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Traffic Impact Assessment

Proposed Housing Development

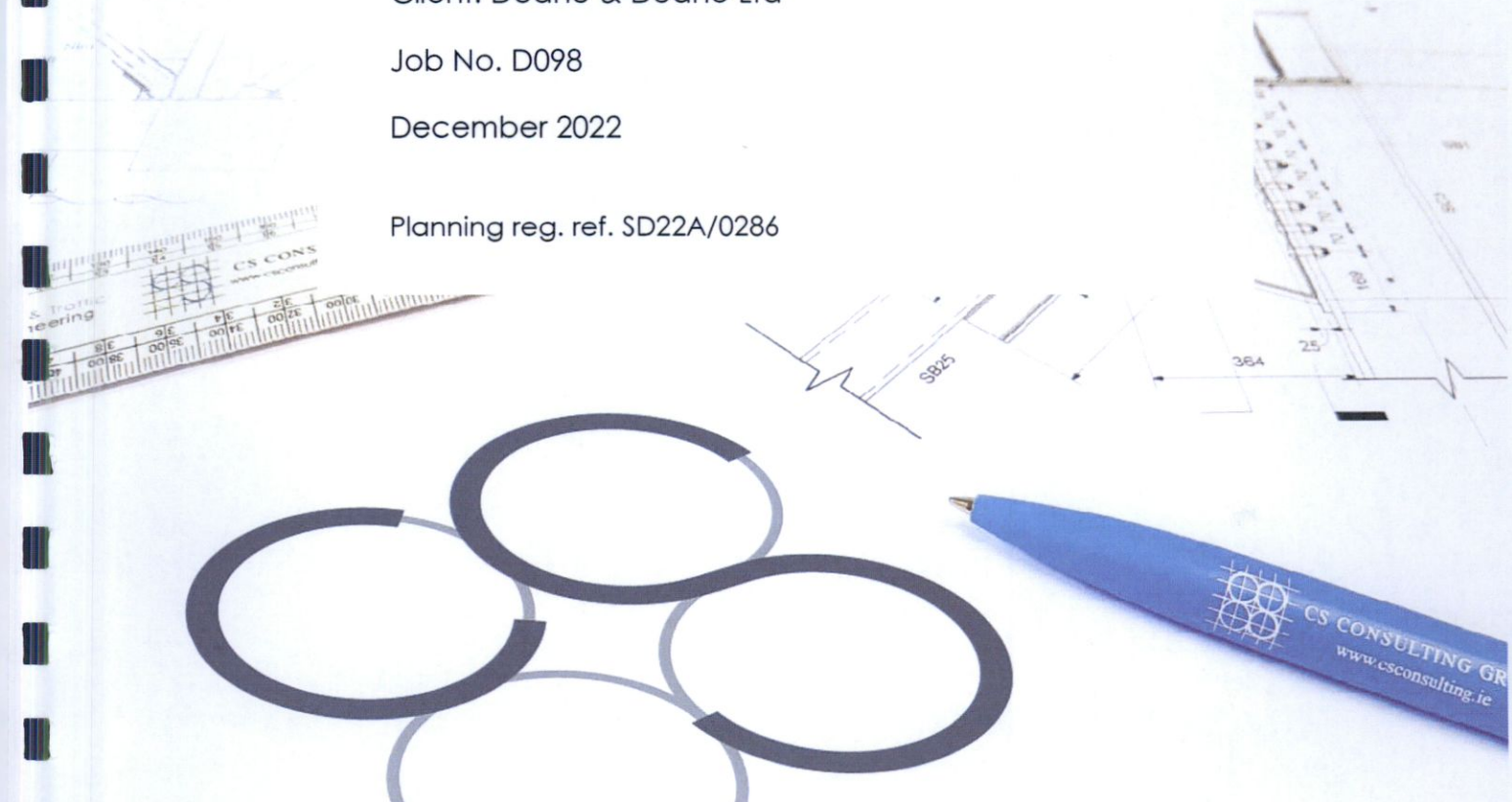
Main Street, Newcastle, Co. Dublin

Client: Deane & Deane Ltd

Job No. D098

December 2022

Planning reg. ref. SD22A/0286



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TRAFFIC IMPACT ASSESSMENT

PROPOSED HOUSING DEVELOPMENT, MAIN STREET, NEWCASTLE, CO. DUBLIN

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BS 1192 FIELD	NCA-CSC-ZZ-XX-RP-C-0006-P1

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D098	GF	NB	NB	09.12.2022	P1
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1.0 INTRODUCTION

Cronin & Sutton Consulting Engineers (CS Consulting) have been commissioned by Deane & Deane Ltd to prepare a Traffic Impact Assessment for a proposed housing development at Main Street, Newcastle, Co. Dublin (SDCC reg. ref. SD22A/0286).

In preparing this report, CS Consulting has made reference to the following:

- South Dublin County Council Development Plan 2022-2028
- TII Traffic and Transport Assessment Guidelines 2014
- National Cycle Manual
- Design Manual for Urban Roads and Streets 2019

A Traffic Impact Statement, prepared by CS Consulting, has previously been submitted in support of this planning application. South Dublin County Council issued a Request for Additional Information on the 23rd of August 2022; this requested that operational assessment of 3no. specific road junctions be conducted:

J1. R120 Peamount Road / Cornerpark Rise / Newcastle Glebe
[staggered 4-arm priority-controlled junction]

J2. R405 Main Street / R120 Peamount Road / R120 Main Street
[3-arm priority-controlled junction]

J3. L6002 Athgoe Road / R405 Hazelhatch Road / R405 Main Street
[3-arm priority-controlled junction]

The present Traffic Impact Assessment includes details of surveyed traffic flows at these junctions, as well as assessment of their operational performance, and should be considered to supersede the Traffic Impact Statement previously submitted.

1.1 Objective

The objective of this report is to examine the traffic implications associated with the proposed development, in terms of integration with existing traffic in the area. The report quantifies the potential operational vehicular traffic generation of the proposed development and determines the impact of these traffic flows on the existing surrounding road network through the operational assessment of 3no. key junctions on the R120 and R405 regional roads. The report also examines the proposed development's vehicular access arrangements, car and bicycle parking provision, site layout, and facilities for pedestrians and cyclists.

1.2 Study Methodology

The methodology adopted for this report is summarised as follows:

- Receiving environment – A desktop study of the area surrounding the development site has been conducted, examining the nature of the surrounding existing transport infrastructure and public transport availability.
- Traffic flow data – 12-hour classified vehicular traffic count surveys were undertaken on Tuesday the 27th of September 2022 by IDASO Ltd on behalf of CS Consulting. The surveys were conducted between 07:00 and 19:00 at 4no. existing junctions along the R120 and R405 regional roads in the vicinity of the development site.
- Trip generation – A development trip generation assessment has been carried out using location-specific trip rates derived from the traffic survey data, to determine the potential vehicular trips to and from the proposed development site during peak hours.
- Trip distribution – Based upon existing traffic characteristics, appropriate distributions across the local road network have been

assigned to the development's vehicular trips in each weekday peak hour period, as described in sub-section 4.3.

- Existing junction assessment – Traffic flow matrices were created that contain baseline year do-nothing traffic data for the surveyed junctions. These traffic data were used to develop computer models (using industry-standard TRL software) of the 3no. junctions requested by SDCC. The performance of these modelled junctions was then assessed for the baseline year 2022.
- Future junction operation assessments – Future year traffic forecasts were derived from TII growth factors and development trip generation figures, taking into account also nearby committed developments. The performance of the 3no. modelled junctions was then assessed for the development's proposed year of completion (2025), 5 years after completion (2030), and 15 years after completion (2040; the Design Year assessment). The development's proposed new access junction was also assessed under all future year 'with development' scenarios.
- Parking – Car and bicycle parking provisions within the proposed development have been assessed with reference to the parking standards set out in the Local Authority development plan.

1.3 Structure of Report

The structure of this report corresponds to the various stages outlined above, and the key tasks summarised below:

- Section 2 describes the proposed development location, the existing land use, and the development proposals.
- Section 3 provides an overview of the existing local road network, existing traffic conditions, and nearby public transport services.
- Sections 4 and 5 detail the analysis as described in the study methodology above. The analysis examines trip generation, trip

distribution, and resulting junction operational performance with the development in place.

- Section 6 assesses the proposed car and bicycle parking provisions for the development, with reference to Local Authority standards.
- Section 7 examines the development's vehicular access arrangements, internal layout, servicing arrangements, and pedestrian and cyclist facilities.
- Section 8 presents the conclusions of the report.

2.0 SITE LOCATION AND PROPOSED DEVELOPMENT

2.1 Site Location

The site of the proposed development lies along Main Street, Newcastle, Co. Dublin. The site has a total area of approx. 1.3ha and is located in the administrative jurisdiction of South Dublin County Council.

Figure 1 – Location of proposed development site
(map data & imagery: EPA, OSM Contributors, Google)

The location of the proposed development site is shown in **Figure 1** above; the indicative extents of the development site, as well as relevant elements of the surrounding road network, are shown in more detail in **Figure 2**.

The site is bounded to the south by St. Finian's Community Hall, and to the southwest and east by residential and commercial properties. It is bounded to the north and west by undeveloped greenfield lands.

Figure 2 – Development site extents and environs
(map data & imagery: NTA, OSM Contributors, Google)

2.2 Existing Land Use

The development site is greenfield, with the exception of 2no. existing agricultural sheds, and generates minimal vehicular traffic.

2.3 Description of Proposed Development

The proposed development will consist of the demolition of 2 no. sheds and the construction of 30 no. dwellings, 1 no. vehicular and pedestrian link with Main Street, Newcastle, 1no. pedestrian only link with Market Square to the east, and all associated and ancillary site development works.

3.0 RECEIVING ENVIRONMENT

3.1 Existing Traffic Flows

Full turning movement classified traffic counts were carried out by IDASO Ltd, on behalf of CS Consulting, over a 12-hour period (07:00–19:00) on Tuesday the 27th of September 2022. Count information was obtained at the following 4no. sites (see **Figure 3**):

J1. R120 Peamount Road / Cornerpark Rise / Newcastle Glebe
[staggered 4-arm priority-controlled junction]

J2. R405 Main Street / R120 Peamount Road / R120 Main Street
[3-arm priority-controlled junction]

J3. L6002 Athgoe Road / R405 Hazelhatch Road / R405 Main Street
[3-arm priority-controlled junction]

J4. R120 Main Street / L6003 Aylmer Road / R120 Lucan-Rathcoole Road / Burgage Street
[4-arm signal-controlled junction]

Figure 3 – Traffic survey junction locations
(map data & imagery: OSM Contributors, Google)

The weekday peak hour traffic flows across all 4no. survey sites were found to occur between 07:30 and 08:30 (AM peak hour) and between 16:45 and 17:45 (PM peak hour). Raw data returned by this traffic survey are provided in **Appendix A**. The traffic movements at each surveyed junction during the peak hours have been isolated from the count data and are included in the traffic flow matrices given in **Appendix B**; these are also given in **Table 1**.

Table 1 – Total Weekday Peak Hour Traffic Flows at Surveyed Junctions

Time Period	Total Surveyed Junction Traffic Movements (in Passenger Car Units)			
	J1	J2	J3	J4
AM Peak (07:30-08:30)	510	1204	1054	1066
PM Peak (16:45-17:45)	419	1128	1017	1103

3.2 Public Transport

Bus stops on Mainstreet and Peamount Road in the vicinity of the development site are served by 3no. bus routes and their variations, which connect the development site across Dublin, including into Dublin City Centre where connecting transport links can be accessed across Ireland. Details of these bus routes can be seen in **Table 2**.

Table 2 – Bus Services within 5-minute Walk of Development Site

Route No.	Operator	Destinations	Weekday Services	Peak Interval
68/68a	Dublin Bus	Hawkins Street / Newcastle	20	60 mins
68x	Dublin Bus	Greenogue Business Park / Newcastle	1	n/a

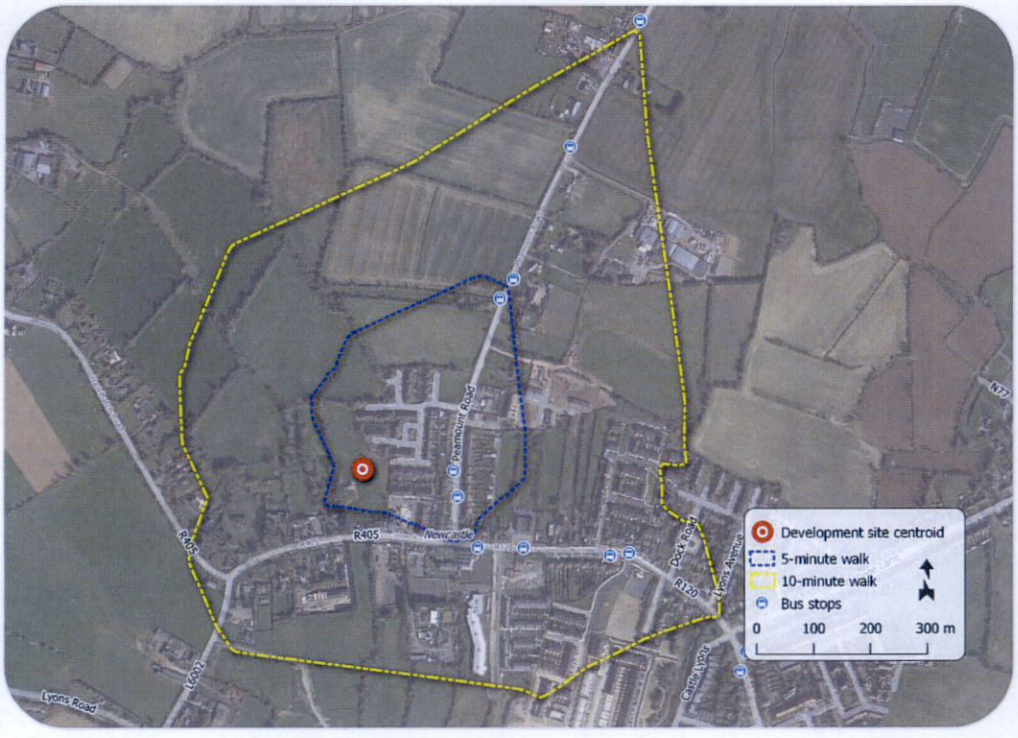


Figure 4 – Walking isochrones and public transport service points
(map data & imagery: NTA, OSM Contributors, Google)

3.3 Nearby Committed Developments

A review of planning data published by the Department of Housing, Local Government, and Heritage has identified 4no. active planning permissions sufficiently close to the subject development site and of sufficient scale to alter background traffic flows at the junctions considered in this report, if fully developed as permitted (see **Figure 5**). These are:

(A) A 22-unit housing development (SDCC reg. ref. SD18A/0363) to the south of the subject development, on the opposite side of the R405, with a vehicular access (St. Finian's Way) forming a staggered 4-arm junction with the subject development's proposed access.

(B) A 28-unit housing development (SDCC reg. ref. SD19A/0040) to the east of the R120 Peamount Road with vehicular access via Cornerpark Rise at surveyed road junction J1.

(C) A 406-unit Strategic Housing Development and commercial retail development (ABP ref. TA06S.305343, as amended under SDCC reg. refs. SD20A/0037, SD20A/0178, SD20A/0186, and SD20A/0343) to the south of Newcastle village centre, with vehicular access to/from the R120.

(D) A 163-bedroom hotel and 60-bedroom nursing home (SDCC reg. ref. SD06A/0659, as amended under SDCC reg. ref. SD14A/0021 and extended under SDCC reg. ref. SD14A/0021/EP) to the south-east of Newcastle village centre, with 870no. car parking spaces and vehicular access to/from the R120.

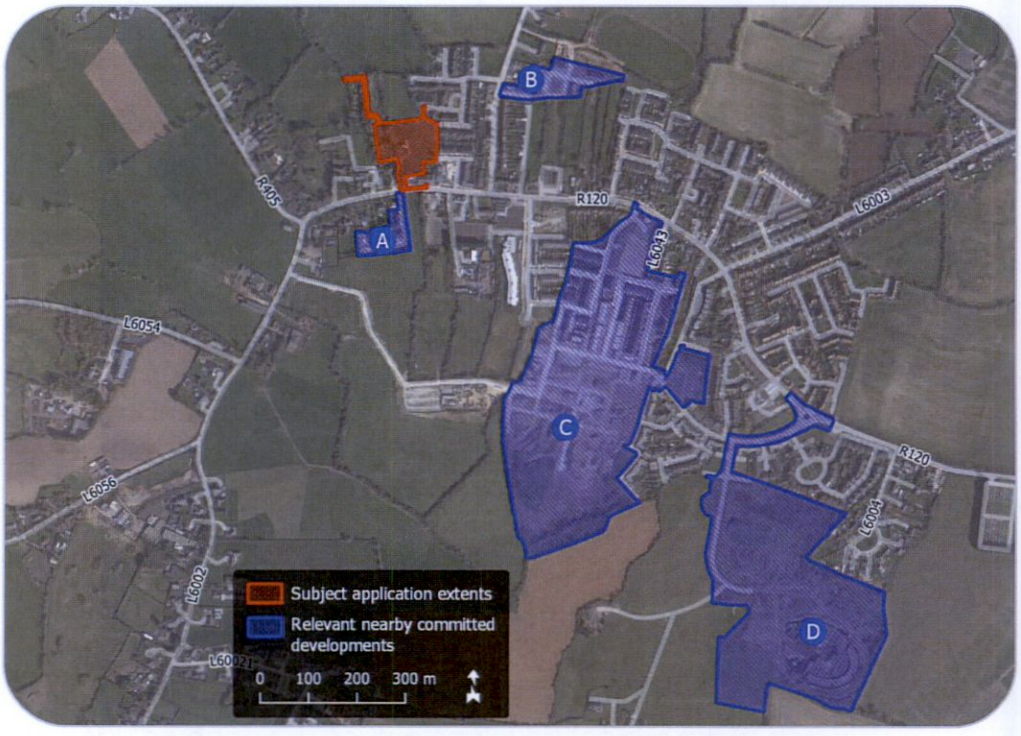


Figure 5 – Relevant nearby committed developments
(map data and imagery: DoHLGH, OSM Contributors, Google)

4.0 VEHICULAR TRAFFIC GENERATION AND TRIP DISTRIBUTION

4.1 Future Year Background Traffic Growth

The operational performance of junctions within the proposed development's area of influence has been assessed for the following years:

- 2022 Survey/Baseline year
- 2025 Projected year of completion
- 2030 5 years after completion
- 2040 Design year (15 years after completion)

Unit 5.3 of the TII *Project Appraisal Guidelines* (PE-PAG-02017 *Travel Demand Projections*) has been used to apply growth factors to the existing surveyed background traffic flows, to obtain traffic flows for future year junction assessments. The TII annual growth rates applied are given in **Table 3**, and the resultant cumulative growth in background traffic for each assessment year is given in **Table 4**.

Table 3 – TII Central Growth Rates (Light Vehicles)

Geographic Area	Background Traffic Growth per Year		
	2016-2030	2030-2040	2040-2050
NTpM Zone 848	+ 1.44%	+ 0.27%	+ 0.32%

Table 4 – Predicted Background Traffic Growth [1]

2025 Completion year	2030 Completion +5	2040 Completion +15
+ 4.4%	+ 12.1%	+ 15.2%

[1] Cumulative percentage increases over 2022 surveyed traffic levels.

4.2 Subject Development Trip Generation

Operational-phase vehicular trip generation for the proposed development has been calculated from first principles, with reference to the recorded peak hour trip generation of the existing Newcastle Glebe residential development (immediately to the north of the subject development site), which is given in **Table 5**.

Table 5 – Existing Weekday Peak Hour Trips to/from Newcastle Glebe

Time Period	Vehicular Trips (in Passenger Car Units)		
	Arrivals	Departures	Total Trips
AM Peak (07:30-08:30)	29	55	84
PM Peak (16:45-17:45)	39	25	64

The existing Newcastle Glebe development comprises a total of 106no. residential units, the majority of which are houses similar to those proposed as part of the subject development. The following location-specific vehicular trip generation rates are therefore calculated:

Table 6 – Derived Weekday Peak Hour Vehicular Trip Generation Rates

Time Period	Vehicular Trip Generation Rates (Passenger Car Units per Dwelling)	
	Arrival Rate	Departure Rate
AM Peak (07:30-08:30)	0.274	0.519
PM Peak (16:45-17:45)	0.368	0.236

The subject proposed development comprises a total of 30no. dwellings. Applying the derived trip generation rates given in **Table 6** yields the following projected weekday peak hour operational-phase vehicular trip generation for the proposed development:

Table 7 – Proposed Development Weekday Peak Hour Trip Generation

Time Period	Vehicular Trips (in Passenger Car Units)		
	Arrivals	Departures	Total Trips
AM Peak (07:30-08:30)	8	16	24
PM Peak (16:45-17:45)	11	7	18

4.3 Subject Development Trip Distribution

In the operational phase, vehicular traffic generated by the proposed development shall arrive and depart from/to the surrounding road network via the development's proposed new access junction on the R405 (henceforth referred to as junction site J0). At this access, junction, it has been assumed that all development traffic shall be distributed to/from the east and west in accordance with the existing peak hour directional splits of traffic to and from Peamount Road at the adjacent surveyed junction J2 (Peamount Road and Main Street); these are given in **Table 8**.

