	
06:00	7	0	0	7	3	0	0	3	
06:15	1	0	0	1	5	0	0	5	
06:30	1	0	0	1	0	0	0	0	
06:45	3	0	0	3	4	2	0	6	
H/TOT	12	0	0	12	12	2	0	14	
07:00	5	0	0	5	5	1	0	6	
07:15	3	0	1	4	8	0	0	8	
07:30	4	0	0	4	14	1	0	15	
07:45	7	0	0	7	11	0	0	11	
H/TOT	19	0	1	20	38	2	0	40	
08:00	6	0	1	7	31	4	0	35	
08:15	7	0	0	7	30	1	5	36	
08:30	4	0	0	4	35	4	2	41	
08:45	5	0	0	5	20	1	4	25	
H/TOT	22	0	1	23	116	10	11	137	
09:00	12	0	0	12	10	0	0	10	
09:15	9	0	1	10	5	0	0	5	
09:30	5	0	0	5	2	1	0	3	
09:45	5	0	0	5	6	0	0	6	
H/TOT	31	0	1	32	23	1	0	24	
10:00	3	0	0	3	7	0	0	7	
10:15	5	0	0	5	8	0	0	8	
10:30	1	0	0	1	5	0	0	5	
10:45	5	0	0	5	7	0	0	7	
H/TOT	14	0	0	14	27	0	0	27	
11:00	9	0	0	9	5	0	0	5	
11:15	4	0	0	4	11	0	0	11	
11:30	7	0	1	8	7	0	0	7	
11:45	6	0	0	6	11	1	0	12	
H/TOT	26	0	1	27	34	1	0	35	
12:00	15	0	0	15	6	0	0	6	
12:15	16	0	0	16	8	2	0	10	
12:30	2	0	0	2	7	0	0	7	
12:45	4	0	0	4	6	1	0	7	
H/TOT	37	0	0	37	27	3	0	30	
13:00	5	0	0	5	16	0	0	16	
13:15	8	1	0	9	12	0	0	12	
13:30	12	3	0	15	5	0	0	5	
13:45	23	0	2	25	6	1	0	7	
H/TOT	48	4	2	54	39	1	0	40	
14:00	9	0	0	9	13	0	0	13	
14:15	7	0	0	7	10	1	1	12	
14:30	30	4	1	35	4	0	0	4	
14:45	37	0	0	37	5	0	0	5	
H/TOT	83	4	1	88	32	1	1	34	
15:00	7	1	1	9	7	0	0	7	
15:15	13	1	0	14	5	0	0	5	
15:30	18	0	0	18	7	0	0	7	
15:45	63	2	0	65	8	1	0	9	
H/TOT	101	4	1	106	27	1	0	28	
16:00	22	1	0	23	7	0	1	8	
16:15	6	0	1	7	12	0	0	12	
16:30	6	0	1	7	9	1	1	11	
16:45	9	0	0	9	4	1	0	5	
H/TOT	43	1	2	46	32	2	2	36	
17:00	7	0	0	7	9	3	0	12	
17:15	20	0	0	20	21	1	1	23	
17:30	12	0	0	12	21	1	0	22	
17:45	16	1	1	18	13	0	0	13	
H/TOT	55	1	1	57	64	5	1	70	
18:00	13	0	0	13	8	0	0	8	
18:15	12	0	0	12	15	0	0	15	
18:30	11	0	0	11	10	0	0	10	
18:45	13	0	0	13	7	0	0	7	
H/TOT	49	0	0	49	40	0	0	40	
19:00	9	0	0	9	11	0	0	11	
19:15	10	0	0	10	15	0	0	15	
19:30	7	0	0	7	8	0	0	8	
19:45	15	0	0	15	8	0	0	8	
H/TOT	41	0	0	41	42	0	0	42	
20:00	6	0	0	6	8	0	0	8	
20:15	8	0	0	8	6	0	0	6	
20:30	7	0	0	7	5	0	0	5	
20:45	5	0	0	5	4	0	0	4	
H/TOT	26	0	0	26	23	0	0	23	
21:00	4	0	0	4	1	0	0	1	
21:15	1	0	0	1	6	0	0	6	
21:30	6	0	0	6	4	0	0	4	
21:45	1	0	0	1	0	0	0	0	
H/TOT	12	0	0	12	11	0	0	11	
16 TOT	619	14	11	644	587	29	15	631	

TIME	MVT 1				MVT 2				TOT
	PED	PCL	SCOOTER	TOT	PED	PCL	SCOOTER	TOT	