Table 8 – Surveyed Traffic Splits to/from North at Site J2

Arrivals TO R120 Peamount Rd (North)			
From	R405 Main St (West)	R120 Main St (East)	TOTAL
Weekday AM Peak	65%	35%	100%
Weekday PM Peak	42%	58%	100%
Departures FROM R120 Peamount Rd (North)			
To	R405 Main St (West)	R120 Main St (East)	TOTAL
Weekday AM Peak	31%	69%	100%
Weekday PM Peak	53%	47%	100%

These same directional splits are presented in **Table 9** in the context of the development's proposed access junction on the R405 (Site J0). This junction shall also serve as the access to the committed development on the southern side of the R405, which is currently under construction; the same assumption has therefore been made regarding the distribution of vehicular traffic to and from this committed development.

Table 9 – Projected Traffic Splits to/from North & South at Site J0

Arrivals TO North (Development Site) or South (St. Finian's Way)			
From	R405 Main St (West)	R120 Main St (East)	TOTAL
Weekday AM Peak	65%	35%	100%
Weekday PM Peak	42%	58%	100%
Departures FROM North (Development Site) or South (St. Finian's Way)			
To	R405 Main St (West)	R120 Main St (East)	TOTAL
Weekday AM Peak	31%	69%	100%
Weekday PM Peak	53%	47%	100%

Development traffic arriving/departing from/to the west shall pass through surveyed junction J3, while traffic from/to the east shall pass through surveyed junction J2. At junction J2, it is assumed that development traffic shall be distributed to/from the north and east in accordance with the existing peak hour directional splits of traffic to and from the R405; these are given in **Table 10**.

Table 10 – Surveyed Traffic Splits to/from West at Site J2

Arrivals TO R405 Main Street (West)			
From	R120 Peamount Rd (North)	R120 Main St (East)	TOTAL
Weekday AM Peak	22%	78%	100%
Weekday PM Peak	20%	80%	100%
Departures FROM R405 Main Street (West)			
To	R120 Peamount Rd (North)	R120 Main St (East)	TOTAL
Weekday AM Peak	27%	73%	100%
Weekday PM Peak	26%	74%	100%

At junction J3, it is assumed that development traffic shall be distributed to/from the south and north-west in accordance with the existing peak hour directional splits of traffic to and from Main Street; these are given in **Table 11**.

Table 11 – Surveyed Traffic Splits to/from North-East at Site J3

Arrivals TO R405 Main Street (North-East)			
From	L6002 Athgoe Rd (South)	R405 Hazelhatch Rd (North-West)	TOTAL
Weekday AM Peak	63%	37%	100%
Weekday PM Peak	52%	48%	100%
Departures FROM R405 Main Street (North-East)			
To	L6002 Athgoe Rd (South)	R405 Hazelhatch Rd (North-West)	TOTAL
Weekday AM Peak	46%	54%	100%
Weekday PM Peak	51%	49%	100%

At junction J1, it is assumed that all development traffic shall proceed straight along the R120 (i.e. shall not arrive travel from or to Newcastle Glebe or Cornerpark Rise).

4.4 Committed Development Trip Generation and Distribution

Table 12 – Committed Development Peak Hour Traffic Generation

Time Period	Committed Development Ref.				TOTAL Traffic (PCU)
	(A)	(B)	(C)	(D)	
Arrivals					
AM Peak	6	8	80	177	271
PM Peak	8	10	270	184	472
Departures					
AM Peak	11	15	191	162	379
PM Peak	5	7	182	199	393
Total Trips					
AM Peak	17	23	271	339	650
PM Peak	13	17	452	383	865

Peak hour operational vehicular traffic to be generated by the 4no. committed developments identified in sub-section 3.3 has been included in all future year junction assessment scenarios. In the cases of committed developments (A) and (B), peak hour trip generation has been calculated in the same manner as that of the subject development (see sub-section

4.2). For committed developments (C) and (D), peak hour trip generation figures have been sourced from the traffic assessment reports submitted under their respective planning applications.

Where specified in a previous traffic assessment report, the distribution of any committed development's vehicular trips at any surveyed junction has been adopted from that report. At other surveyed junctions, or where there is no traffic assessment report available, committed development traffic has been distributed in accordance with the surveyed prevailing peak hour directional splits to and from the relevant arm of each junction.

4.5 Proportional Increases in Traffic

Table 13 shows the absolute and proportional increases in peak hour traffic flows that shall result from the proposed development at each of the 4no. surveyed junctions shown in **Figure 3** (page 7), as well as at the location of the development's proposed access junction on the R405 (site J0).

Table 13 – Development-Related Changes in Junction Traffic Flows

Junction Site No.	Background Traffic Flows at Junction (Year 2022) [2]		Development-Related Trips Through Junction		Proportional Increase	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Existing Surveyed Junctions						
J1	510	419	4	2	0.8%	0.5%
J2	1204	1128	14	9	1.2%	0.8%
J3	1054	1017	10	9	0.9%	0.9%
J4	1066	1103	10	7	0.9%	0.6%
Proposed Development Access Junction						
J0	982	916	24	18	2.4%	2.0%

[2] Surveyed baseline traffic movements (PCU/hour), without subject development.

The TII *Traffic and Transport Assessment Guidelines* (PE-PDV-02045) advise that Transport Assessments should generally be undertaken where traffic to and from a development is projected to exceed 10% of the existing background traffic on the adjoining road (or 5% at sensitive locations). **Table 13** shows that operational vehicular traffic to be generated by the proposed development shall result in peak hour increases of less than 5% at each of the 4no. surveyed existing junctions, as well as at the location of the development's proposed access.

It is nevertheless considered appropriate to assess the future performance of the proposed development access junction (J0), and this has been subjected to detailed operational assessment as described in Section 5. In addition, South Dublin County Council has specifically requested operational assessment of existing junctions J1, J2, and J3; these have therefore also been assessed.

5.0 OPERATIONAL ASSESSMENT

5.1 Methodology

To determine the likely traffic impact of the proposed development, operational assessments of 4no. existing and proposed junctions have been undertaken using the industry-standard TRL Junctions 8 computer program (PICADY module), for both the weekday AM peak hour (07:30-08:30) and the weekday PM peak hour (16:45-17:45).

Figure 6 – Junctions assessed
(map data and imagery: OSM Contributors, Google)

The following junctions have been modelled and assessed (see **Figure 6**):

J0. R405 Main Street / Development Access / St. Finian's Way
[proposed staggered 4-arm priority-controlled junction]

J1. R120 Peamount Road / Cornerpark Rise / Newcastle Glebe
[existing staggered 4-arm priority-controlled junction]

J2. R405 Main Street / R120 Peamount Road / R120 Main Street
[existing 3-arm priority-controlled junction]

J3. L6002 Athgoe Road / R405 Hazelhatch Road / R405 Main Street
[existing 3-arm priority-controlled junction]

Junction performance is assessed based upon the four metrics defined in sub-section 5.3. Full Junctions 8 outputs are provided in **Appendix C**.

5.2 Assessment Scenarios

The performances of these junctions have been assessed under the following scenarios, using the existing and predicted traffic flows given in **Appendix B**:

- 2022 – existing baseline surveyed traffic conditions
- 2025 (planned year of completion)
  - without subject development
  - with subject development operational-phase traffic
- 2030 (5 years after completion)
  - without subject development
  - with subject development operational-phase traffic
- 2040 (design year; 15 years after completion)
  - without subject development
  - with subject development operational-phase traffic

The proposed development access junction on the R405 (junction J0) has been assessed only under the future year 'with development' scenarios.

5.3 Definitions

Degree of Saturation (DoS):

The ratio of current traffic flow to ultimate capacity (also known as RFC) on a link or traffic stream. Effective capacity for a junction approach (or a junction as a whole) is reached at a DoS of 90%, beyond which a junction

will not operate efficiently. A DoS of 100% represents ultimate capacity, beyond which significant operational problems will be experienced.

Mean Maximum Queue (MMQ):

The highest estimated mean number of Passenger Car Units (PCU) queued in any lane of a junction approach, averaged over the entire analysis period.

Mean Delay per Vehicle:

The average delay incurred by a vehicle on a junction approach as a result of having to wait at a signal or give way at a priority-controlled junction.

Junction Reserve Capacity:

The percentage by which the arriving traffic flow on any approach stream could increase before the junction as a whole would reach its effective capacity (i.e. 90% saturation on any approach).

5.4 Junction 0 Assessment Results

Table 14 gives the Junctions 8 (PICADY) modelling results, for each of the future year 'with development' assessment scenarios, at the proposed development's access junction on the R405; this shall form a staggered 4-arm priority-controlled junction that also incorporates the vehicular access to the committed development on the southern side of the R405 (St. Finian's Way).

- Arm A: R405 Main Street (west)
- Arm B: Development Access (north)
- Arm C: R405 Main Street (east)
- Arm D: St. Finian's Way (south)

The assessment results show that this junction shall operate well within effective capacity on all approaches during both peak hour periods in the development's opening year of 2025, and shall continue to do so past the

year 2040. Only moderate delays shall be experienced, and vehicle queueing shall be negligible.

Table 14 – Junction Site J0 Assessment Results

Junction Approach Arm	Degree of Saturation		Mean Maximum Queue (PCU)		Mean Delay per Vehicle (seconds)		Junction Reserve Capacity	
	AM	PM	AM	PM	AM	PM	AM	PM
2025 – opening year assessment – WITH subject development in operation								
A	1%	1%	0	0	4	5	99%	96%
B	5%	2%	0	0	11	10		
C	1%	2%	0	0	5	4		
D	4%	2%	0	0	11	11		
2030 assessment – WITH subject development in operation								
A	1%	1%	0	0	4	5	86%	85%
B	5%	2%	0	0	12	10		
C	1%	2%	0	0	5	4		
D	4%	2%	0	0	12	12		
2040 – design year assessment – WITH subject development in operation								
A	1%	1%	0	0	3	5	82%	81%
B	6%	2%	0	0	12	11		
C	1%	2%	0	0	5	4		
D	4%	2%	0	0	12	12		

5.5 Junction 1 Assessment Results

Table 15 and **Table 16** give the Junctions 8 (PICADY) modelling results, for each of the assessment scenarios, at the existing staggered 4-arm priority-controlled junction of Newcastle Glebe and Cornerpark Rise with the R120 Peamount Road.

- Arm A: R120 Peamount Road (north)
- Arm B: Cornerpark Rise (east)
- Arm C: R120 Peamount Road (south)
- Arm D: Newcastle Glebe (west)

The assessment results show that this junction currently operates well within effective capacity on all approaches during both peak hour periods, with

minimal vehicle delays and negligible queueing, and shall continue to do so past the year 2040. In any future assessment year, the addition of the vehicular traffic generated by the proposed development is predicted to have a negligible impact, having no discernible effect on either mean vehicle queue length or mean vehicle delay on any junction approach, in either peak hour period.

Table 15 – Junction Site J1 Assessment Results

Junction Approach Arm	Degree of Saturation		Mean Maximum Queue (PCU)		Mean Delay per Vehicle (seconds)		Junction Reserve Capacity	
	AM	PM	AM	PM	AM	PM	AM	PM
2022 – baseline year assessment								
A	1%	3%	0	0	6	5	229%	392%
B	2%	0%	0	0	9	0		
C	0%	1%	0	0	4	5		
D	14%	6%	0	0	9	9		
2025 – opening year assessment – WITHOUT subject development								
A	1%	4%	0	0	6	5	181%	283%
B	6%	2%	0	0	8	7		
C	2%	2%	0	0	4	5		
D	15%	7%	0	0	10	9		
2025 – opening year assessment – WITH subject development in operation								
A	1%	4%	0	0	5	5	180%	282%
B	6%	2%	0	0	8	7		
C	2%	2%	0	0	4	5		
D	15%	7%	0	0	10	9		
2030 assessment – WITHOUT subject development								
A	2%	4%	0	0	6	5	162%	263%
B	6%	2%	0	0	9	7		
C	2%	2%	0	0	4	5		
D	17%	8%	0	0	11	10		
2030 assessment – WITH subject development in operation								
A	2%	4%	0	0	6	5	161%	262%
B	6%	2%	0	0	9	7		
C	2%	2%	0	0	4	5		
D	17%	8%	0	0	11	10		

Table 16 – Junction Site J1 Assessment Results (continued)

Junction Approach Arm	Degree of Saturation		Mean Maximum Queue (PCU)		Mean Delay per Vehicle (seconds)		Junction Reserve Capacity	
	AM	PM	AM	PM	AM	PM	AM	PM
2040 – design year assessment – WITHOUT subject development								
A	2%	4%	0	0	5	5	157%	254%
B	6%	2%	0	0	9	7		
C	2%	2%	0	0	4	5		
D	17%	8%	0	0	11	10		
2040 – design year assessment – WITH subject development in operation								
A	2%	4%	0	0	5	5	156%	253%
B	6%	2%	0	0	9	7		
C	2%	2%	0	0	4	5		
D	17%	8%	0	0	11	10		

5.6 Junction 2 Assessment Results

Table 17 gives the Junctions 8 (PICADY) modelling results, for each of the assessment scenarios, at the existing 3-arm priority-controlled junction of Peamount Road and Main Street.

- Arm A: R405 Main Street (west)
- Arm B: R120 Peamount Road (north)
- Arm C: R120 Main Street (east)

The assessment results show that this junction currently operates within effective capacity on all approaches during both peak hour periods, and shall continue to do so past the year 2040. In any future assessment year, the addition of the vehicular traffic generated by the proposed development is predicted to have a negligible impact, resulting in no measurable increase in mean vehicle queue length on any junction approach, in either peak hour period, and increasing mean vehicle delay by at most 1 second on any junction approach.

Table 17 – Junction Site J2 Assessment Results

Junction Approach Arm	Degree of Saturation		Mean Maximum Queue (PCU)		Mean Delay per Vehicle (seconds)		Junction Reserve Capacity	
	AM	PM	AM	PM	AM	PM	AM	PM
2022 – baseline year assessment								
A	n/a	n/a	n/a	n/a	n/a	n/a		
B	25%	40%	0	1	16	17	70%	54%
C	28%	25%	1	1	8	5		
2025 – opening year assessment – WITHOUT subject development								
A	n/a	n/a	n/a	n/a	n/a	n/a		
B	39%	57%	1	1	23	29	34%	20%
C	46%	46%	1	2	11	6		
2025 – opening year assessment – WITH subject development in operation								
A	n/a	n/a	n/a	n/a	n/a	n/a		
B	39%	58%	1	1	24	30	33%	20%
C	47%	46%	1	2	11	6		
2030 assessment – WITHOUT subject development								
A	n/a	n/a	n/a	n/a	n/a	n/a		
B	43%	65%	1	2	27	37	26%	14%
C	51%	51%	1	2	12	7		
2030 assessment – WITH subject development in operation								
A	n/a	n/a	n/a	n/a	n/a	n/a		
B	43%	65%	1	2	27	38	25%	13%
C	51%	51%	1	2	12	7		
2040 – design year assessment – WITHOUT subject development								
A	n/a	n/a	n/a	n/a	n/a	n/a		
B	44%	68%	1	2	28	41	24%	11%
C	53%	53%	2	2	13	7		
2040 – design year assessment – WITH subject development in operation								
A	n/a	n/a	n/a	n/a	n/a	n/a		
B	45%	69%	1	2	29	42	22%	10%
C	53%	54%	2	2	13	7		

5.7 Junction 3 Assessment Results

Table 18 gives the Junctions 8 (PICADY) modelling results, for each of the assessment scenarios, at the existing 3-arm priority-controlled junction of the L6002 and the R405.

- Arm A: L6002 Athgoe Road (south)
- Arm B: R405 Hazelhatch Road (north-west)
- Arm C: R405 Main Street (north-east)

Table 18 – Junction Site J3 Assessment Results

Junction Approach Arm	Degree of Saturation		Mean Maximum Queue (PCU)		Mean Delay per Vehicle (seconds)		Junction Reserve Capacity	
	AM	PM	AM	PM	AM	PM	AM	PM
2022 – baseline year assessment								
A	n/a	n/a	n/a	n/a	n/a	n/a		
B	74%	50%	3	1	28	16	16%	19%
C	26%	70%	0	3	8	15		
2025 – opening year assessment – WITHOUT subject development								
A	n/a	n/a	n/a	n/a	n/a	n/a		
B	94%	73%	9	2	83	33	-4%	-5%
C	34%	96%	1	17	9	66		
2025 – opening year assessment – WITH subject development in operation								
A	n/a	n/a	n/a	n/a	n/a	n/a		
B	95%	74%	10	3	87	34	-4%	-5%
C	35%	97%	1	18	10	70		
2030 assessment – WITHOUT subject development								
A	n/a	n/a	n/a	n/a	n/a	n/a		
B	103%	82%	18	4	148	50	-10%	-10%
C	37%	103%	1	32	10	118		
2030 assessment – WITH subject development in operation								
A	n/a	n/a	n/a	n/a	n/a	n/a		
B	104%	83%	19	4	155	52	-10%	-11%
C	38%	103%	1	33	10	124		
2040 – design year assessment – WITHOUT subject development								
A	n/a	n/a	n/a	n/a	n/a	n/a		
B	107%	86%	24	5	184	61	-12%	-12%
C	38%	105%	1	39	10	143		
2040 – design year assessment – WITH subject development in operation								
A	n/a	n/a	n/a	n/a	n/a	n/a		
B	107%	87%	25	5	192	64	-12%	-13%
C	39%	106%	1	41	10	149		

The assessment results show that this junction currently operates within effective capacity on all approaches during both peak hour periods, with minimal to moderate vehicle queueing and delays. Under the influence of

background traffic growth and committed development traffic, it is however projected that:

- The junction's north-western approach (Hazelhatch Road) shall exceed effective capacity during the AM peak hour by the year 2025 and shall exceed ultimate capacity during the AM peak hour by the year 2030.
- The junction's north-eastern approach (Main Street) shall exceed effective capacity during the PM peak hour by the year 2025 and shall exceed ultimate capacity during the PM peak hour by the year 2030.

In any future assessment year, the addition of the vehicular traffic generated by the proposed development is predicted to have a minimal impact, resulting in an increase of at most 2 PCU in mean vehicle queue length on any junction approach, in either peak hour period, and increasing mean vehicle delay by at most 8 seconds on any junction approach.

6.0 PARKING

6.1 Overall Car Parking Provision

The subject development comprises 30no. dwellings:

- 2no. 2-bedroom houses
- 28no. 3-bedroom houses

The car parking provision of the proposed development has been assessed with respect to the *South Dublin County Development Plan 2022–2028*, which defines the standard maximum car parking provision for new developments by land use type. **Table 19** shows the car parking standards applicable to the proposed development.

Table 19 – Overall Car Parking Provision

Land Use (Zone 1)	Car Parking Maximum	Quantum	Maximum Provision	Proposed Provision
2-bedroom house	1.5 spaces per dwelling	2 dwellings	3 spaces	46 spaces
3-bedroom house	2 spaces per dwelling	28 dwellings	56 spaces	
Total			59 spaces	46 spaces

46no. car parking spaces shall be provided within the proposed development, both within house curtilages and as on-street spaces, and the development thereby does not exceed the maximum provision permitted by the Local Authority development plan. The development's proposed car parking provision equates to a rate of 1.5 spaces per residential unit overall, which is broadly in line with CSO census-derived existing rates of car ownership in the vicinity of the subject site (see **Figure 7**).

Figure 7 – Local car ownership rates
(map data and imagery: CSO, Google)

6.2 Disabled-Accessible Car Parking

The *South Dublin County Development Plan 2022–2028* does not stipulate any requirement for the provision of disabled-accessible car parking spaces within residential developments. Nevertheless, one of the car parking spaces within the development has been designed to the dimensions required for a disabled-accessible space.

6.3 Electric Vehicle Charging Facilities

The *South Dublin County Development Plan 2022–2028* requires that a minimum of 20% of car parking spaces within new developments be equipped with facilities for the charging of battery electric vehicles (BEVs). These facilities shall be provided at 10no. car parking spaces within the proposed development, representing 22% of its total car parking provision.

All remaining car parking spaces within the development shall be 'future-proofed' by the inclusion of ducting and/or cabling to permit the rapid future installation of additional BEV charging points.

6.4 Bicycle Parking

The *South Dublin County Development Plan 2022–2028* does not stipulate any requirement for the provision of dedicated bicycle parking facilities for houses.

7.0 ACCESS, LAYOUT, SERVICING, PEDESTRIANS & CYCLISTS

7.1 Development Access

The proposed development shall have its primary vehicular and pedestrian access via a proposed priority-controlled junction on Main Street, at the southern boundary of the development site. Clear sightlines of 49m in either direction along Main Street are achieved for vehicles exiting the development, from a setback of 2.4m from the major road edge, in accordance with the requirements of the *Design Manual for Urban Roads and Streets* (DMURS), as shown on CS Consulting drawing **NCA-CSC-ZZ-SI-DR-C-0020**.

In addition to the development's primary access on Main Street, a separate pedestrian- and cyclist-only access is provided at the site's eastern boundary, connecting the proposed development to the existing adjacent Market Square development.

7.2 Internal Site Layout

The proposed development's internal road network comprises local access streets with carriageway widths of between 5.0m and 6.0m. All internal roads are culs-de-sac.

Traffic calming measures provided include:

- horizontal alignment deflections
- raised tables at internal junctions
- a shared surface configuration along one internal street

The presence of parallel on-street parking bays along significant portions of the internal road network shall also have a natural traffic calming effect, as through traffic shall have to be alert to (and accommodate) parking manoeuvres into and out of these spaces.

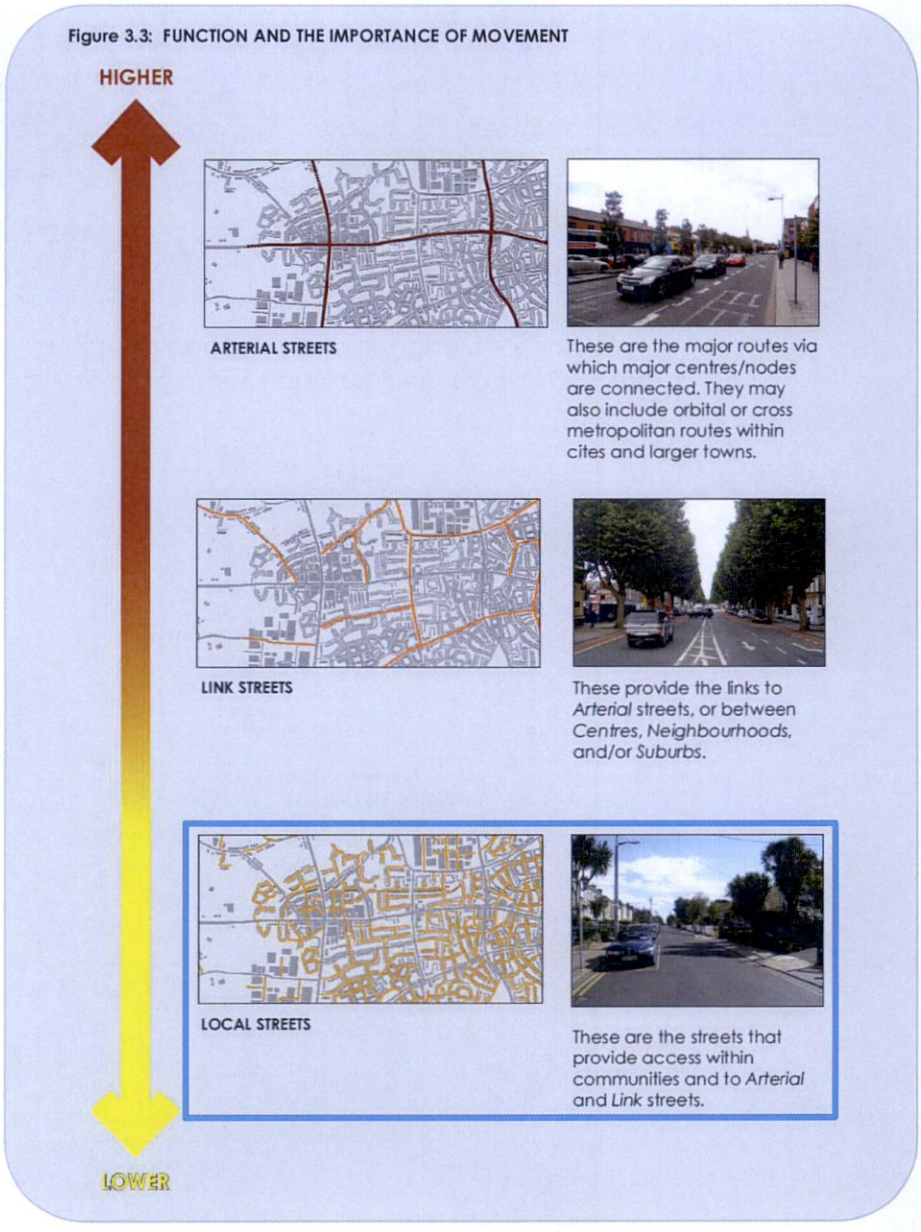


Figure 8 – DMURS street classification
(source: Design Manual for Urban Roads and Streets)

The development's internal layout has been designed for a vehicular traffic speed of 30km/h in order to prioritise movement of vulnerable road users. In accordance with DMURS, kerb radii at internal junctions and at the development's principal access junction have been restricted to a maximum of 3.0m, in order to discourage high vehicle speeds.

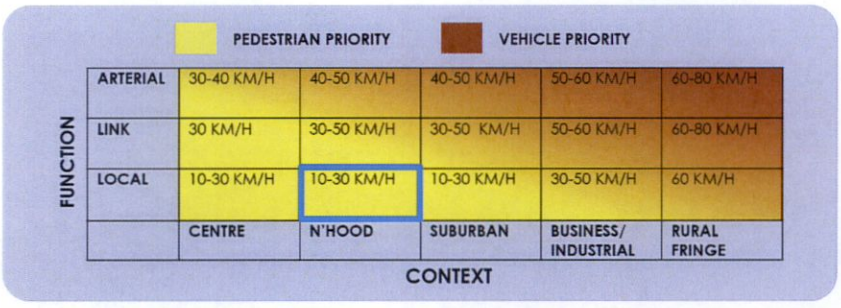


Figure 9 – Design speed selection matrix
(source: Design Manual for Urban Roads and Streets)

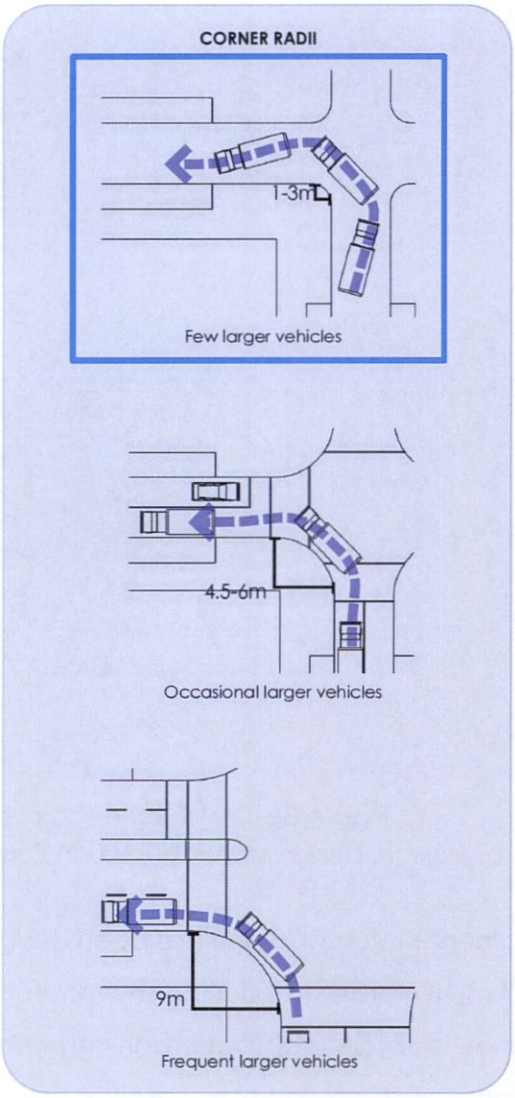


Figure 10 – Junction corner radii
(source: Design Manual for Urban Roads and Streets)

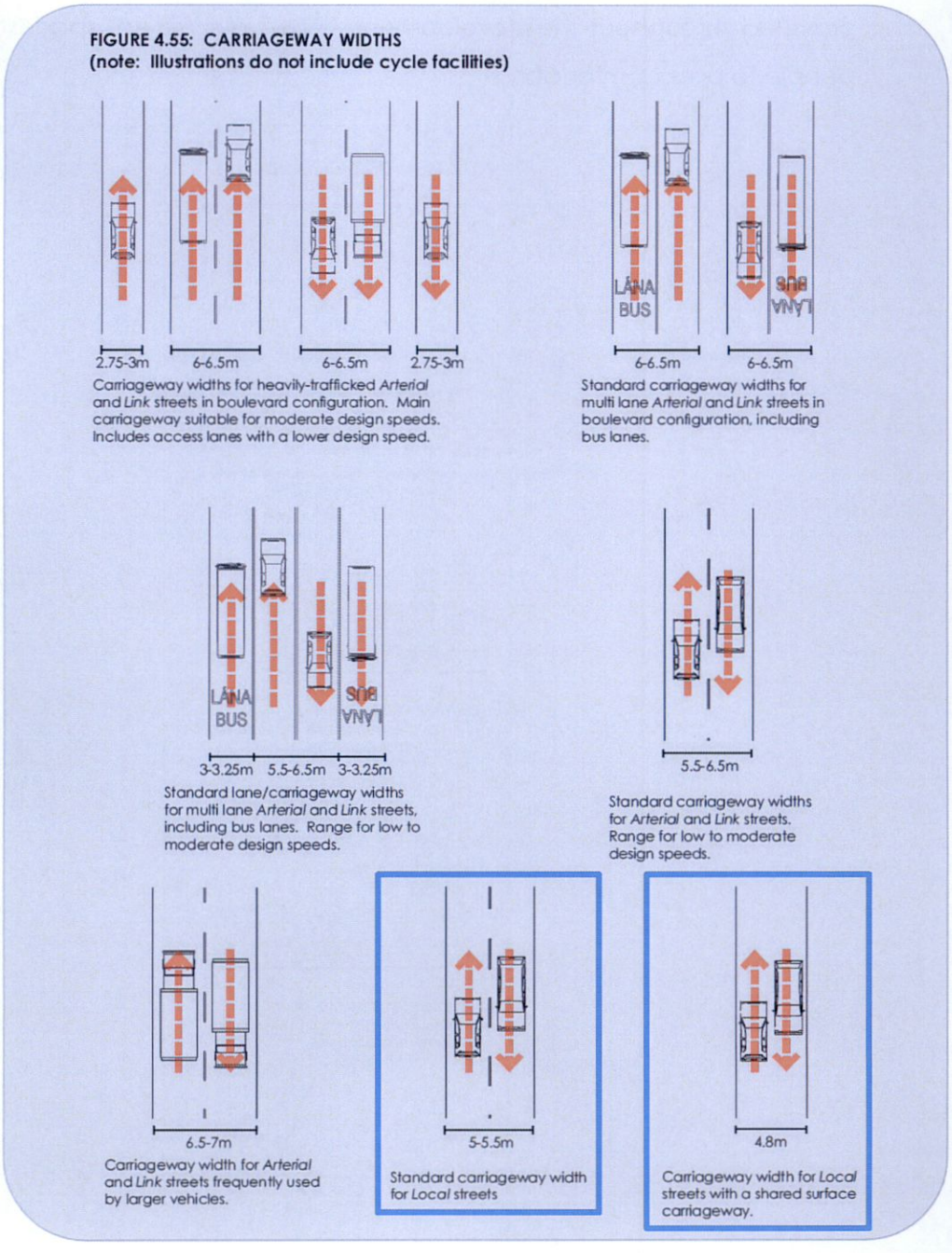


Figure 11 – Carriageway Widths
(source: Design Manual for Urban Roads and Streets)

Footpath widths within the proposed development have been designed in accordance with DMURS. Footpaths with a minimum width of 2.0m are

provided throughout the development, allowing sufficient space for two people to pass comfortably.

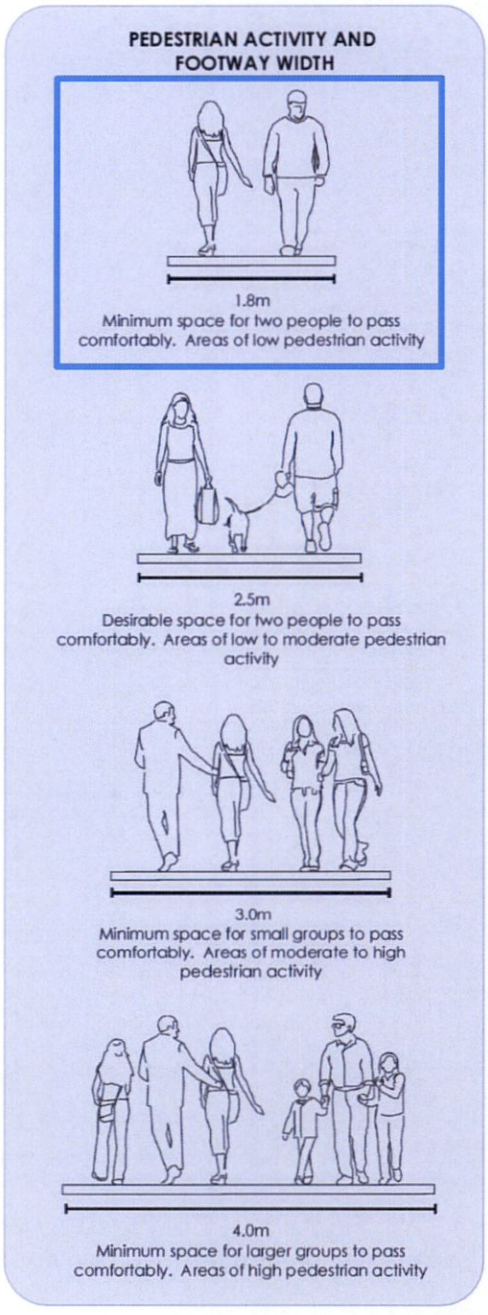


Figure 12– Pedestrian activity and footpath width
(source: Design Manual for Urban Roads and Streets)

Refer to the following CS Consulting drawings for further details of the proposed development's internal site layout and access arrangements:

- **NCA-CSC-ZZ-SI-DR-C-0016/0017** (Revised Road Layout)
- **NCA-CSC-ZZ-SI-DR-C-0013** (Typical Road Sections)
- **NCA-CSC-ZZ-SI-DR-C-0014** (Typical Road Details)
- **NCA-CSC-ZZ-SI-DR-C-0015** (Swept Path Analysis)
- **NCA-CSC-ZZ-SI-DR-C-0021** (Car Parking Allocation)

7.3 Development Servicing and Waste Collection

The internal road network of the proposed development has been designed to permit the efficient circulation of large vehicles where required for refuse collection and for other servicing operations.

Incoming servicing of the proposed development will be accommodated on the internal road network within the development site and shall not obstruct vehicular or pedestrian traffic along the development's internal access road.

7.4 Swept Path Analysis

Swept path analyses have been carried out for cars manoeuvring within the proposed development, as well as for a refuse vehicle and a fire tender. These analyses, provided on CS Consulting drawings **NCA-CSC-ZZ-SI-DR-C-0015** and **NCA-CSC-ZZ-SI-DR-C-0019**, indicate that the design of the development accesses and internal layout can accommodate these vehicle movements where required.

7.5 Independent Road Safety Audit

An independent Stage 1/2 Road Safety Audit of the proposed development layout and access arrangements has been conducted by

Roadplan Consulting on behalf of CS Consulting. The Road Safety Audit was completed in November 2022.

Design changes have been made in response to the recommendations of the Audit and the measures adopted have been accepted by the audit team. Refer to CS Consulting drawings **NCA-CSC-ZZ-SI-DR-C-0018**, **NCA-CSC-ZZ-SI-DR-C-0019**, and **NCA-CSC-ZZ-SI-DR-C-0020** for details of these design changes. The Road Safety Audit report document issued by Roadplan Consulting, together with the audit response form, are provided as **Appendix D**.

8.0 SUMMARY AND CONCLUSIONS

This report examines the impact of a proposed residential development at Main Street, Newcastle, Co. Dublin on the performance of the surrounding road network, and assesses the internal road layout and car parking provision.

The main observations and conclusions of this study are as follows:

- The proposed development shall not generate excessive vehicular traffic flows. Total vehicle trips (arrivals and departures combined) of 24 PCU are predicted during the AM peak hour (07:30-08:30), and total vehicle trips of 18 PCU in the PM peak hour (16:45-17:45).
- The proposed development's new priority-controlled vehicular access junction on Main Street shall operate well within effective capacity when the development is completed in 2025 and will continue to do so past the year 2040.
- The proposed development shall have a negligible influence on the operation of nearby existing road junctions; in the opening year 2025, the development shall result in a maximum increase of 1 PCU in mean vehicle queue length on any junction approach, in either peak hour period, and a maximum increase of 4 seconds in mean vehicle delay.
- The proposed provision of car parking within the development complies with Local Authority Development Plan standards and corresponds to existing car ownership rates in the vicinity.
- The proposed development's internal layout has been designed to facilitate pedestrian and cyclist movement and to avoid excessive vehicle speeds, in accordance with the principles of the *Design Manual for Urban Roads and Streets*.
- Swept path analyses have been conducted for cars manoeuvring within the proposed development, as well as for a fire tender and a

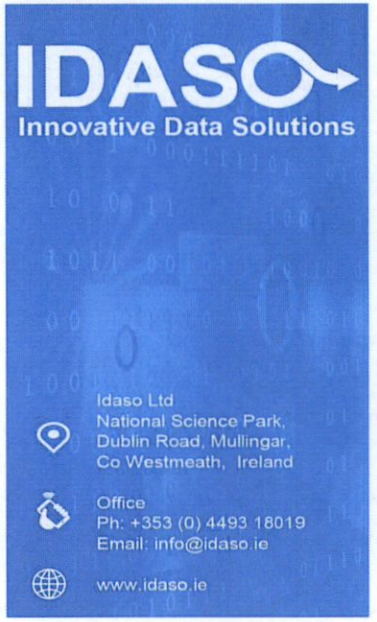
refuse vehicle. These indicate that the design of the development's internal layout can accommodate these vehicle movements where required.

- An independent Stage 1/2 Road Safety Audit of the proposed development layout and access arrangements has been conducted by Roadplan Consulting on behalf of CS Consulting. Design changes have been made in response to the recommendations of the Road Safety Audit and the measures adopted have been accepted by the audit team. Refer to CS Consulting drawings **NCA-CSC-ZZ-SI-DR-C-0018**, **NCA-CSC-ZZ-SI-DR-C-0019**, and **NCA-CSC-ZZ-SI-DR-C-0020** for details of these design changes.

In summary, the assessment indicates that the proposed development shall have a negligible influence upon the operation of the existing surrounding road network, that an appropriate quantum of car parking is to be provided, and that the internal road layout of the proposed development is fit for purpose and in compliance with the *Design Manual for Urban Roads and Streets*.