06:00	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	1	0	0	1	1
06:30	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	1	1	0	2	2
H/TOT	0	0	0	0	2	1	0	3	3
07:00	4	0	0	4	2	0	0	2	2
07:15	4	0	0	4	5	0	0	5	5
07:30	6	0	0	6	11	0	0	11	11
07:45	5	0	0	5	11	0	0	11	11
H/TOT	19	0	0	19	29	0	0	29	29
08:00	6	1	0	7	31	3	1	35	35
08:15	2	0	0	2	29	3	2	34	34
08:30	6	0	0	6	35	3	6	44	44
08:45	7	0	0	7	28	1	2	31	31
H/TOT	21	1	0	22	123	10	11	144	144
09:00	25	0	1	26	3	0	0	3	3
09:15	11	0	1	12	6	1	0	7	7
09:30	6	0	0	6	3	0	0	3	3
09:45	6	0	0	6	3	0	0	3	3
H/TOT	48	0	2	50	15	1	0	16	16
10:00	4	0	0	4	4	1	0	5	5
10:15	1	1	0	2	4	0	0	4	4
10:30	9	0	0	9	5	0	0	5	5
10:45	4	0	0	4	3	0	0	3	3
H/TOT	18	1	0	19	16	1	0	17	17
11:00	3	0	0	3	6	0	1	7	7
11:15	3	0	0	3	6	0	0	6	6
11:30	8	0	0	8	3	1	1	5	5
11:45	3	1	0	4	16	0	0	16	16
H/TOT	17	1	0	18	31	1	2	34	34
12:00	23	0	0	23	4	0	0	4	4
12:15	9	1	0	10	4	2	0	6	6
12:30	2	0	0	2	6	0	0	6	6
12:45	6	1	0	7	8	1	0	9	9
H/TOT	40	2	0	42	22	3	0	25	25
13:00	10	0	0	10	8	0	0	8	8
13:15	2	1	0	3	18	1	0	19	19
13:30	10	0	0	10	8	1	0	9	9
13:45	28	0	1	29	9	0	0	9	9
H/TOT	50	1	1	52	43	2	0	45	45
14:00	13	0	0	13	5	0	0	5	5
14:15	9	0	0	9	5	0	1	6	6
14:30	16	4	3	23	9	0	0	9	9
14:45	27	0	0	27	7	0	0	7	7
H/TOT	65	4	3	72	26	0	1	27	27
15:00	34	4	0	38	18	1	0	19	19
15:15	20	0	0	20	2	0	0	2	2
15:30	23	1	0	24	6	0	0	6	6
15:45	23	0	0	23	4	0	0	4	4
H/TOT	100	5	0	105	30	1	0	31	31
16:00	10	1	0	11	4	1	0	5	5
16:15	11	0	0	11	8	0	0	8	8
16:30	8	0	1	9	14	1	0	15	15
16:45	3	1	1	5	8	1	0	9	9
H/TOT	32	2	2	36	34	3	0	37	37
17:00	3	0	0	3	11	3	0	14	14
17:15	8	0	1	9	11	1	2	14	14
17:30	13	0	0	13	23	0	0	23	23
17:45	4	0	0	4	11	0	1	12	12
H/TOT	28	0	1	29	56	4	3	63	63
18:00	10	0	0	10	17	1	0	18	18
18:15	12	0	0	12	4	0	0	4	4
18:30	8	0	0	8	9	1	1	11	11
18:45	13	0	0	13	10	0	0	10	10
H/TOT	43	0	0	43	40	2	1	43	43
19:00	7	0	0	7	7	0	0	7	7
19:15	15	0	0	15	9	0	0	9	9
19:30	2	0	0	2	12	1	0	13	13
19:45	6	0	0	6	8	0	1	9	9
H/TOT	30	0	0	30	36	1	1	38	38
20:00	8	1	0	9	6	0	0	6	6
20:15	1	1	0	2	7	0	0	7	7
20:30	3	0	0	3	5	0	0	5	5
20:45	3	0	0	3	5	0	0	5	5
H/TOT	15	2	0	17	23	0	0	23	23
21:00	7	0	0	7	1	0	1	2	2
21:15	3	0	0	3	2	0	0	2	2
21:30	2	0	0	2	1	0	0	1	1