Appendix A

Traffic Survey Data



Data Analysis Services
Traffic-Transportation- Commercial-Innovation

350 22537 Newcastle, Co. Dublin

with compliments

IDASO

Survey Name: 350 22537 Newcastle, Co. Dublin
Date: Tue 27 Sep 2022

IDASO

Survey Name: 350 22537 Newcastle, Co. Dublin
Site: Site 1
Location: R120 Peamount Road / Cornerpark Rise / Newcastle Glebe
Date: Tue 27-Sep-2022

	A => A									A => B									A => C									A => D								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
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07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	4	2	0	1	24	26	0	0	0	0	0	0	0	0	0
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07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	8	1	0	0	35	35.5	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70	21	6	6	4	107	121.8	0	0	1	0	0	0	0	1	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	18	4	1	1	1	26	28	0	0	2	1	0	0	0	3	3
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08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	5	3	1	0	27	29.8	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	7	0	0	1	33	34	0	0	2	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	89	20	6	3	2	122	129.3	0	0	6	1	0	0	0	7	7
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	3	1	0	0	32	32.5	0	0	2	0	0	0	0	2	2
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	4	4	0	0	30	32	0	0	0	1	0	0	0	1	1
09:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	15	8	0	2	1	26	29.6	0	0	1	0	0	0	0	1	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	17	4	3	1	0	26	28	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	0	82	19	8	3	1	114	122.1	0	0	3	1	0	0	0	4	4
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	5	4	0	1	33	36	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	86	21	11	3	2	123	134.4	0	0	2	0	0	0	0	2	2
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	4	1	2	0	27	30.1	0	0	1	0	0	0	0	1	1
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12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	21	8	1	1	0	32	33	0	0	2	1	0	0	0	3	3
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12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	5	1	1	0	30	31.8	0	0	0	2	0	0	0	2	2
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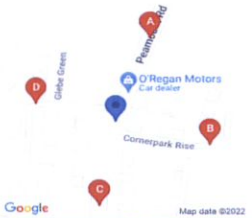

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13:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	27	2	2	1	0	32	34.3	0	0	1	0	0	0	0	1	1
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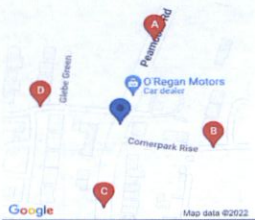
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	3	1	0	0	28	28.5	0	0	2	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	91	21	4	3	1	120	126.9	0	0	6	0	0	0	0	6	6
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	4	3	0	0	29	30.5	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	9	0	0	0	40	40	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	4	0	1	1	33	35.3	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	7	1	1	1	37	39.8	0	0	5	0	0	0	0	5	5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	107	24	4	2	2	139	145.6	0	0	5	0	0	0	0	5	5
15:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	27	5	1	2	0	35	38.1	0	0	1	0	0	0	0	1	1
15:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	1	26	5	1	0	1	34	34.9	0	0	1	0	0	0	0	1	1
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	10	1	0	0	39	39.5	0	0	1	0	0	0	0	1	1
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	6	2	1	1	46	49.3	0	1	1	0	0	0	0	2	1.4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	1	117	26	5	3	2	154	161.8	0	1	4	0	0	0	0	5	4.4
16:00	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	40	8	3	0	0	51	52.5	0	0	3	0	0	0	0	3	3
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	31	6	0	2	1	41	44	1	0	4	0	0	0	0	5	4.2
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	11	1	0	0	61	61.5	0	0	3	0	0	0	0	3	3
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	38	9	3	1	1	53	56.2	0	0	4	1	0	0	0	5	5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	2	158	34	7	3	2	206	214.2	1	0	14	1	0	0	0	16	15.2
17:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	48	12	1	0	0	61	61.5	0	0	4	0	0	0	0	4	4
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	40	8	0	0	0	49	48.2	0	0	2	0	0	0	0	2	2
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	7	1	0	0	49	49.5	0	0	5	0	0	0	0	5	5
17:45	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	1	0	37	6	1	0	1	46	46.7	0	0	3	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	2	0	166	33	3	0	1	205	205.9	0	0	14	0	0	0	0	14	14
18:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	37	7	0	1	0	46	46.5	0	0	4	2	0	0	0	6	6
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	6	0	0	1	49	50	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	1	0	0	0	23	23	0	0	5	0	0	0	0	5	5
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	2	1	0	0	22	22.5	0	0	3	1	0	0	0	4	4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	120	16	1	1	1	140	142	0	0	12	3	0	0	0	15	15
6 TOT	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	9	9	3	3	759	154	24	12	9	964	996.4	1	1	55	4	0	0	0	61	59.6
12 TOT	0	0	1	0	0	0	0	1	1	0	0	10	3	0	0	0	13	13	7	3	1244	286	64	34	21	1659	1748.8	1	1	72	9	0	0	0	83	81.6



IDASO

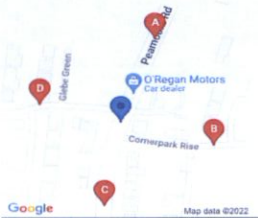
Survey Name: 350 22537 Newcastle, Co. Dublin
Site: Site 1
Location: R120 Peamount Road / Cornerpark Rise / Newcastle Glebe
Date: Tue 27-Sep-2022

	B => A									B => B									B => C									B => D								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	1	0	0	0	0	1	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
07:15	0	0	0	0	0	0	0	0	0	0	0	0	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	2	0	0	0	0	2	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
07:45	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	1	0	0	0	0	1	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
08:15	0	0	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
08:30	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
08:45	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	4	0	1	0	0	5	5.5	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	1	0	0	0	0	1	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
H/TOT	0	0	1	0	0	0	0	1	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
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
10:45	0	0	1	0	0	0	0	1	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
H/TOT	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	1	0	0	0	1	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	3	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
6 TOT	0	0	10	2	1	0	0	13	13.5	0	0	0	0	0	0	0	0	0	0	0	7	4	0	0	0	11	11	0	0	0	1	0	0	0	1	1

IDASO

Survey Name: 350 22537 Newcastle, Co. Dublin
Site: Site 1
Location: R120 Peamount Road / Cornerpark Rise / Newcastle Glebe
Date: Tue 27-Sep-2022

	B => A									B => B									B => C									B => D								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
13:00	0	0	1	0	0	0	0	1	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
13:15	0	0	1	0	0	0	0	1	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
13:30	0	0	1	0	0	0	0	1	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
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	3	0	0	0	0	3	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
14:00	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
18:30	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
6 TOT	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12	12	0	0	0	0	0	0	0	0	0
12 TOT	0	0	15	2	1	0	0	18	18.5	0	0	0	0	0	0	0	0	0	0	0	18	5	0	0	0	23	23	0	0	0	1	0	0	0	1	1



IDASO

Survey Name: 350 22537 Newcastle, Co. Dublin
Site: Site 1
Location: R120 Peamount Road / Cornerpark Rise / Newcastle Glebe
Date: Tue 27-Sep-2022

	C => A									C => B									C => C									C => D								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	1	30	12	4	0	1	48	50.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2
07:15	0	0	34	15	2	1	0	52	54.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
07:30	0	0	64	7	0	1	1	73	75.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
07:45	0	0	74	8	0	0	1	83	84	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5
H/TOT	0	1	202	42	6	2	3	256	264	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10
08:00	0	0	52	7	1	0	0	60	60.5	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	7	8
08:15	0	0	60	2	4	0	0	66	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8
08:30	0	0	30	4	0	0	1	35	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	38	5	1	0	0	44	44.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6
H/TOT	0	0	180	18	6	0	1	205	209	0	0	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0	0	19	1	0	0	1	21	22
09:00	0	0	53	5	1	1	1	61	63.8	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5
09:15	0	0	22	8	1	0	0	31	31.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8
09:30	1	0	23	2	2	0	1	29	30.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5
09:45	0	0	14	6	1	1	0	22	23.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
H/TOT	1	0	112	21	5	2	2	143	149.3	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	20	1	0	0	0	21	21
10:00	0	0	20	6	2	0	1	29	31	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
10:15	0	0	19	2	0	0	0	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	15	9	1	2	1	28	32.1	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	1	0	18	8	1	0	0	28	27.7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	1	0	0	0	0	1	1
H/TOT	1	0	72	25	4	2	2	106	111.8	0	0	1	1	0	0	0	2	2	0	0	0	1	0	0	0	1	1	0	0	3	0	0	0	0	3	3
11:00	0	0	16	5	0	0	1	22	23	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
11:15	0	0	13	7	2	1	0	23	25.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
11:30	0	0	19	5	2	0	0	26	27	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
11:45	0	0	15	3	1	2	0	21	24.1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
H/TOT	0	0	63	20	5	3	1	92	99.4	0	0	2	2	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6
12:00	0	0	11	2	2	0	1	16	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
12:15	0	0	16	6	0	0	0	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	9	9
12:30	0	0	11	4	1	0	0	16	16.5	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6
12:45	0	0	14	4	1	0	0	19	19.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
H/TOT	0	0	52	16	4	0	1	73	76	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	20	2	0	0	0	22	22
6 TOT	2	1	681	142	30	9	10	875	909.5	0	0	6	4	1	0	0	11	11.5	0	0	0	1	0	0	0	1	1	0	0	77	5	0	0	1	83	84

IDASO

Survey Name: 350 22537 Newcastle, Co. Dublin
Site: Site 1
Location: R120 Peamount Road / Cornerpark Rise / Newcastle Glebe
Date: Tue 27-Sep-2022

	C => A									C => B									C => C									C => D								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
13:00	0	0	18	10	1	0	1	30	31.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
13:15	0	0	16	5	0	1	0	22	23.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	9	9
13:30	0	0	15	4	0	0	0	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4
13:45	1	0	29	4	0	1	0	35	35.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
H/TOT	1	0	78	23	1	2	1	106	109.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	3	0	0	0	18	18
14:00	1	0	22	3	5	0	1	32	34.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
14:15	0	0	22	4	1	1	0	28	29.8	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
14:30	0	0	12	2	2	0	0	16	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4
14:45	0	0	31	3	2	1	0	37	39.3	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	1	8	9
H/TOT	1	0	87	12	10	2	1	113	120.8	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	1	15	16
15:00	0	0	28	2	0	2	1	33	36.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	1	0	0	6	5.7
15:15	0	0	22	5	0	0	0	27	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8
15:30	0	0	19	5	0	1	0	25	26.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	4	4.5
15:45	0	0	20	5	0	1	1	27	29.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6
H/TOT	0	0	89	17	0	4	2	112	119.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	20	1	2	0	0	24	24.2
16:00	0	0	21	5	0	0	2	28	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5
16:15	0	1	15	9	0	2	1	28	31	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	2	1	1	0	0	4	4.5
16:30	0	0	25	3	2	1	0	31	33.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
16:45	2	0	24	7	1	4	0	38	42.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
H/TOT	2	1	85	24	3	7	3	125	136.4	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	14	1	1	0	0	16	16.5
17:00	0	0	24	3	1	0	0	28	28.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9
17:15	0	0	23	8	1	0	1	33	34.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5
17:30	1	0	24	2	0	0	0	27	26.2	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6
17:45	0	0	24	2	0	0	0	26	26	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
H/TOT	1	0	95	15	2	0	1	114	115.2	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	21	1	0	0	0	22	22
18:00	0	0	23	1	0	0	0	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2
18:15	1	0	19	4	0	0	1	25	25.2	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5
18:30	0	0	18	3	0	0	0	21	21	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8
18:45	0	0	15	2	0	1	0	18	19.3	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4
H/TOT	1	0	75	10	0	1	1	88	89.5	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	16	3	0	0	0	19	19
6 TOT	6	1	509	101	16	16	9	658	690.4	0	0	15	0	0	0	0	15	15	0	0	1	0	0	0	0	1	1	1	0	99	10	3	0	1	114	115.7
12 TOT	8	2	1190	243	46	25	19	1533	1599.9	0	0	21	4	1	0	0	26	26.5	0	0	1	1	0	0	0	2	2	1	0	176	15	3	0	2	197	199.7

IDASO

Survey Name: 350 22537 Newcastle, Co. Dublin
Site: Site 1
Location: R120 Peamount Road / Cornerpark Rise / Newcastle Glebe
Date: Tue 27-Sep-2022

	D => A									D => B									D => C									D => D								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	1	3	0	0	0	0	4	3.4	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
07:15	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
07:30	0	0	6	3	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
07:45	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	6	1	1	0	0	8	8.5	0	0	0	0	0	0	0	0	0
H/TOT	0	1	16	4	0	0	0	21	20.4	0	0	0	0	0	0	0	0	0	0	0	14	3	1	0	0	18	18.5	0	0	0	0	0	0	0	0	0
08:00	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0
08:15	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	8	0	1	0	1	10	11.5	0	0	0	0	0	0	0	0	0
08:30	0	0	5	0	0	0	0	5	5	0	0	0	1	0	0	0	1	1	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
08:45	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0
H/TOT	0	0	14	1	0	0	0	15	15	0	0	0	1	0	0	0	1	1	0	0	27	0	1	0	1	29	30.5	0	0	0	0	0	0	0	0	0
09:00	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0
09:15	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
09:30	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	16	2	0	0	0	18	18	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
10:15	0	0	2	0	0	0	0	2	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
10:30	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
10:45	0	0	1	2	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	4	2	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
11:15	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
11:45	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	5	5	0	0	0	0	0	0	0	0	0
12:30	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0
12:45	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
H/TOT	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	17	3	0	0	0	20	20	0	0	0	0	0	0	0	0	0
6 TOT	0	1	48	7	0	0	0	56	55.4	0	0	0	1	0	0	0	1	1	0	0	88	8	2	0	1	99	101	0	0	0	0	0	0	0	0	0

IDASO

Survey Name: 350 22537 Newcastle, Co. Dublin
Site: Site 1
Location: R120 Peamount Road / Cornerpark Rise / Newcastle Glebe
Date: Tue 27-Sep-2022

	D => A									D => B									D => C									D => D								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
13:00	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
13:15	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
13:30	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
13:45	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	9	3	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	1	0	0	0	0	1	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
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
14:45	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0
H/TOT	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	6	7	0	0	0	0	0	0	0	0	0
15:00	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
15:15	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
15:30	0	0	0	1	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
15:45	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
H/TOT	0	0	7	2	1	0	0	10	10.5	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	16	16	0	0	0	0	0	0	0	0	0
16:00	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
16:15	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0
16:30	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	17	17	0	0	0	0	0	0	0	0	0
17:00	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0
17:30	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
17:45	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	12	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	17	1	0	0	0	18	18	0	0	0	0	0	0	0	0	0
18:00	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0
18:30	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	17	17	0	0	0	0	0	0	0	0	0
6 TOT	0	0	45	6	1	0	0	52	52.5	0	0	0	0	0	0	0	0	0	0	0	79	4	0	0	1	84	85	0	0	0	0	0	0	0	0	0
12 TOT	0	1	93	13	1	0	0	108	107.9	0	0	0	1	0	0	0	1	1	0	0	167	12	2	0	2	183	186	0	0	0	0	0	0	0	0	0

IDASO

Survey Name: 350 22537 Newcastle, Co. Dublin
Site: Site 2
Location: R405 Main Street / R120 Peamount Road / R120 Main Street
Date: Tue 27-Sep-2022

	A => A									A => B									A => C								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	13	6	3	1	0	23	25.8	0	0	10	2	0	0	0	12	12
07:15	0	0	0	0	0	0	0	0	0	0	0	13	3	2	0	0	18	19	0	0	8	2	0	0	0	10	10
07:30	0	0	0	0	0	0	0	0	0	0	0	9	3	0	5	4	21	31.5	0	0	3	1	0	0	0	4	4
07:45	0	0	0	0	0	0	0	0	0	0	0	23	3	2	0	0	28	29	0	0	9	6	0	0	0	15	15
H/TOT	0	0	0	0	0	0	0	0	0	0	0	58	15	7	6	4	90	105.3	0	0	30	11	0	0	0	41	41
08:00	0	0	0	0	0	0	0	0	0	0	0	19	3	1	0	1	24	25.5	1	0	7	2	0	0	0	10	9.2
08:15	0	0	0	0	0	0	0	0	0	0	0	21	2	1	1	1	26	28.8	0	0	15	2	2	1	0	20	22.3
08:30	0	0	0	0	0	0	0	0	0	0	0	17	5	2	1	0	25	27.3	0	0	7	0	1	0	0	8	8.5
08:45	0	0	0	0	0	0	0	0	0	0	0	27	6	0	0	1	34	35	0	0	9	3	0	0	0	12	12
H/TOT	0	0	0	0	0	0	0	0	0	0	0	84	16	4	2	3	109	116.6	1	0	38	7	3	1	0	50	52
09:00	0	0	0	0	0	0	0	0	0	0	0	23	4	1	0	0	28	28.5	0	0	7	2	0	0	0	9	9
09:15	0	0	0	0	0	0	0	0	0	0	0	22	3	3	0	0	28	29.5	0	0	6	3	1	0	0	10	10.5
09:30	0	0	0	0	0	0	0	0	0	0	0	13	7	0	2	1	23	26.6	0	0	9	1	0	0	0	10	10
09:45	0	0	1	0	0	0	0	1	1	0	0	16	6	3	1	0	26	28.8	1	0	5	0	0	0	0	6	5.2
H/TOT	0	0	1	0	0	0	0	1	1	0	0	74	20	7	3	1	105	113.4	1	0	27	6	1	0	0	35	34.7
10:00	0	0	0	0	0	0	0	0	0	0	0	20	4	2	0	1	27	29	0	0	5	1	2	0	0	8	9
10:15	0	0	0	0	0	0	0	0	0	0	0	18	5	1	1	0	25	26.8	0	0	9	0	3	0	0	12	13.5
10:30	0	0	0	0	0	0	0	0	0	0	0	15	5	1	0	1	22	23.5	0	0	5	1	1	0	0	7	7.5
10:45	0	0	0	0	0	0	0	0	0	0	0	15	4	1	1	0	21	22.8	0	0	11	4	0	1	0	16	17.3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	68	18	5	2	2	95	102.1	0	0	30	6	6	1	0	43	47.3
11:00	0	0	0	0	0	0	0	0	0	0	0	14	2	0	0	0	16	16	0	0	8	3	1	0	0	12	12.5
11:15	0	0	0	0	0	0	0	0	0	0	0	15	3	1	2	0	21	24.1	0	0	5	1	1	0	0	7	7.5
11:30	0	0	0	0	0	0	0	0	0	0	0	18	7	3	1	1	30	33.8	0	0	12	3	0	1	0	16	17.3
11:45	0	0	0	0	0	0	0	0	0	0	0	12	7	0	0	0	19	19	0	0	4	1	0	0	0	5	5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	59	19	4	3	1	86	92.9	0	0	29	8	2	1	0	40	42.3
12:00	0	0	0	0	0	0	0	0	0	0	0	16	5	1	0	0	22	22.5	1	0	6	3	0	1	0	11	11.5
12:15	0	0	0	0	0	0	0	0	0	0	0	18	2	0	1	0	21	22.3	0	0	7	5	0	0	0	12	12
12:30	0	0	0	0	0	0	0	0	0	0	0	17	5	1	0	1	24	25.5	0	0	9	4	0	0	1	14	15
12:45	0	0	0	0	0	0	0	0	0	0	0	23	4	0	0	0	27	27	0	0	6	2	1	1	0	10	11.8
H/TOT	0	0	0	0	0	0	0	0	0	0	0	74	16	2	1	1	94	97.3	1	0	28	14	1	2	1	47	50.3
6 TOT	0	0	1	0	0	0	0	1	1	0	0	417	104	29	17	12	579	627.6	3	0	182	52	13	5	1	256	267.6

IDASO

Survey Name: 350 22537 Newcastle, Co. Dublin
Site: Site 2
Location: R405 Main Street / R120 Peamount Road / R120 Main Street
Date: Tue 27-Sep-2022

	A => A									A => B									A => C								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
13:00	0	0	0	0	0	0	0	0	0	0	0	21	1	2	1	0	25	27.3	0	0	7	1	0	0	0	8	8
13:15	0	0	0	0	0	0	0	0	0	0	0	14	5	1	2	0	22	25.1	0	0	11	2	0	0	0	13	13
13:30	0	0	0	0	0	0	0	0	0	0	0	17	7	0	0	1	25	26	0	0	7	4	0	0	0	11	11
13:45	0	0	0	0	0	0	0	0	0	0	0	20	0	1	0	0	21	21.5	0	0	7	3	0	0	0	10	10
H/TOT	0	0	0	0	0	0	0	0	0	0	0	72	13	4	3	1	93	99.9	0	0	32	10	0	0	0	42	42
14:00	0	0	0	0	0	0	0	0	0	0	0	14	3	2	0	0	19	20	0	0	8	2	1	0	0	11	11.5
14:15	0	0	0	0	0	0	0	0	0	0	0	21	4	0	0	0	25	25	0	0	11	3	0	0	0	14	14
14:30	0	0	0	0	0	0	0	0	0	0	0	22	2	0	0	1	25	26	0	0	8	4	0	1	0	13	14.3
14:45	0	0	0	0	0	0	0	0	0	0	0	19	2	1	1	2	25	28.8	0	0	9	4	1	0	0	14	14.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	76	11	3	1	3	94	99.8	0	0	36	13	2	1	0	52	54.3
15:00	0	0	0	0	0	0	0	0	0	0	0	22	3	1	2	0	28	31.1	0	0	10	3	0	0	0	13	13
15:15	0	0	0	0	0	0	0	0	0	0	0	12	2	0	0	1	15	16	0	1	20	5	1	0	0	27	26.9
15:30	0	0	0	0	0	0	0	0	0	0	0	25	5	0	0	0	30	30	0	0	7	3	1	0	0	11	11.5
15:45	0	0	0	0	0	0	0	0	0	0	0	25	4	1	1	1	32	34.8	0	0	14	4	1	0	0	19	19.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	84	14	2	3	2	105	111.9	0	1	51	15	3	0	0	70	70.9
16:00	0	0	0	0	0	0	0	0	0	0	0	24	4	1	0	0	29	29.5	0	0	22	6	2	0	0	30	31
16:15	0	0	0	0	0	0	0	0	0	1	0	19	4	0	1	1	26	27.5	0	1	19	3	0	1	0	24	24.7
16:30	0	0	0	0	0	0	0	0	0	0	0	18	8	0	0	0	26	26	0	0	31	4	1	0	0	36	36.5
16:45	0	0	0	0	0	0	0	0	0	0	0	25	2	0	1	1	29	31.3	0	1	19	7	3	0	0	30	30.9
H/TOT	0	0	0	0	0	0	0	0	0	1	0	86	18	1	2	2	110	114.3	0	2	91	20	6	1	0	120	123.1
17:00	0	0	0	0	0	0	0	0	0	0	0	21	7	1	0	0	29	29.5	0	0	34	7	0	0	0	41	41
17:15	0	0	0	0	0	0	0	0	0	0	0	25	2	0	0	0	27	27	1	0	23	5	0	0	0	29	28.2
17:30	0	0	0	0	0	0	0	0	0	0	0	22	4	1	0	0	27	27.5	0	0	24	7	0	0	0	31	31
17:45	0	0	0	0	0	0	0	0	0	0	0	25	1	1	0	1	28	29.5	1	0	21	5	0	0	0	27	26.2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	93	14	3	0	1	111	113.5	2	0	102	24	0	0	0	128	126.4
18:00	0	0	0	0	0	0	0	0	0	0	0	24	6	0	1	0	31	32.3	1	0	18	2	0	0	0	21	20.2
18:15	0	0	0	0	0	0	0	0	0	0	0	26	2	0	0	0	28	28	0	0	22	6	0	0	0	28	28
18:30	0	0	0	0	0	0	0	0	0	0	0	26	1	0	0	0	27	27	0	0	6	1	0	0	1	8	9
18:45	0	0	0	0	0	0	0	0	0	0	0	18	2	1	0	0	21	21.5	0	0	7	1	0	0	0	8	8
H/TOT	0	0	0	0	0	0	0	0	0	0	0	94	11	1	1	0	107	108.8	1	0	53	10	0	0	1	65	65.2
6 TOT	0	0	0	0	0	0	0	0	0	1	0	505	81	14	10	9	620	648.2	3	3	365	92	11	2	1	477	481.9
12 TOT	0	0	1	0	0	0	0	1	1	1	0	922	185	43	27	21	1199	1275.8	6	3	547	144	24	7	2	733	749.5

IDASO

Survey Name: 350 22537 Newcastle, Co. Dublin
Site: Site 2
Location: R405 Main Street / R120 Peamount Road / R120 Main Street
Date: Tue 27-Sep-2022

	B => A									B => B									B => C								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	16	6	1	0	1	24	25.5	0	0	0	0	0	0	0	0	0	0	0	24	9	1	0	0	34	34.5
07:15	0	0	17	7	1	2	0	27	30.1	0	0	0	0	0	0	0	0	0	0	0	23	11	0	0	0	34	34
07:30	0	0	22	1	0	0	0	23	23	0	0	0	0	0	0	0	0	0	1	0	41	6	2	0	0	50	50.2
07:45	0	0	23	2	0	0	1	26	27	0	0	0	0	0	0	0	0	0	0	0	38	8	4	0	2	52	56
H/TOT	0	0	78	16	2	2	2	100	105.6	0	0	0	0	0	0	0	0	0	1	0	126	34	7	0	2	170	174.7
08:00	0	0	23	5	1	0	1	30	31.5	0	0	0	0	0	0	0	0	0	0	0	31	8	0	1	0	40	41.3
08:15	0	0	18	3	3	0	0	24	25.5	0	0	0	0	0	0	0	0	0	0	0	28	3	1	0	0	32	32.5
08:30	0	0	11	2	0	0	1	14	15	0	0	0	0	0	0	0	0	0	3	0	27	8	1	0	0	39	37.1
08:45	0	0	24	0	0	0	0	24	24	0	0	0	0	0	0	0	0	0	1	0	30	9	1	1	0	42	43
H/TOT	0	0	76	10	4	0	2	92	96	0	0	0	0	0	0	0	0	0	4	0	116	28	3	2	0	153	153.9
09:00	0	0	34	2	0	1	1	38	40.3	0	0	0	0	0	0	0	0	0	1	0	34	4	1	1	1	42	44
09:15	0	0	18	3	1	0	0	22	22.5	0	0	0	0	0	0	0	0	0	0	0	31	4	0	2	0	37	39.6
09:30	0	0	16	1	2	0	1	20	22	0	0	0	0	0	0	0	0	0	0	1	34	6	0	1	0	42	42.7
09:45	0	0	10	5	1	1	0	17	18.8	0	0	0	0	0	0	0	0	0	0	1	21	11	2	3	1	39	44.3
H/TOT	0	0	78	11	4	2	2	97	103.6	0	0	0	0	0	0	0	0	0	1	2	120	25	3	7	2	160	170.6
10:00	0	0	19	3	2	0	1	25	27	0	0	0	0	0	0	0	0	0	3	0	32	11	0	0	0	46	43.6
10:15	0	0	14	3	0	0	0	17	17	0	0	0	0	0	0	0	0	0	1	0	22	9	0	0	0	32	31.2
10:30	0	0	8	3	0	1	1	13	15.3	0	0	1	0	0	0	0	1	1	1	1	20	2	2	0	0	26	25.6
10:45	0	0	14	9	1	0	0	24	24.5	0	0	0	0	0	0	0	0	0	1	0	33	10	1	1	1	47	49
H/TOT	0	0	55	18	3	1	2	79	83.8	0	0	1	0	0	0	0	1	1	6	1	107	32	3	1	1	151	149.4
11:00	0	0	12	3	0	1	1	17	19.3	0	0	0	1	0	0	0	1	1	0	0	25	9	2	1	0	37	39.3
11:15	0	0	10	4	1	0	0	15	15.5	0	0	0	0	0	0	0	0	0	0	0	20	10	2	2	1	35	39.6
11:30	0	0	20	5	1	0	0	26	26.5	0	0	0	0	0	0	0	0	0	1	0	31	8	1	2	0	43	45.3
11:45	0	0	12	2	1	2	0	17	20.1	0	0	0	0	0	0	0	0	0	0	0	26	3	1	2	0	32	35.1
H/TOT	0	0	54	14	3	3	1	75	81.4	0	0	0	1	0	0	0	1	1	1	0	102	30	6	7	1	147	159.3
12:00	0	0	16	3	1	0	1	21	22.5	0	0	0	0	0	0	0	0	0	0	0	29	10	1	1	0	41	42.8
12:15	0	0	18	8	0	0	0	26	26	0	0	0	0	0	0	0	0	0	0	0	44	7	2	0	0	53	54
12:30	0	0	9	4	1	0	0	14	14.5	0	0	0	0	0	0	0	0	0	0	0	24	3	3	1	0	31	33.8
12:45	0	0	9	3	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	30	7	1	1	0	39	40.8
H/TOT	0	0	52	18	2	0	1	73	75	0	0	0	0	0	0	0	0	0	0	0	127	27	7	3	0	164	171.4
6 TOT	0	0	393	87	18	8	10	516	545.4	0	0	1	1	0	0	0	2	2	13	3	698	176	29	20	6	945	979.3

IDASO

Survey Name: 350 22537 Newcastle, Co. Dublin
Site: Site 2
Location: R405 Main Street / R120 Peamount Road / R120 Main Street
Date: Tue 27-Sep-2022

	B => A									B => B									B => C								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
13:00	0	0	14	5	0	0	1	20	21	0	0	0	0	0	0	0	0	0	0	0	31	15	3	1	0	50	52.8
13:15	0	0	16	6	0	1	0	23	24.3	0	0	0	0	0	0	0	0	0	0	0	37	6	1	2	0	46	49.1
13:30	0	0	12	4	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	30	8	4	1	0	43	46.3
13:45	1	0	26	4	0	0	0	31	30.2	0	0	0	0	0	0	0	0	0	0	0	33	5	2	1	0	41	43.3
H/TOT	1	0	68	19	0	1	1	90	91.5	0	0	0	0	0	0	0	0	0	0	0	131	34	10	5	0	180	191.5
14:00	0	0	24	2	4	0	1	31	34	0	0	1	0	0	0	0	1	1	0	0	34	7	1	0	0	42	42.5
14:15	1	0	21	3	0	1	0	26	26.5	0	0	0	0	0	0	0	0	0	0	0	24	10	2	1	0	37	39.3
14:30	0	0	13	2	2	0	0	17	18	0	0	0	0	0	0	0	0	0	0	0	32	10	3	1	0	46	48.8
14:45	0	0	28	3	3	0	1	35	37.5	0	0	0	0	0	0	0	0	0	0	1	47	10	5	2	0	65	69.5
H/TOT	1	0	86	10	9	1	2	109	116	0	0	1	0	0	0	0	1	1	0	1	137	37	11	4	0	190	200.1
15:00	0	0	27	0	1	2	1	31	35.1	0	0	0	0	0	0	0	0	0	1	0	41	7	1	0	0	50	49.7
15:15	0	0	23	5	0	0	0	28	28	0	0	0	0	0	0	0	0	0	0	0	63	8	3	0	0	74	75.5
15:30	0	0	16	2	1	1	0	20	21.8	0	0	0	0	0	0	0	0	0	0	1	47	20	6	2	0	76	81
15:45	0	0	17	4	0	1	1	23	25.3	0	0	0	0	0	0	0	0	0	1	0	49	18	2	3	0	73	77.1
H/TOT	0	0	83	11	2	4	2	102	110.2	0	0	0	0	0	0	0	0	0	2	1	200	53	12	5	0	273	283.3
16:00	0	0	22	4	0	0	2	28	30	0	0	0	0	0	0	0	0	0	1	0	93	14	5	0	0	113	114.7
16:15	0	0	13	5	1	0	1	20	21.5	0	0	0	0	0	0	0	0	0	1	1	80	17	2	1	0	102	102.9
16:30	0	0	23	3	1	1	0	28	29.8	0	0	0	0	0	0	0	0	0	1	1	65	16	3	1	0	87	88.4
16:45	0	0	19	4	1	3	0	27	31.4	0	0	0	0	0	0	0	0	0	0	0	73	22	2	2	0	99	102.6
H/TOT	0	0	77	16	3	4	3	103	112.7	0	0	0	0	0	0	0	0	0	3	2	311	69	12	4	0	401	408.6
17:00	0	0	15	2	1	0	0	18	18.5	0	0	0	0	0	0	0	0	0	0	0	109	18	4	0	0	131	133
17:15	0	0	19	4	0	0	1	24	25	0	0	0	0	0	0	0	0	0	1	1	116	19	3	3	0	143	147
17:30	0	0	19	3	0	0	0	22	22	0	0	0	0	0	0	0	0	0	3	1	112	17	1	0	0	134	131.5
17:45	0	0	22	1	0	0	0	23	23	0	0	0	0	0	0	0	0	0	2	1	83	14	0	0	0	100	97.8
H/TOT	0	0	75	10	1	0	1	87	88.5	0	0	0	0	0	0	0	0	0	6	3	420	68	8	3	0	508	509.3
18:00	0	0	16	3	0	0	0	19	19	0	0	0	0	0	0	0	0	0	1	0	76	7	0	2	0	86	87.8
18:15	1	0	19	1	0	0	1	22	22.2	0	0	0	0	0	0	0	0	0	5	0	54	4	0	1	0	64	61.3
18:30	0	0	22	4	0	0	0	26	26	0	0	0	0	0	0	0	0	0	3	0	49	7	0	0	0	59	56.6
18:45	0	0	19	5	0	1	0	25	26.3	0	0	0	0	0	0	0	0	0	0	1	38	2	0	0	0	41	40.4
H/TOT	1	0	76	13	0	1	1	92	93.5	0	0	0	0	0	0	0	0	0	9	1	217	20	0	3	0	250	246.1
6 TOT	3	0	465	79	15	11	10	583	612.4	0	0	1	0	0	0	0	1	1	20	8	1416	281	53	24	0	1802	1838.9
12 TOT	3	0	858	166	33	19	20	1099	1157.8	0	0	2	1	0	0	0	3	3	33	11	2114	457	82	44	6	2747	2818.2

IDASO

Survey Name: 350 22537 Newcastle, Co. Dublin
Site: Site 2
Location: R405 Main Street / R120 Peamount Road / R120 Main Street
Date: Tue 27-Sep-2022

	C => A									C => B									C => C								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	1	18	7	2	0	0	28	28.4	0	1	32	7	2	1	0	43	44.7	0	0	0	0	0	0	0	0	0
07:15	0	0	17	9	1	0	0	27	27.5	0	1	53	8	1	1	0	64	65.2	0	0	0	0	0	0	0	0	0
07:30	0	0	47	6	0	0	1	54	55	1	0	74	16	3	2	0	96	99.3	0	0	0	0	0	0	0	0	0
07:45	0	0	51	5	0	0	0	56	56	1	2	93	28	3	0	0	127	126.5	0	0	0	0	0	0	0	0	0
H/TOT	0	1	133	27	3	0	1	165	166.9	2	4	252	59	9	4	0	330	335.7	0	0	0	0	0	0	0	0	0
08:00	0	0	34	3	1	0	0	38	38.5	2	0	137	19	3	0	0	161	160.9	0	0	0	0	0	0	0	0	0
08:15	0	1	48	1	1	0	0	51	50.9	0	0	137	22	2	1	0	162	164.3	0	0	0	0	0	0	0	0	0
08:30	0	0	18	3	0	0	0	21	21	1	0	108	11	2	1	0	123	124.5	0	0	0	0	0	0	0	0	0
08:45	0	0	23	5	1	0	0	29	29.5	0	0	97	16	1	1	0	115	116.8	0	0	0	0	0	0	0	0	0
H/TOT	0	1	123	12	3	0	0	139	139.9	3	0	479	68	8	3	0	561	566.5	0	0	0	0	0	0	0	0	0
09:00	0	0	26	2	1	0	0	29	29.5	0	0	65	17	2	1	0	85	87.3	0	0	0	0	0	0	0	0	0
09:15	0	0	13	6	0	0	0	19	19	0	0	43	14	1	2	0	60	63.1	0	0	0	0	0	0	0	0	0
09:30	1	0	12	1	0	0	0	14	13.2	1	1	48	9	2	1	0	62	62.9	0	0	0	0	0	0	0	0	0
09:45	0	0	6	1	0	0	0	7	7	0	0	28	17	3	2	0	50	54.1	0	0	0	0	0	0	0	0	0
H/TOT	1	0	57	10	1	0	0	69	68.7	1	1	184	57	8	6	0	257	267.4	0	0	0	0	0	0	0	0	0
10:00	0	0	5	3	0	0	0	8	8	1	0	30	12	3	2	0	48	51.3	0	0	0	0	0	0	0	0	0
10:15	0	0	4	0	0	0	0	4	4	0	0	23	5	1	1	0	30	31.8	0	0	0	0	0	0	0	0	0
10:30	1	0	9	5	1	1	0	17	18	0	0	24	6	3	1	1	35	38.8	0	0	0	0	0	0	0	0	0
10:45	0	0	4	0	0	0	0	4	4	0	0	27	13	2	2	0	44	47.6	0	0	0	0	0	0	0	0	0
H/TOT	1	0	22	8	1	1	0	33	34	1	0	104	36	9	6	1	157	169.5	0	0	0	0	0	0	0	0	0
11:00	0	0	5	3	0	0	0	8	8	0	0	18	9	0	2	1	30	33.6	0	0	0	0	0	0	0	0	0
11:15	0	0	5	4	1	0	0	10	10.5	2	0	33	4	2	1	0	42	42.7	0	0	0	0	0	0	0	0	0
11:30	0	0	4	0	1	0	0	5	5.5	0	0	25	12	5	2	0	44	49.1	0	0	0	0	0	0	0	0	0
11:45	0	0	5	1	0	0	0	6	6	0	0	32	2	1	1	1	37	39.8	0	0	0	0	0	0	0	0	0
H/TOT	0	0	19	8	2	0	0	29	30	2	0	108	27	8	6	2	153	165.2	0	0	0	0	0	0	0	0	0
12:00	0	0	3	0	1	0	0	4	4.5	1	0	31	2	1	2	0	37	39.3	0	0	0	0	0	0	0	0	0
12:15	0	0	4	0	0	0	0	4	4	0	0	34	7	1	1	0	43	44.8	0	0	0	0	0	0	0	0	0
12:30	0	0	8	1	0	0	0	9	9	0	1	39	5	1	2	0	48	50.5	0	0	0	0	0	0	0	0	0
12:45	0	0	9	1	1	0	0	11	11.5	0	0	37	6	2	3	0	48	52.9	0	0	0	0	0	0	0	0	0
H/TOT	0	0	24	2	2	0	0	28	29	1	1	141	20	5	8	0	176	187.5	0	0	0	0	0	0	0	0	0
6 TOT	2	2	378	67	12	1	1	463	468.5	10	6	1268	267	47	33	3	1634	1691.8	0	0	0	0	0	0	0	0	0

IDASO

Survey Name: 350 22537 Newcastle, Co. Dublin
Site: Site 2
Location: R405 Main Street / R120 Peamount Road / R120 Main Street
Date: Tue 27-Sep-2022

	C => A									C => B									C => C								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
13:00	0	0	6	5	1	0	0	12	12.5	0	1	33	9	1	2	0	46	48.5	0	0	0	0	0	0	0	0	0
13:15	0	0	6	2	0	0	0	8	8	0	0	27	6	0	0	0	33	33	0	0	0	0	0	0	0	0	0
13:30	0	0	8	1	0	0	0	9	9	0	0	38	5	3	2	0	48	52.1	0	0	0	0	0	0	0	0	0
13:45	0	0	7	0	0	1	0	8	9.3	0	0	38	6	3	0	0	47	48.5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	27	8	1	1	0	37	38.8	0	1	136	26	7	4	0	174	182.1	0	0	0	0	0	0	0	0	0
14:00	1	0	4	1	1	0	0	7	6.7	1	0	29	3	3	0	0	36	36.7	0	0	0	0	0	0	0	0	0
14:15	0	0	1	1	1	0	0	3	3.5	0	0	23	10	5	1	0	39	42.8	0	0	0	0	0	0	0	0	0
14:30	0	0	7	1	0	0	0	8	8	0	1	46	6	1	1	0	55	56.2	0	0	1	0	0	0	0	1	1
14:45	0	0	11	0	0	1	0	12	13.3	0	0	31	5	4	0	0	40	42	0	0	0	0	0	0	0	0	0
H/TOT	1	0	23	3	2	1	0	30	31.5	1	1	129	24	13	2	0	170	177.7	0	0	1	0	0	0	0	1	1
15:00	0	0	9	1	0	0	0	10	10	0	0	21	10	7	4	0	42	50.7	0	0	0	0	0	0	0	0	0
15:15	0	0	8	1	0	0	0	9	9	4	1	23	6	0	1	0	35	32.5	0	0	0	0	0	0	0	0	0
15:30	0	0	10	1	0	0	0	11	11	1	1	17	3	0	0	0	22	20.6	0	0	0	0	0	0	0	0	0
15:45	0	0	10	3	0	0	0	13	13	0	0	28	4	3	0	1	36	38.5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	37	6	0	0	0	43	43	5	2	89	23	10	5	1	135	142.3	0	0	0	0	0	0	0	0	0
16:00	0	0	1	3	0	0	0	4	4	0	0	32	6	0	0	0	38	38	0	0	0	0	0	0	0	0	0
16:15	0	1	7	5	0	2	0	15	17	1	0	51	12	1	2	0	67	69.3	0	0	0	0	0	0	0	0	0
16:30	0	0	8	0	1	0	0	9	9.5	1	0	25	9	2	2	0	39	41.8	0	0	0	0	0	0	0	0	0
16:45	2	0	8	4	0	1	0	15	14.7	1	0	32	7	2	0	0	42	42.2	0	0	0	0	0	0	0	0	0
H/TOT	2	1	24	12	1	3	0	43	45.2	3	0	140	34	5	4	0	186	191.3	0	0	0	0	0	0	0	0	0
17:00	0	0	20	2	0	0	0	22	22	0	0	48	7	2	0	0	57	58	0	0	0	0	0	0	0	0	0
17:15	0	0	12	3	1	0	0	16	16.5	1	0	38	5	0	1	0	45	45.5	0	0	0	0	0	0	0	0	0
17:30	1	0	15	1	0	0	0	17	16.2	1	0	50	5	0	0	0	56	55.2	0	0	0	0	0	0	0	0	0
17:45	0	0	7	0	0	0	0	7	7	2	0	29	4	0	0	0	35	33.4	0	0	0	0	0	0	0	0	0
H/TOT	1	0	54	6	1	0	0	62	61.7	4	0	165	21	2	1	0	193	192.1	0	0	0	0	0	0	0	0	0
18:00	0	0	11	1	0	0	0	12	12	0	0	30	1	1	2	0	34	37.1	0	0	0	0	0	0	0	0	0
18:15	0	0	10	1	0	0	0	11	11	1	0	33	3	0	1	0	38	38.5	0	0	0	0	0	0	0	0	0
18:30	0	0	5	1	0	0	0	6	6	0	0	34	2	0	0	0	36	36	0	0	0	1	0	0	0	1	1
18:45	0	0	4	0	0	0	0	4	4	0	0	24	2	0	0	0	26	26	0	0	0	0	0	0	0	0	0
H/TOT	0	0	30	3	0	0	0	33	33	1	0	121	8	1	3	0	134	137.6	0	0	0	1	0	0	0	1	1
6 TOT	4	1	195	38	5	5	0	248	253.2	14	4	780	136	38	19	1	992	1023.1	0	0	1	1	0	0	0	2	2
12 TOT	6	3	573	105	17	6	1	711	721.7	24	10	2048	403	85	52	4	2626	2714.9	0	0	1	1	0	0	0	2	2