21:45	1	0	0	1	2	0	0	2	2
H/TOT	13	0	0	13	6	0	1	7	7
16 TOT	539	19	9	567	532	30	20	582	582

TIME	MVT 1			TOT	MVT 2			TOT
	PED	PCL	SCOOTER		PED	PCL	SCOOTER	
06:00	1	0	0	1	3	0	0	3
06:15	6	0	0	6	7	0	0	7
06:30	1	0	0	1	1	0	0	1
06:45	1	0	0	1	4	0	0	4
H/TOT	9	0	0	9	15	0	0	15
07:00	2	0	0	2	3	0	0	3
07:15	3	1	0	4	6	0	0	6
07:30	4	0	0	4	10	0	0	10
07:45	1	0	1	2	7	0	0	7
H/TOT	10	1	1	12	26	0	0	26
08:00	9	0	0	9	23	2	0	25
08:15	4	0	1	5	22	1	2	25
08:30	7	0	0	7	22	3	1	26
08:45	7	0	0	7	26	1	1	28
H/TOT	27	0	1	28	93	7	4	104
09:00	15	0	0	15	9	0	0	9
09:15	11	0	0	11	4	1	0	5
09:30	6	0	0	6	5	0	0	5
09:45	3	0	0	3	3	1	0	4
H/TOT	35	0	0	35	21	2	0	23
10:00	3	0	0	3	2	0	0	2
10:15	2	0	0	2	7	1	0	8
10:30	3	0	0	3	3	0	0	3
10:45	2	0	0	2	1	0	0	1
H/TOT	10	0	0	10	13	1	0	14
11:00	4	0	0	4	8	0	0	8
11:15	5	0	0	5	5	0	0	5
11:30	5	1	0	6	8	0	0	8
11:45	4	0	0	4	6	0	0	6
H/TOT	18	1	0	19	27	0	0	27
12:00	13	0	0	13	8	0	0	8
12:15	7	0	0	7	11	0	0	11
12:30	4	1	0	5	5	0	0	5
12:45	2	0	0	2	5	0	0	5
H/TOT	26	1	0	27	29	0	0	29
13:00	13	1	0	14	17	0	1	18
13:15	10	1	0	11	18	2	0	20
13:30	19	1	0	20	6	0	0	6
13:45	27	1	1	29	13	2	0	15
H/TOT	69	4	1	74	54	4	1	59
14:00	15	0	0	15	10	0	1	11
14:15	4	0	0	4	13	1	0	14
14:30	20	3	3	26	9	0	0	9
14:45	53	3	0	56	5	0	0	5
H/TOT	92	6	3	101	37	1	1	39
15:00	34	0	0	34	6	0	0	6
15:15	15	0	0	15	4	0	1	5
15:30	5	0	0	5	9	0	1	10
15:45	4	1	1	6	3	1	0	4
H/TOT	58	1	1	60	22	1	2	25
16:00	13	1	0	14	5	1	2	8
16:15	6	1	0	7	11	0	0	11
16:30	5	0	2	7	9	1	1	11
16:45	12	0	0	12	7	0	0	7
H/TOT	36	2	2	40	32	2	3	37
17:00	10	0	1	11	5	1	2	8
17:15	11	1	0	12	16	0	0	16
17:30	4	0	0	4	6	1	0	7
17:45	10	0	0	10	8	0	0	8
H/TOT	35	1	1	37	35	2	2	39
18:00	17	0	0	17	12	1	0	13
18:15	15	0	0	15	8	0	0	8
18:30	12	0	0	12	10	1	0	11
18:45	8	3	0	11	11	0	0	11
H/TOT	52	3	0	55	41	2	0	43
19:00	5	0	0	5	10	1	0	11
19:15	10	0	0	10	2	0	1	3
19:30	5	0	0	5	2	0	0	2
19:45	10	0	0	10	7	0	0	7
H/TOT	30	0	0	30	21	1	1	23
20:00	0	0	0	0	8	2	0	10
20:15	8	0	0	8	6	0	0	6
20:30	5	0	0	5	4	0	0	4
20:45	6	0	0	6	6	0	0	6
H/TOT	19	0	0	19	24	2	0	26
21:00	3	1	0	4	5	0	0	5
21:15	3	0	2	5	3	0	1	4
21:30	2	0	0	2	3	0	0	3
21:45	3	0	0	3	1	0	0	1
H/TOT	11	1	2	14	12	0	1	13
16 TOT	537	21	12	570	502	25	15	542