IDASO

Survey Name: 350 22537 Newcastle, Co. Dublin
Site: Site 3
Location: L6002 Athgoe Road / R405 Hazelhatch Road / R405 Main Street
Date: Tue 27-Sep-2022

	A => A									A => B									A => C								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	1	20	8	2	0	0	31	31.4	0	0	9	2	0	0	0	11	11
07:15	0	0	0	0	0	0	0	0	0	0	1	40	3	0	0	0	44	43.4	0	0	2	1	0	0	0	3	3
07:30	0	0	0	0	0	0	0	0	0	1	0	39	6	1	1	0	48	49	0	0	5	3	0	0	0	8	8
07:45	0	0	0	0	0	0	0	0	0	1	1	41	14	1	0	0	58	57.1	0	1	10	1	0	0	0	12	11.4
H/TOT	0	0	0	0	0	0	0	0	0	2	3	140	31	4	1	0	181	180.9	0	1	26	7	0	0	0	34	33.4
08:00	0	0	0	0	0	0	0	0	0	1	0	74	9	3	0	0	87	87.7	0	0	12	3	1	0	0	16	16.5
08:15	0	0	0	0	0	0	0	0	0	0	0	65	10	1	0	0	76	76.5	0	0	11	0	0	1	0	12	13.3
08:30	0	0	0	0	0	0	0	0	0	1	0	47	6	1	1	0	56	57	0	0	14	4	0	0	0	18	18
08:45	0	0	0	0	0	0	0	0	0	0	0	55	11	1	1	0	68	69.8	0	0	12	1	1	0	0	14	14.5
H/TOT	0	0	0	0	0	0	0	0	0	2	0	241	36	6	2	0	287	291	0	0	49	8	2	1	0	60	62.3
09:00	0	0	0	0	0	0	0	0	0	0	0	38	11	0	0	0	49	49	0	0	10	2	0	0	0	12	12
09:15	0	0	0	0	0	0	0	0	0	0	0	25	9	0	0	0	34	34	0	0	6	2	0	0	0	8	8
09:30	0	0	0	0	0	0	0	0	0	1	1	32	5	1	1	0	41	41.4	0	0	6	2	1	0	0	9	9.5
09:45	0	0	0	0	0	0	0	0	0	0	0	19	6	2	1	0	28	30.3	0	0	8	2	0	1	0	11	12.3
H/TOT	0	0	0	0	0	0	0	0	0	1	1	114	31	3	2	0	152	154.7	0	0	30	8	1	1	0	40	41.8
10:00	0	0	0	0	0	0	0	0	0	1	0	19	4	2	1	0	27	28.5	0	0	1	2	1	1	0	5	6.8
10:15	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13	13	1	0	5	1	0	0	0	7	6.2
10:30	0	0	0	0	0	0	0	0	0	1	0	15	4	1	1	0	22	23	0	0	4	1	0	0	0	5	5
10:45	0	0	0	0	0	0	0	0	0	0	0	15	9	1	1	0	26	27.8	0	0	3	3	1	0	0	7	7.5
H/TOT	0	0	0	0	0	0	0	0	0	2	0	61	18	4	3	0	88	92.3	1	0	13	7	2	1	0	24	25.5
11:00	0	0	0	0	0	0	0	0	0	0	0	11	4	0	0	0	15	15	0	0	1	5	0	0	0	6	6
11:15	0	0	0	0	0	0	0	0	0	2	0	21	3	2	0	0	28	27.4	0	0	10	2	0	0	0	12	12
11:30	0	0	0	0	0	0	0	0	0	0	0	14	5	2	3	0	24	28.9	1	0	4	2	0	0	0	7	6.2
11:45	0	0	0	0	0	0	0	0	0	0	0	16	2	0	0	0	18	18	0	0	6	1	0	0	0	7	7
H/TOT	0	0	0	0	0	0	0	0	0	2	0	62	14	4	3	0	85	89.3	1	0	21	10	0	0	0	32	31.2
12:00	0	0	0	0	0	0	0	0	0	1	0	17	1	1	1	0	21	22	0	0	6	1	2	0	0	9	10
12:15	0	0	0	0	0	0	0	0	0	0	0	11	4	0	0	0	15	15	0	0	5	0	1	1	0	7	8.8
12:30	0	0	0	0	0	0	0	0	0	0	1	17	5	0	1	0	24	24.7	0	0	3	0	0	0	0	3	3
12:45	0	0	0	0	0	0	0	0	0	0	0	17	2	2	0	0	21	22	0	0	10	0	0	0	0	10	10
H/TOT	0	0	0	0	0	0	0	0	0	1	1	62	12	3	2	0	81	83.7	0	0	24	1	3	1	0	29	31.8
6 TOT	0	0	0	0	0	0	0	0	0	10	5	680	142	24	13	0	874	891.9	2	1	163	41	8	4	0	219	226

Google Map data ©2022

IDASO

Survey Name: 350 22537 Newcastle, Co. Dublin
Site: Site 3
Location: L6002 Athgoe Road / R405 Hazelhatch Road / R405 Main Street
Date: Tue 27-Sep-2022

	A => A									A => B									A => C								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
13:00	0	0	0	0	0	0	0	0	0	0	1	19	7	2	2	0	31	34	0	0	3	1	0	0	0	4	4
13:15	0	0	0	0	0	0	0	0	0	0	0	18	2	0	0	0	20	20	0	0	9	1	0	0	0	10	10
13:30	0	0	0	0	0	0	0	0	0	0	0	21	2	1	2	0	26	29.1	0	0	6	4	0	0	0	10	10
13:45	0	0	0	0	0	0	0	0	0	0	0	21	3	2	0	0	26	27	0	0	10	1	0	0	0	11	11
H/TOT	0	0	0	0	0	0	0	0	0	0	1	79	14	5	4	0	103	110.1	0	0	28	7	0	0	0	35	35
14:00	0	0	0	0	0	0	0	0	0	2	0	8	1	2	0	0	13	12.4	0	0	4	2	0	0	0	6	6
14:15	0	0	0	0	0	0	0	0	0	0	0	11	6	3	1	0	21	23.8	0	0	4	1	0	0	0	5	5
14:30	0	0	0	0	0	0	0	0	0	0	0	30	3	0	0	0	33	33	0	0	6	3	0	0	0	9	9
14:45	0	0	0	0	0	0	0	0	0	0	0	20	1	1	0	0	22	22.5	0	0	5	1	1	0	0	7	7.5
H/TOT	0	0	0	0	0	0	0	0	0	2	0	69	11	6	1	0	89	91.7	0	0	19	7	1	0	0	27	27.5
15:00	0	0	0	0	0	0	0	0	0	0	0	12	4	0	3	0	19	22.9	1	0	12	2	0	1	0	16	16.5
15:15	0	0	0	0	0	0	0	0	0	3	1	15	2	0	1	0	22	20.3	0	0	8	0	0	0	0	8	8
15:30	0	0	0	0	0	0	0	0	0	1	0	10	1	0	0	0	12	11.2	0	0	9	1	0	0	0	10	10
15:45	0	0	0	0	0	0	0	0	0	0	0	16	3	0	0	1	20	21	0	0	8	2	0	0	0	10	10
H/TOT	0	0	0	0	0	0	0	0	0	4	1	53	10	0	4	1	73	75.4	1	0	37	5	0	1	0	44	44.5
16:00	0	0	0	0	0	0	0	0	0	0	0	17	5	0	0	0	22	22	0	0	13	7	0	0	0	20	20
16:15	0	0	0	0	0	0	0	0	0	1	0	22	7	0	2	0	32	33.8	0	0	14	4	0	0	0	18	18
16:30	0	0	0	0	0	0	0	0	0	0	0	16	5	0	1	0	22	23.3	0	0	8	4	0	1	0	13	14.3
16:45	0	0	0	0	0	0	0	0	0	1	0	22	4	0	0	0	27	26.2	0	0	12	2	0	0	0	14	14
H/TOT	0	0	0	0	0	0	0	0	0	2	0	77	21	0	3	0	103	105.3	0	0	47	17	0	1	0	65	66.3
17:00	0	0	0	0	0	0	0	0	0	0	0	22	2	1	0	0	25	25.5	0	0	23	2	1	0	0	26	26.5
17:15	0	0	0	0	0	0	0	0	0	0	0	22	3	0	0	0	25	25	0	0	21	3	1	0	0	25	25.5
17:30	0	0	0	0	0	0	0	0	0	1	0	34	3	0	0	0	38	37.2	0	0	15	4	1	0	0	20	20.5
17:45	0	0	0	0	0	0	0	0	0	1	0	19	3	0	0	0	23	22.2	0	0	11	3	0	0	0	14	14
H/TOT	0	0	0	0	0	0	0	0	0	2	0	97	11	1	0	0	111	109.9	0	0	70	12	3	0	0	85	86.5
18:00	0	0	0	0	0	0	0	0	0	0	0	17	1	1	0	0	19	19.5	0	0	13	2	0	0	0	15	15
18:15	0	0	0	0	0	0	0	0	0	1	0	19	2	0	0	0	22	21.2	1	0	9	2	0	0	0	12	11.2
18:30	0	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0	25	25	0	0	9	1	0	0	0	10	10
18:45	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	14	14	0	0	6	0	0	0	0	6	6
H/TOT	0	0	0	0	0	0	0	0	0	1	0	74	4	1	0	0	80	79.7	1	0	37	5	0	0	0	43	42.2
6 TOT	0	0	0	0	0	0	0	0	0	11	2	449	71	13	12	1	559	572.1	2	0	238	53	4	2	0	299	302
12 TOT	0	0	0	0	0	0	0	0	0	21	7	1129	213	37	25	1	1433	1464	4	1	401	94	12	6	0	518	528

IDASO

Survey Name: 350 22537 Newcastle, Co. Dublin
Site: Site 3
Location: L6002 Athgoe Road / R405 Hazelhatch Road / R405 Main Street
Date: Tue 27-Sep-2022

	B => A									B => B									B => C								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	19	7	1	0	0	27	27.5	0	0	0	0	0	0	0	0	0	0	0	14	6	0	0	0	20	20
07:15	0	0	12	4	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	18	8	0	0	0	26	26
07:30	1	0	29	4	1	0	0	35	34.7	0	0	0	0	0	0	0	0	0	0	0	10	4	1	0	0	15	15.5
07:45	0	0	17	1	1	0	2	21	23.5	0	0	0	0	0	0	0	0	0	0	0	21	11	2	0	0	34	35
H/TOT	1	0	77	16	3	0	2	99	101.7	0	0	0	0	0	0	0	0	0	0	0	63	29	3	0	0	95	96.5
08:00	0	0	21	6	0	0	0	27	27	0	0	0	0	0	0	0	0	0	1	0	17	4	1	0	0	23	22.7
08:15	0	0	22	2	0	1	0	25	26.3	0	0	0	0	0	0	0	0	0	0	0	13	3	2	1	0	19	21.3
08:30	1	0	16	4	0	0	0	21	20.2	0	0	0	0	0	0	0	0	0	0	0	13	4	2	0	0	19	20
08:45	2	0	13	5	1	0	0	21	19.9	0	0	0	0	0	0	0	0	0	1	0	17	6	1	1	0	26	27
H/TOT	3	0	72	17	1	1	0	94	93.4	0	0	0	0	0	0	0	0	0	2	0	60	17	6	2	0	87	91
09:00	1	0	14	2	1	0	0	18	17.7	0	0	0	0	0	0	0	0	0	0	0	17	4	0	0	1	22	23
09:15	0	0	15	3	0	1	0	19	20.3	0	0	0	0	0	0	0	0	0	0	0	11	4	1	2	0	18	21.1
09:30	0	1	17	5	0	0	0	23	22.4	0	0	0	0	0	0	0	0	0	0	0	20	4	0	1	0	25	26.3
09:45	0	0	10	8	2	1	0	21	23.3	0	0	0	0	0	0	0	0	0	1	1	14	5	0	2	0	23	24.2
H/TOT	1	1	56	18	3	2	0	81	83.7	0	0	0	0	0	0	0	0	0	1	1	62	17	1	5	1	88	94.6
10:00	2	0	13	3	0	0	1	19	18.4	0	0	0	0	0	0	0	0	0	2	0	13	10	2	0	0	27	26.4
10:15	0	0	9	4	0	0	0	13	13	0	0	0	0	0	0	0	0	0	1	0	17	4	3	0	0	25	25.7
10:30	1	1	9	1	1	0	0	13	12.1	0	0	0	0	0	0	0	0	0	0	0	13	3	2	0	0	18	19
10:45	1	0	19	5	0	0	0	25	24.2	0	0	0	0	0	0	0	0	0	0	0	17	6	1	2	1	27	31.1
H/TOT	4	1	50	13	1	0	1	70	67.7	0	0	0	0	0	0	0	0	0	3	0	60	23	8	2	1	97	102.2
11:00	0	0	13	7	1	0	0	21	21.5	0	0	0	0	0	0	0	0	0	0	0	15	5	1	1	0	22	23.8
11:15	0	0	12	7	2	2	0	23	26.6	0	0	0	0	0	0	0	0	0	0	0	7	5	2	0	1	15	17
11:30	0	0	23	4	0	3	0	30	33.9	0	0	0	0	0	0	0	0	0	0	0	13	8	0	0	0	21	21
11:45	0	0	12	1	0	1	0	14	15.3	0	0	0	0	0	0	0	0	0	0	0	15	4	2	1	0	22	24.3
H/TOT	0	0	60	19	3	6	0	88	97.3	0	0	0	0	0	0	0	0	0	0	0	50	22	5	2	1	80	86.1
12:00	0	0	13	3	1	1	0	18	19.8	0	0	0	0	0	0	0	0	0	0	0	16	12	0	1	0	29	30.3
12:15	1	0	20	3	1	0	0	25	24.7	0	0	0	0	0	0	0	0	0	0	0	19	8	1	0	0	28	28.5
12:30	0	0	14	2	2	1	0	19	21.3	0	0	0	0	0	0	0	0	0	0	0	14	4	1	0	0	19	19.5
12:45	0	0	15	2	0	1	0	18	19.3	0	0	0	0	0	0	0	0	0	0	0	13	5	2	1	1	22	25.3
H/TOT	1	0	62	10	4	3	0	80	85.1	0	0	0	0	0	0	0	0	0	0	0	62	29	4	2	1	98	103.6
6 TOT	10	2	377	93	15	12	3	512	528.9	0	0	0	0	0	0	0	0	0	6	1	357	137	27	13	4	545	574

IDASO

Survey Name: 350 22537 Newcastle, Co. Dublin
Site: Site 3
Location: L6002 Athgoe Road / R405 Hazelhatch Road / R405 Main Street
Date: Tue 27-Sep-2022

	B => A									B => B									B => C								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
13:00	0	0	22	7	2	0	0	31	32	0	0	0	0	0	0	0	0	0	0	0	14	9	0	1	0	24	25.3
13:15	0	0	21	1	1	1	0	24	25.8	0	0	0	0	0	0	0	0	0	0	0	21	8	1	0	0	30	30.5
13:30	0	0	19	2	3	1	0	25	27.8	0	0	0	0	0	1	0	1	2.3	0	0	18	9	1	0	0	28	28.5
13:45	0	0	20	3	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0	0	15	6	2	1	0	24	26.3
H/TOT	0	0	82	13	6	2	0	103	108.6	0	0	0	0	0	1	0	1	2.3	0	0	68	32	4	2	0	106	110.6
14:00	0	0	21	4	0	0	0	25	25	0	0	0	0	0	0	0	0	0	0	0	21	3	2	0	0	26	27
14:15	0	0	11	5	0	1	0	17	18.3	0	0	0	0	0	0	0	0	0	0	0	14	10	1	0	0	25	25.5
14:30	0	0	22	3	0	1	0	26	27.3	0	0	0	0	0	0	0	0	0	0	0	18	9	4	1	0	32	35.3
14:45	0	0	26	6	2	0	0	34	35	0	0	0	0	0	0	0	0	0	0	0	26	8	3	2	0	39	43.1
H/TOT	0	0	80	18	2	2	0	102	105.6	0	0	0	0	0	0	0	0	0	0	0	79	30	10	3	0	122	130.9
15:00	0	0	32	3	0	0	0	35	35	0	0	0	0	0	0	0	0	0	1	0	17	7	1	0	0	26	25.7
15:15	0	0	37	3	2	0	0	42	43	0	0	0	0	0	0	0	0	0	0	1	28	11	2	0	0	42	42.4
15:30	0	1	35	14	1	1	0	52	53.2	0	0	0	0	0	0	0	0	0	0	0	14	10	6	1	0	31	35.3
15:45	0	0	34	12	1	1	0	48	49.8	0	0	0	0	0	0	0	0	0	1	0	29	7	2	1	0	40	41.5
H/TOT	0	1	138	32	4	2	0	177	181	0	0	0	0	0	0	0	0	0	2	1	88	35	11	2	0	139	144.9
16:00	1	0	57	10	5	0	0	73	74.7	0	0	0	0	0	0	0	0	0	0	0	49	8	2	1	0	60	62.3
16:15	1	1	46	12	1	0	0	61	60.1	0	0	0	0	0	0	0	0	0	0	1	51	6	2	2	0	62	65
16:30	0	0	33	7	0	0	0	40	40	0	0	0	0	0	0	0	0	0	1	1	51	14	3	1	0	71	72.4
16:45	0	0	46	15	2	0	0	63	64	0	0	0	0	0	0	0	0	0	0	1	38	13	3	1	0	56	58.2
H/TOT	2	1	182	44	8	0	0	237	238.8	0	0	0	0	0	0	0	0	0	1	3	189	41	10	5	0	249	257.9
17:00	0	0	71	6	2	0	0	79	80	0	0	0	0	0	0	0	0	0	0	0	60	17	5	0	0	82	84.5
17:15	0	1	67	11	1	0	0	80	79.9	0	0	0	0	0	0	0	0	0	2	0	69	16	2	2	0	91	93
17:30	0	1	68	10	1	0	0	80	79.9	0	0	0	0	0	0	0	0	0	1	0	57	16	0	1	0	75	75.5
17:45	0	1	54	6	0	0	0	61	60.4	0	0	0	0	0	0	0	0	0	1	0	44	10	0	0	0	55	54.2
H/TOT	0	3	260	33	4	0	0	300	300.2	0	0	0	0	0	0	0	0	0	4	0	230	59	7	3	0	303	307.2
18:00	0	0	45	5	0	1	0	51	52.3	0	0	0	0	0	0	0	0	0	2	0	43	3	0	0	0	48	46.4
18:15	3	0	33	1	0	0	0	37	34.6	0	0	0	0	0	0	0	0	0	1	0	35	9	0	1	0	46	46.5
18:30	0	0	43	5	0	0	0	48	48	0	0	0	0	0	0	0	0	0	0	0	14	4	0	1	1	20	22.3
18:45	1	0	23	2	0	0	0	26	25.2	0	0	0	0	0	0	0	0	0	0	1	15	2	0	0	0	18	17.4
H/TOT	4	0	144	13	0	1	0	162	160.1	0	0	0	0	0	0	0	0	0	3	1	107	18	0	2	1	132	132.6
6 TOT	6	5	886	153	24	7	0	1081	1094.3	0	0	0	0	0	1	0	1	2.3	10	5	761	215	42	17	1	1051	1084.1
12 TOT	16	7	1263	246	39	19	3	1593	1623.2	0	0	0	0	0	1	0	1	2.3	16	6	1118	352	69	30	5	1596	1658.1

IDASO

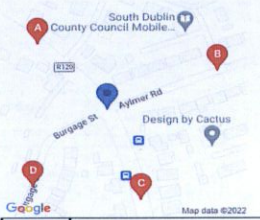
Survey Name: 350 22537 Newcastle, Co. Dublin
Site: Site 3
Location: L6002 Athgoe Road / R405 Hazelhatch Road / R405 Main Street
Date: Tue 27-Sep-2022

	C => A									C => B									C => C								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	12	3	1	0	0	16	16.5	0	1	24	7	2	1	0	35	36.7	0	0	0	0	0	0	0	0	0
07:15	0	0	10	6	0	0	0	16	16	0	0	31	13	2	1	0	47	49.3	0	0	0	0	0	0	0	0	0
07:30	0	0	17	5	1	1	0	24	25.8	0	0	93	18	3	1	1	116	119.8	0	0	0	0	0	0	0	0	0
07:45	0	0	14	0	0	0	0	14	14	1	1	87	18	4	0	0	111	111.6	0	0	0	0	0	0	0	0	0
H/TOT	0	0	53	14	2	1	0	70	72.3	1	2	235	56	11	3	1	309	317.4	0	0	0	0	0	0	0	0	0
08:00	1	0	7	3	0	0	0	11	10.2	0	0	98	14	0	0	0	112	112	0	0	0	0	0	0	0	0	0
08:15	0	0	9	1	0	0	0	10	10	1	0	107	13	2	1	0	124	125.5	0	0	0	0	0	0	0	0	0
08:30	0	0	3	4	2	0	0	9	10	0	0	63	9	1	0	0	73	73.5	0	0	0	0	0	0	0	0	0
08:45	0	0	11	0	0	0	0	11	11	0	0	71	9	1	0	0	81	81.5	0	0	0	0	0	0	0	0	0
H/TOT	1	0	30	8	2	0	0	41	41.2	1	0	339	45	4	1	0	390	392.5	0	0	0	0	0	0	0	0	0
09:00	0	0	10	5	0	0	0	15	15	0	0	37	8	3	1	0	49	51.8	0	0	0	0	0	0	0	0	0
09:15	0	0	11	2	0	0	0	13	13	0	0	30	9	0	2	0	41	43.6	0	0	0	0	0	0	0	0	0
09:30	0	0	7	4	0	0	0	11	11	1	0	14	8	1	0	0	24	23.7	0	0	0	0	0	0	0	0	0
09:45	0	0	8	2	2	0	0	12	13	0	0	12	11	1	1	0	25	26.8	0	0	0	0	0	0	0	0	0
H/TOT	0	0	36	13	2	0	0	51	52	1	0	93	36	5	4	0	139	145.9	0	0	0	0	0	0	0	0	0
10:00	0	0	4	3	0	0	0	7	7	0	0	12	11	1	1	0	25	26.8	0	0	0	0	0	0	0	0	0
10:15	0	1	11	1	0	0	0	13	12.4	0	0	8	3	1	1	0	13	14.8	0	0	0	0	0	0	0	0	0
10:30	0	0	9	3	0	0	0	12	12	0	0	21	8	3	2	1	35	40.1	0	0	0	0	0	0	0	0	0
10:45	0	0	7	1	1	0	0	9	9.5	0	0	13	4	2	1	0	20	22.3	0	0	0	0	0	0	0	0	0
H/TOT	0	1	31	8	1	0	0	41	40.9	0	0	54	26	7	5	1	93	104	0	0	0	0	0	0	0	0	0
11:00	0	0	2	0	1	0	0	3	3.5	0	0	12	7	0	1	1	21	23.3	0	0	0	0	0	0	0	0	0
11:15	0	0	10	2	1	0	0	13	13.5	1	0	12	5	1	1	0	20	21	0	0	0	0	0	0	0	0	0
11:30	0	0	3	0	0	0	0	3	3	0	0	12	7	2	0	0	21	22	0	0	0	0	0	0	0	0	0
11:45	1	0	1	1	0	0	0	3	2.2	0	0	16	1	1	0	1	19	20.5	0	0	0	0	0	0	0	0	0
H/TOT	1	0	16	3	2	0	0	22	22.2	1	0	52	20	4	2	2	81	86.8	0	0	0	0	0	0	0	0	0
12:00	0	0	5	1	0	0	0	6	6	0	0	13	1	1	1	0	16	17.8	0	0	0	0	0	0	0	0	0
12:15	0	0	3	1	0	0	0	4	4	0	0	10	3	1	1	0	15	16.8	0	0	0	0	0	0	0	0	0
12:30	0	0	3	5	2	0	0	10	11	0	0	16	1	1	2	0	20	23.1	0	0	0	0	0	0	0	0	0
12:45	0	0	5	3	0	0	0	8	8	0	0	12	6	1	2	0	21	24.1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	16	10	2	0	0	28	29	0	0	51	11	4	6	0	72	81.8	0	0	0	0	0	0	0	0	0
6 TOT	2	1	182	56	11	1	0	253	257.6	4	2	824	194	35	21	4	1084	1128.4	0	0	0	0	0	0	0	0	0

IDASO

Survey Name: 350 22537 Newcastle, Co. Dublin
Site: Site 3
Location: L6002 Athgoe Road / R405 Hazelhatch Road / R405 Main Street
Date: Tue 27-Sep-2022

	C => A									C => B									C => C								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
13:00	0	0	2	0	0	0	0	2	2	0	0	14	9	0	0	0	23	23	0	0	0	0	0	0	0	0	0
13:15	0	0	3	1	0	0	0	4	4	0	0	12	3	0	0	0	15	15	0	0	0	0	0	0	0	0	0
13:30	0	0	6	1	0	0	0	7	7	0	0	13	6	2	0	0	21	22	0	0	0	0	0	0	0	0	0
13:45	0	0	4	1	0	0	0	5	5	0	0	20	0	2	1	0	23	25.3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	15	3	0	0	0	18	18	0	0	59	18	4	1	0	82	85.3	0	0	0	0	0	0	0	0	0
14:00	0	0	5	2	0	0	0	7	7	0	0	19	3	1	0	0	23	23.5	0	0	0	0	0	0	0	0	0
14:15	0	0	3	2	1	0	0	6	6.5	0	0	13	4	3	0	0	20	21.5	0	0	0	0	0	0	0	0	0
14:30	0	0	2	1	0	0	0	3	3	0	1	22	4	1	1	0	29	30.2	0	0	0	0	0	0	0	0	0
14:45	0	0	4	2	0	0	0	6	6	0	0	13	5	4	0	0	22	24	0	0	0	0	0	0	0	0	0
H/TOT	0	0	14	7	1	0	0	22	22.5	0	1	67	16	9	1	0	94	99.2	0	0	0	0	0	0	0	0	0
15:00	0	0	6	0	1	0	0	7	7.5	0	0	14	6	6	1	0	27	31.3	0	0	0	0	0	0	0	0	0
15:15	0	0	10	0	1	0	0	11	11.5	1	1	18	6	0	0	0	26	24.6	0	0	0	0	0	0	0	0	0
15:30	0	0	5	1	0	1	0	7	8.3	0	0	9	5	1	0	0	15	15.5	0	0	0	0	0	0	0	0	0
15:45	0	0	9	1	0	0	0	10	10	0	0	21	5	2	0	0	28	29	0	0	0	0	0	0	0	0	0
H/TOT	0	0	30	2	2	1	0	35	37.3	1	1	62	22	9	1	0	96	100.4	0	0	0	0	0	0	0	0	0
16:00	0	1	13	2	0	0	0	16	15.4	0	0	13	3	0	0	0	16	16	0	0	0	0	0	0	0	0	0
16:15	0	0	13	2	0	0	0	15	15	0	1	24	8	1	2	0	36	38.5	0	0	0	0	0	0	0	0	0
16:30	0	1	8	3	0	0	0	12	11.4	1	0	14	2	3	1	0	21	23	0	0	0	0	0	0	0	0	0
16:45	1	0	16	2	0	0	0	19	18.2	2	0	13	7	2	1	0	25	25.7	0	0	0	0	0	0	0	0	0
H/TOT	1	2	50	9	0	0	0	62	60	3	1	64	20	6	4	0	98	103.2	0	0	0	0	0	0	0	0	0
17:00	0	0	20	2	0	0	0	22	22	0	0	37	6	2	0	0	45	46	0	0	0	0	0	0	0	0	0
17:15	0	0	20	1	0	0	0	21	21	0	0	23	4	0	1	0	28	29.3	0	0	0	0	0	0	0	0	0
17:30	0	0	13	2	0	0	0	15	15	1	0	21	3	0	0	0	25	24.2	0	0	0	0	0	0	0	0	0
17:45	0	0	3	0	0	0	0	3	3	0	0	15	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0
H/TOT	0	0	56	5	0	0	0	61	61	1	0	96	13	2	1	0	113	114.5	0	0	0	0	0	0	0	0	0
18:00	1	0	12	1	0	0	0	14	13.2	0	0	15	3	0	2	0	20	22.6	0	0	0	0	0	0	0	0	0
18:15	0	0	11	0	0	0	0	11	11	0	0	13	2	0	1	0	16	17.3	0	0	0	0	0	0	0	0	0
18:30	0	0	10	1	0	0	0	11	11	0	0	10	2	0	0	0	12	12	0	0	0	0	0	0	0	0	0
18:45	0	0	9	1	0	0	0	10	10	0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0
H/TOT	1	0	42	3	0	0	0	46	45.2	0	0	48	7	0	3	0	58	61.9	0	0	0	0	0	0	0	0	0
6 TOT	2	2	207	29	3	1	0	244	244	5	3	396	96	30	11	0	541	564.5	0	0	0	0	0	0	0	0	0
12 TOT	4	3	389	85	14	2	0	497	501.6	9	5	1220	290	65	32	4	1625	1692.9	0	0	0	0	0	0	0	0	0



IDASO

Survey Name: 350 22537 Newcastle, Co. Dublin
Site: Site 4
Location: R120 Main Street / L6003 Aylmer Road / R120 Lucan-Rathcoole Road / Burgage Street
Date: Tue 27-Sep-2022

	A => A									A => B									A => C									A => D								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	1	46	11	5	2	0	65	69.5	0	0	1	4	0	0	0	5	5
07:15	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	1	1	65	12	1	1	0	81	81.4	0	0	2	0	0	0	0	2	2
07:30	0	0	0	0	0	0	0	0	0	0	0	15	3	0	0	0	18	18	2	0	70	16	5	7	4	104	118	0	0	2	0	0	0	0	2	2
07:45	0	0	0	0	0	0	0	0	0	0	0	20	6	0	0	0	26	26	0	2	93	24	4	0	0	123	123.8	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	45	10	0	0	0	55	55	3	4	274	63	15	10	4	373	392.7	0	0	6	4	0	0	0	10	10
08:00	0	0	0	0	0	0	0	0	0	2	0	36	4	0	0	0	42	40.4	1	1	123	21	5	0	1	152	154.1	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	21	4	0	0	0	25	25	1	0	143	20	2	2	1	169	172.8	0	0	2	1	0	0	0	3	3
08:30	0	0	0	0	0	0	0	0	0	0	0	23	0	0	0	0	23	23	1	0	98	13	3	1	0	116	118	0	0	4	2	1	0	0	7	7.5
08:45	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13	13	0	0	92	20	1	1	1	115	117.8	0	0	0	0	1	0	0	1	1.5
H/TOT	0	0	0	0	0	0	0	0	0	2	0	92	9	0	0	0	103	101.4	3	1	456	74	11	4	3	552	562.7	0	0	6	3	2	0	0	11	12
09:00	0	0	0	0	0	0	0	0	0	0	0	13	2	0	0	0	15	15	1	0	115	20	3	1	0	140	142	0	0	5	1	0	0	0	6	6
09:15	0	0	0	0	0	0	0	0	0	0	0	7	5	0	0	0	12	12	0	0	77	10	4	1	0	92	95.3	0	0	4	0	0	0	0	4	4
09:30	0	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11	11	1	1	49	12	2	4	1	70	75.8	0	0	2	0	0	0	0	2	2
09:45	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	4	4	0	0	45	20	6	3	0	74	80.9	0	0	3	3	0	0	0	6	6
H/TOT	0	0	0	0	0	0	0	0	0	0	0	30	12	0	0	0	42	42	2	1	286	62	15	9	1	376	394	0	0	14	4	0	0	0	18	18
10:00	0	0	0	0	0	0	0	0	0	1	0	3	1	0	0	0	5	4.2	0	0	46	19	3	3	1	72	78.4	0	0	1	1	0	0	0	2	2
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	9	4	2	0	62	66.6	0	0	1	1	0	0	0	2	2
10:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	41	16	3	1	2	63	67.8	0	0	1	0	0	0	0	1	1
10:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	34	19	3	3	0	59	64.4	0	0	4	1	0	0	0	5	5
H/TOT	0	0	0	0	0	0	0	0	0	1	0	8	1	0	0	0	10	9.2	0	0	168	63	13	9	3	256	277.2	0	0	7	3	0	0	0	10	10
11:00	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	32	11	1	2	1	47	51.1	0	0	0	2	0	0	0	2	2
11:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	2	0	39	6	1	2	0	50	51.5	0	0	2	0	0	1	0	3	4.3
11:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	1	0	41	16	5	3	1	67	73.6	0	0	1	1	1	0	0	3	3.5
11:45	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	41	8	1	1	1	52	54.8	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	17	17	3	0	153	41	8	8	3	216	231	0	0	4	3	1	1	0	9	10.8
12:00	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	6	6.5	0	0	41	6	2	1	0	50	52.3	0	0	4	1	0	0	0	5	5
12:15	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	1	0	45	10	2	3	0	61	65.1	0	0	0	1	0	0	0	1	1
12:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	1	44	10	2	2	0	59	62	0	0	4	0	0	0	0	4	4
12:45	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11	0	0	41	13	2	3	1	60	65.9	0	0	2	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	23	0	1	0	0	24	24.5	1	1	171	39	8	9	1	230	245.3	0	0	10	2	0	0	0	12	12
6 TOT	0	0	0	0	0	0	0	0	0	3	0	214	33	1	0	0	251	249.1	12	7	1508	342	70	49	15	2003	2102.9	0	0	47	19	3	1	0	70	72.8

IDASO

Survey Name: 350 22537 Newcastle, Co. Dublin
Site: Site 4
Location: R120 Main Street / L6003 Aylmer Road / R120 Lucan-Rathcoole Road / Burgage Street
Date: Tue 27-Sep-2022

	A => A									A => B									A => C									A => D								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
13:00	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	1	43	10	3	2	0	59	62.5	0	0	1	1	0	0	0	2	2
13:15	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	7	7	0	0	47	8	1	3	0	59	63.4	0	0	2	1	0	0	0	3	3
13:30	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	55	9	2	1	1	68	71.3	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11	11	0	0	73	7	6	1	1	88	93.3	0	0	2	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	21	6	0	0	0	27	27	0	1	218	34	12	7	2	274	290.5	0	0	5	2	0	0	0	7	7
14:00	0	0	0	0	0	0	0	0	0	1	0	7	0	1	0	0	9	8.7	1	0	40	7	4	0	0	52	53.2	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2.5	0	0	53	14	4	1	0	72	75.3	0	0	2	0	0	0	0	2	2
14:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	2	0	57	10	1	1	1	72	73.2	0	0	1	0	0	0	0	1	1
14:45	0	0	0	0	0	0	0	0	0	0	0	12	2	0	1	0	15	16.3	1	0	81	6	5	0	1	94	96.7	0	0	9	1	0	0	0	10	10
H/TOT	0	0	0	0	0	0	0	0	0	1	0	21	2	2	1	0	27	28.5	4	0	231	37	14	2	2	290	298.4	0	0	12	1	0	0	0	13	13
15:00	0	0	1	0	0	0	0	1	1	0	0	6	1	0	0	0	7	7	0	0	42	12	8	5	1	68	79.5	0	0	3	0	0	1	0	4	5.3
15:15	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	0	7	6.2	0	1	36	11	1	1	1	51	53.2	0	0	4	0	0	0	0	4	4
15:30	0	0	0	0	0	0	0	0	0	1	0	2	0	0	1	0	4	4.5	2	1	44	8	0	0	0	55	52.8	0	0	3	0	0	0	0	3	3
15:45	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	48	9	5	1	1	64	68.8	0	0	1	0	0	0	0	1	1
H/TOT	0	0	1	0	0	0	0	1	1	2	0	19	1	0	1	0	23	22.7	2	2	170	40	14	7	3	238	254.3	0	0	11	0	0	1	0	12	13.3
16:00	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	55	8	1	0	0	64	64.5	0	0	4	0	0	0	0	4	4
16:15	0	0	0	0	0	0	0	0	0	1	0	10	2	0	0	0	13	12.2	1	0	46	15	1	3	1	67	71.6	0	0	1	0	0	0	0	1	1
16:30	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	9	9	1	0	45	15	2	2	0	65	67.8	0	0	3	1	0	0	0	4	4
16:45	0	0	1	0	0	0	0	1	1	0	0	6	1	0	0	0	7	7	1	0	46	10	1	1	1	60	62	0	0	1	0	0	0	0	1	1
H/TOT	0	0	1	0	0	0	0	1	1	1	0	28	5	0	0	0	34	33.2	3	0	192	48	5	6	2	256	265.9	0	0	9	1	0	0	0	10	10
17:00	0	0	0	0	0	0	0	0	0	0	0	7	0	1	0	0	8	8.5	0	0	63	13	3	0	0	79	80.5	0	0	1	1	0	0	0	2	2
17:15	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	0	0	51	6	0	0	0	57	57	0	0	2	0	0	0	0	2	2
17:30	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	6	5.2	0	0	63	13	1	1	0	78	79.8	0	0	2	0	0	0	0	2	2
17:45	0	0	0	0	0	0	0	0	0	1	0	6	1	0	0	0	8	7.2	0	1	51	4	1	0	1	58	58.9	0	0	2	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	2	0	27	2	1	0	0	32	30.9	0	1	228	36	5	1	1	272	276.2	0	0	7	1	0	0	0	8	8
18:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	1	0	50	6	1	3	0	61	64.6	0	0	3	0	0	0	0	3	3
18:15	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	14	14	1	0	50	5	0	1	0	57	57.5	0	0	1	0	0	0	0	1	1
18:30	0	0	0	0	0	0	0	0	0	0	0	16	2	0	0	0	18	18	0	0	40	3	1	0	0	44	44.5	0	0	2	0	0	0	0	2	2
18:45	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	28	5	1	0	0	34	34.5	0	0	3	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	41	3	0	0	0	44	44	2	0	168	19	3	4	0	196	201.1	0	0	9	0	0	0	0	9	9
6 TOT	0	0	2	0	0	0	0	2	2	6	0	157	19	3	2	0	187	186.3	11	4	1207	214	53	27	10	1526	1586.4	0	0	53	5	0	1	0	59	60.3
12 TOT	0	0	2	0	0	0	0	2	2	9	0	371	52	4	2	0	438	435.4	23	11	2715	556	123	76	25	3529	3689.3	0	0	100	24	3	2	0	129	133.1

IDASO

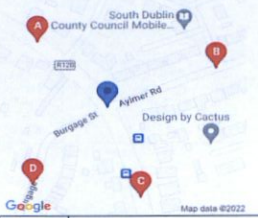
Survey Name: 350 22537 Newcastle, Co. Dublin
Site: Site 4
Location: R120 Main Street / L6003 Aylmer Road / R120 Lucan-Rathcoole Road / Burgage Street
Date: Tue 27-Sep-2022

	B => A									B => B									B => C									B => D								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
07:15	0	0	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0
07:30	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	11	0	0	2	0	13	15.6	0	0	1	0	0	0	0	1	1
07:45	0	0	3	3	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	7	6	1	0	0	14	14.5	0	0	0	0	0	0	0	0	0	0	0	23	2	0	2	0	27	29.6	0	0	1	0	0	0	0	1	1
08:00	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0
08:15	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0
08:30	0	0	5	1	1	0	0	7	7.5	0	0	0	0	0	0	0	0	0	0	1	13	0	0	0	0	14	13.4	0	0	0	1	0	0	0	1	1
08:45	1	0	12	2	0	0	0	15	14.2	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9	0	0	2	0	0	0	0	2	2
H/TOT	1	0	23	3	1	0	0	28	27.7	0	0	0	0	0	0	0	0	0	0	1	40	2	0	0	0	43	42.4	0	0	2	1	0	0	0	3	3
09:00	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	3	0	0	0	0	3	3
09:15	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	12	1	1	0	0	14	14.5	0	0	1	0	0	0	0	1	1
09:30	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	7	2	1	0	0	10	10.5	0	0	1	0	0	0	0	1	1
09:45	0	0	3	1	0	0	1	5	6	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	0	0	2	0	0	0	0	2	2
H/TOT	0	0	15	3	0	0	1	19	20	0	0	0	0	0	0	0	0	0	0	0	30	4	2	0	0	36	37	0	0	7	0	0	0	0	7	7
10:00	2	0	4	1	0	0	0	7	5.4	0	0	0	0	0	0	0	0	0	0	0	6	2	0	1	0	9	10.3	0	0	0	0	0	0	0	0	0
10:15	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	0	1	0	0	0	1	1
10:30	1	0	2	1	0	0	0	4	3.2	0	0	0	0	0	0	0	0	0	0	0	10	5	0	0	0	15	15	0	0	0	0	0	0	0	0	0
10:45	0	0	5	2	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	10	3	0	0	0	13	13	0	0	1	0	0	0	0	1	1
H/TOT	3	0	17	4	0	0	0	24	21.6	0	0	0	0	0	0	0	0	0	0	0	30	11	0	1	0	42	43.3	0	0	1	1	0	0	0	2	2
11:00	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11	0	0	2	0	0	0	0	2	2
11:15	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	9	2	1	0	0	12	12.5	0	0	0	0	0	0	0	0	0
11:30	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	5	5	0	0	1	0	0	0	0	1	1
11:45	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
H/TOT	0	0	13	1	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	28	5	1	0	0	34	34.5	0	0	3	0	0	0	0	3	3
12:00	0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	5	3	1	0	0	9	9.5	0	0	1	0	0	0	0	1	1
12:15	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9	0	0	1	0	0	0	0	1	1
12:30	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	8	1	1	0	0	10	10.5	0	0	2	0	0	0	0	2	2
12:45	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	10	3	0	0	0	13	13	0	0	1	0	0	0	0	1	1
H/TOT	0	0	19	2	0	0	0	21	21	0	0	0	0	0	0	0	0	0	0	0	31	8	2	0	0	41	42	0	0	5	0	0	0	0	5	5
6 TOT	4	0	94	19	2	0	1	120	118.8	0	0	0	0	0	0	0	0	0	0	1	182	32	5	3	0	223	228.8	0	0	19	2	0	0	0	21	21

IDASO

Survey Name: 350 22537 Newcastle, Co. Dublin
Site: Site 4
Location: R120 Main Street / L6003 Aylmer Road / R120 Lucan-Rathcoole Road / Burgage Street
Date: Tue 27-Sep-2022

	B => A									B => B									B => C									B => D								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
13:00	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	3	0	0	0	0	3	3
13:15	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0
13:30	0	0	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	2	0	0	0	0	2	2
13:45	0	0	2	1	1	0	0	4	4.5	0	0	0	0	0	0	0	0	0	0	0	7	3	0	0	0	10	10	0	0	2	0	0	0	0	2	2
H/TOT	0	0	20	2	1	0	0	23	23.5	0	0	0	0	0	0	0	0	0	0	0	17	4	0	0	0	21	21	0	0	7	0	0	0	0	7	7
14:00	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0
14:15	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0
14:30	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	3	2	1	0	0	6	6.5	0	0	1	0	0	0	0	1	1
14:45	0	0	3	0	1	0	0	4	4.5	0	0	0	0	0	0	0	0	0	1	0	13	1	0	0	0	15	14.2	0	0	3	0	0	0	0	3	3
H/TOT	0	0	16	1	1	0	0	18	18.5	0	0	0	0	0	0	0	0	0	1	0	35	4	1	0	0	41	40.7	0	0	4	0	0	0	0	4	4
15:00	0	0	6	0	0	1	0	7	8.3	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12	12	0	0	3	0	0	0	0	3	3
15:15	0	0	5	2	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	9	9	0	0	2	1	0	0	0	3	3
15:30	0	0	7	0	1	0	0	8	8.5	0	0	0	0	0	0	0	0	0	0	0	8	2	1	0	0	11	11.5	0	0	2	1	0	0	0	3	3
15:45	1	0	5	1	1	0	0	8	7.7	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	14	14	0	0	2	0	0	0	0	2	2
H/TOT	1	0	23	3	2	1	0	30	31.5	0	0	0	0	0	0	0	0	0	0	0	40	5	1	0	0	46	46.5	0	0	9	2	0	0	0	11	11
16:00	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	14	14	0	0	2	2	0	0	0	4	4
16:15	0	1	10	5	0	0	0	16	15.4	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	9	9	1	0	1	0	0	0	0	2	1.2
16:30	0	0	13	3	1	0	0	17	17.5	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	0	0	3	1	0	0	0	4	4
16:45	0	0	15	1	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	8	5	0	0	0	13	13	0	0	3	0	0	0	0	3	3
H/TOT	0	1	45	9	1	0	0	56	55.9	0	0	0	0	0	0	0	0	0	0	0	37	9	0	0	0	46	46	1	0	9	3	0	0	0	13	12.2
17:00	0	0	25	4	0	0	0	29	29	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	14	14	0	0	5	0	0	0	0	5	5
17:15	1	0	12	1	0	0	0	14	13.2	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11	0	0	2	0	0	0	0	2	2
17:30	1	0	15	1	0	0	0	17	16.2	0	0	0	0	0	0	0	0	0	0	0	10	4	0	0	0	14	14	0	0	5	0	0	0	0	5	5
17:45	1	1	11	0	0	0	0	13	11.6	0	0	0	0	0	0	0	0	0	0	0	23	1	0	0	0	24	24	0	0	6	2	0	0	0	8	8
H/TOT	3	1	63	6	0	0	0	73	70	0	0	0	0	0	0	0	0	0	0	0	57	6	0	0	0	63	63	0	0	18	2	0	0	0	20	20
18:00	0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12	1	0	3	0	0	0	0	4	3.2
18:15	3	0	10	3	0	0	0	16	13.6	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	17	17	0	0	6	0	0	0	0	6	6
18:30	0	0	11	2	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	13	4	0	0	0	17	17	0	0	3	0	0	0	0	3	3
18:45	2	0	10	0	0	1	0	13	12.7	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	15	15	1	0	6	1	0	0	0	8	7.2
H/TOT	5	0	39	6	0	1	0	51	48.3	0	0	0	0	0	0	0	0	0	0	0	57	4	0	0	0	61	61	2	0	18	1	0	0	0	21	19.4
6 TOT	9	2	206	27	5	2	0	251	247.7	0	0	0	0	0	0	0	0	0	1	0	243	32	2	0	0	278	278.2	3	0	65	8	0	0	0	76	73.6
12 TOT	13	2	300	46	7	2	1	371	366.5	0	0	0	0	0	0	0	0	0	1	1	425	64	7	3	0	501	507	3	0	84	10	0	0	0	97	94.6



IDASO

Survey Name: 350 22537 Newcastle, Co. Dublin
Site: Site 4
Location: R120 Main Street / L6003 Aylmer Road / R120 Lucan-Rathcoole Road / Burgage Street
Date: Tue 27-Sep-2022

	C => A									C => B									C => C									C => D								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	32	13	2	0	1	48	50	0	0	6	2	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
07:15	0	0	33	14	1	2	0	50	53.1	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	1	0	50	7	2	0	0	60	60.2	0	0	13	1	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
07:45	0	0	39	9	3	0	3	54	58.5	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
H/TOT	1	0	154	43	8	2	4	212	221.8	0	0	36	4	0	0	0	40	40	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7
08:00	0	0	40	12	2	1	1	56	59.3	0	0	12	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:15	0	0	39	4	3	0	0	46	47.5	0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
08:30	2	0	38	7	1	0	1	49	48.9	0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	2	0	77	7	1	1	0	88	88.2	0	0	5	2	0	0	0	7	7	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2
H/TOT	4	0	194	30	7	2	2	239	243.9	0	0	35	3	0	0	0	38	38	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	3	2.2
09:00	1	0	58	6	1	2	2	70	74.3	0	0	3	2	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
09:15	0	0	43	8	1	2	0	54	57.1	0	0	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	2	48	6	2	1	1	60	62.1	0	0	7	2	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
09:45	0	0	37	16	2	4	0	59	65.2	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
H/TOT	1	2	186	36	6	9	3	243	258.7	0	0	26	6	0	0	0	32	32	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	3
10:00	1	0	39	13	2	0	1	56	57.2	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
10:15	1	0	33	13	0	0	0	47	46.2	0	0	7	3	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	3.3
10:30	0	1	28	10	2	1	2	44	47.7	0	0	6	4	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
10:45	0	0	42	17	2	1	1	63	66.3	0	0	12	1	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
H/TOT	2	1	142	53	6	2	4	210	217.4	0	0	30	9	0	0	0	39	39	0	0	0	0	0	0	0	0	0	0	0	5	2	0	1	0	8	9.3
11:00	0	0	37	11	2	3	1	54	59.9	0	0	12	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2
11:15	0	0	33	14	3	1	1	52	55.8	0	0	7	3	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
11:30	0	0	47	12	2	2	0	63	66.6	0	0	6	2	0	1	0	9	10.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	40	10	1	4	0	55	60.7	0	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	3.5
H/TOT	0	0	157	47	8	10	2	224	243	0	0	32	6	0	1	0	39	40.3	0	0	0	0	0	0	0	0	0	0	0	3	3	1	0	0	7	7.5
12:00	1	0	36	6	2	1	1	47	49.5	0	0	5	2	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
12:15	0	0	51	13	2	0	0	66	67	0	0	5	3	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
12:30	0	0	46	8	3	1	0	58	60.8	0	0	11	1	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	3.3
12:45	0	0	48	11	2	1	0	62	64.3	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	4
H/TOT	1	0	181	38	9	3	1	233	241.6	0	0	27	6	0	0	0	33	33	0	0	0	0	0	0	0	0	0	0	0	4	4	0	1	0	9	10.3
6 TOT	9	3	1014	247	44	28	16	1361	1426.4	0	0	186	34	0	1	0	221	222.3	0	0	0	0	0	0	0	0	0	1	0	20	13	1	2	0	37	39.3

IDASO

Survey Name: 350 22537 Newcastle, Co. Dublin
Site: Site 4
Location: R120 Main Street / L6003 Aylmer Road / R120 Lucan-Rathcoole Road / Burgage Street
Date: Tue 27-Sep-2022

	C => A									C => B									C => C									C => D								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
13:00	0	0	48	18	1	1	1	69	71.8	0	0	9	0	1	0	0	10	10.5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
13:15	0	0	57	10	1	3	0	71	75.4	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
13:30	0	0	55	8	5	1	0	69	72.8	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2
13:45	2	0	52	8	2	1	0	65	65.7	0	0	11	2	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	2	0	212	44	9	6	1	274	285.7	0	0	27	4	1	0	0	32	32.5	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5
14:00	1	0	58	5	3	1	1	69	72	0	0	9	3	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
14:15	1	0	61	12	2	1	0	77	78.5	0	0	6	0	1	0	0	7	7.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	65	15	5	1	0	86	89.8	0	0	3	0	1	0	0	4	4.5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
14:45	0	1	65	13	7	2	1	89	95.5	0	0	4	4	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	1.2
H/TOT	2	1	249	45	17	5	2	321	335.8	0	0	22	7	2	0	0	31	32	0	0	0	0	0	0	0	0	0	0	1	0	3	1	0	0	0	5	4.2
15:00	1	0	62	8	3	2	1	77	81.3	0	1	15	2	0	0	0	18	17.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	58	11	2	0	0	71	72	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	2	1	60	21	6	3	0	93	97.7	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
15:45	1	0	69	17	3	4	0	94	99.9	0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	3	2.2
H/TOT	4	1	249	57	14	9	1	335	350.9	0	1	36	4	0	0	0	41	40.4	0	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	4	3.2
16:00	2	0	105	13	3	0	2	125	126.9	0	0	12	1	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	1	0	83	21	3	1	1	110	113	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	1	1	77	12	4	1	0	96	97.9	0	0	6	2	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
16:45	0	0	80	23	3	5	0	111	119	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	4	1	345	69	13	7	3	442	456.8	0	0	35	4	0	0	0	39	39	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
17:00	0	0	110	16	6	0	0	132	135	0	0	16	1	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2
17:15	0	1	126	19	1	3	1	151	155.8	0	0	12	1	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
17:30	0	2	124	20	1	0	0	147	146.3	0	0	13	3	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
17:45	0	0	91	9	0	0	0	100	100	0	0	11	3	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
H/TOT	0	3	451	64	8	3	1	530	537.1	0	0	52	8	0	0	0	60	60	0	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	0	7	6.2
18:00	2	1	94	9	0	2	0	108	108.4	0	0	10	5	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
18:15	1	0	70	9	0	1	1	82	83.5	0	0	22	3	1	0	0	26	26.5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
18:30	1	0	69	9	1	0	0	80	79.7	0	0	19	1	0	0	0	20	20	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
18:45	1	1	54	7	0	0	0	63	61.6	0	0	11	0	0	2	0	13	15.6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	5	2	287	34	1	3	1	333	333.2	0	0	62	9	1	2	0	74	77.1	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7
6 TOT	17	8	1793	313	62	33	9	2235	2299.5	0	1	234	36	4	2	0	277	281	0	0	0	0	0	0	0	0	0	0	3	0	24	3	0	0	0	30	27.6
12 TOT	26	11	2807	560	106	61	25	3596	3725.9	0	1	420	70	4	3	0	498	503.3	0	0	0	0	0	0	0	0	0	0	4	0	44	16	1	2	0	67	66.9

IDASO

Survey Name: 350 22537 Newcastle, Co. Dublin
Site: Site 4
Location: R120 Main Street / L6003 Aylmer Road / R120 Lucan-Rathcoole Road / Burgage Street
Date: Tue 27-Sep-2022

	D => A									D => B									D => C									D => D								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	4	0	0	0	0	4	4	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	5	1	0	0	0	6	6	0	0	2	0	0	0	0	2	2	1	0	1	0	0	0	0	2	1.2	0	0	0	0	0	0	0	0	0
07:30	0	0	3	0	0	0	0	3	3	0	0	5	0	0	0	0	5	5	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
07:45	0	0	5	1	0	0	0	6	6	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	17	2	0	0	0	19	19	0	0	11	0	0	0	0	11	11	1	0	4	0	0	0	0	5	4.2	0	0	0	0	0	0	0	0	0
08:00	0	0	4	0	0	0	0	4	4	0	0	7	1	0	0	0	8	8	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
08:15	0	0	2	0	0	0	0	2	2	0	0	11	1	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	3	0	0	0	0	3	3	0	0	5	1	0	0	0	6	6	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
08:45	0	0	5	3	0	0	0	8	8	0	0	1	0	0	0	0	1	1	0	0	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	14	3	0	0	0	17	17	0	0	24	3	0	0	0	27	27	0	0	4	0	1	0	0	5	5.5	0	0	0	0	0	0	0	0	0
09:00	0	0	2	0	0	0	0	2	2	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
09:30	0	0	4	0	0	0	0	4	4	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	1	0	1	0	0	2	2.5	0	0	1	1	0	0	0	2	2	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	7	1	1	0	0	9	9.5	0	0	4	3	0	0	0	7	7	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
10:00	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
10:15	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
10:30	0	0	1	2	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	3.3	0	0	0	0	0	0	0	0	0
10:45	0	0	1	2	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	7	4	0	0	0	11	11	0	0	2	0	0	0	0	2	2	0	0	1	3	0	1	0	5	6.3	0	0	0	0	0	0	0	0	0
11:00	0	0	1	1	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	2	2	0	0	0	4	4	0	0	0	0	0	0	0	0	0
11:15	0	0	3	0	0	0	0	3	3	0	0	2	0	0	0	0	2	2	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	1	0	0	0	0	1	1	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	5	1	0	0	0	6	6	0	0	4	1	0	0	0	5	5	0	0	3	3	0	0	0	6	6	0	0	0	0	0	0	0	0	0
12:00	0	0	2	2	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0
12:15	0	0	4	0	0	0	0	4	4	0	0	0	0	1	0	0	1	1.5	0	0	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
12:45	0	0	1	2	0	0	0	3	3	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	7	4	0	0	0	11	11	0	0	2	0	1	0	0	3	3.5	0	0	7	2	1	0	0	10	10.5	0	0	0	0	0	0	0	0	0
6 TOT	0	0	57	15	1	0	0	73	73.5	0	0	47	7	1	0	0	55	55.5	1	0	21	9	2	1	0	34	35.5	0	0	0	0	0	0	0	0	0

IDASO

Survey Name: 350 22537 Newcastle, Co. Dublin
Site: Site 4
Location: R120 Main Street / L6003 Aylmer Road / R120 Lucan-Rathcoole Road / Burgage Street
Date: Tue 27-Sep-2022

	D => A									D => B									D => C									D => D								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
13:00	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
13:15	0	0	1	1	0	0	0	2	2	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
13:30	0	0	6	2	0	0	0	8	8	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	4	0	0	0	0	4	4	0	0	2	0	1	0	0	3	3.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	11	4	0	0	0	15	15	0	0	6	0	1	0	0	7	7.5	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0
14:00	0	0	1	1	1	0	0	3	3.5	0	0	1	0	0	0	0	1	1	0	0	2	2	0	0	0	4	4	0	0	0	0	0	0	0	0	0
14:15	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
14:30	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
14:45	1	0	0	0	0	0	0	1	0.2	0	0	1	2	0	0	0	3	3	2	0	0	0	0	0	0	2	0.4	0	0	0	0	0	0	0	0	0
H/TOT	1	0	6	1	1	0	0	9	8.7	0	0	3	2	0	0	0	5	5	2	0	3	3	0	0	0	8	6.4	0	0	0	0	0	0	0	0	0
15:00	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
15:15	0	0	3	0	0	0	0	3	3	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	4	2	0	0	0	6	6	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	4	1	0	0	0	5	5	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	14	3	0	0	0	17	17	0	0	4	0	0	0	0	4	4	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
16:00	0	0	5	2	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
16:15	0	0	2	1	0	0	0	3	3	0	0	2	0	0	0	0	2	2	0	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0
16:30	0	0	3	1	0	0	0	4	4	0	0	5	1	0	0	0	6	6	0	0	3	2	0	0	0	5	5	0	0	0	0	0	0	0	0	0
16:45	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	15	5	0	0	0	20	20	0	0	7	1	0	0	0	8	8	0	0	7	4	0	0	0	11	11	0	0	0	0	0	0	0	0	0
17:00	0	0	0	1	0	0	0	1	1	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	5	1	0	0	0	6	6	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	3	0	0	0	0	3	3	0	0	4	1	0	0	0	5	5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
17:45	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	11	3	0	0	0	14	14	0	0	8	1	0	0	0	9	9	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
18:00	0	0	2	0	0	0	0	2	2	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
18:15	0	0	1	0	0	0	0	1	1	0	0	3	0	0	0	0	3	3	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
18:30	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	2	0	0	0	0	2	2	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	8	0	0	0	0	8	8	0	0	8	0	0	0	0	8	8	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
6 TOT	1	0	65	16	1	0	0	83	82.7	0	0	36	4	1	0	0	41	41.5	2	0	21	10	0	0	0	33	31.4	0	0	0	0	0	0	0	0	0
12 TOT	1	0	122	31	2	0	0	156	156.2	0	0	83	11	2	0	0	96	97	3	0	42	19	2	1	0	67	66.9	0	0	0	0	0	0	0	0	0