Carrickmines-Shanganagh River Flood Relief Scheme

EIAR Addendum – Appendices

August 2026

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Contract

This report relates to the Carrickmines-Shanganagh River Flood Relief Scheme commissioned by Dún Laoghaire-Rathdown County Council (DLRCC), on behalf of the Office of Public Works (OPW). Tara Saccardo and Bernadette O'Connell of JBA Consulting compiled this report.

Purpose

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1 Flood Extent Maps

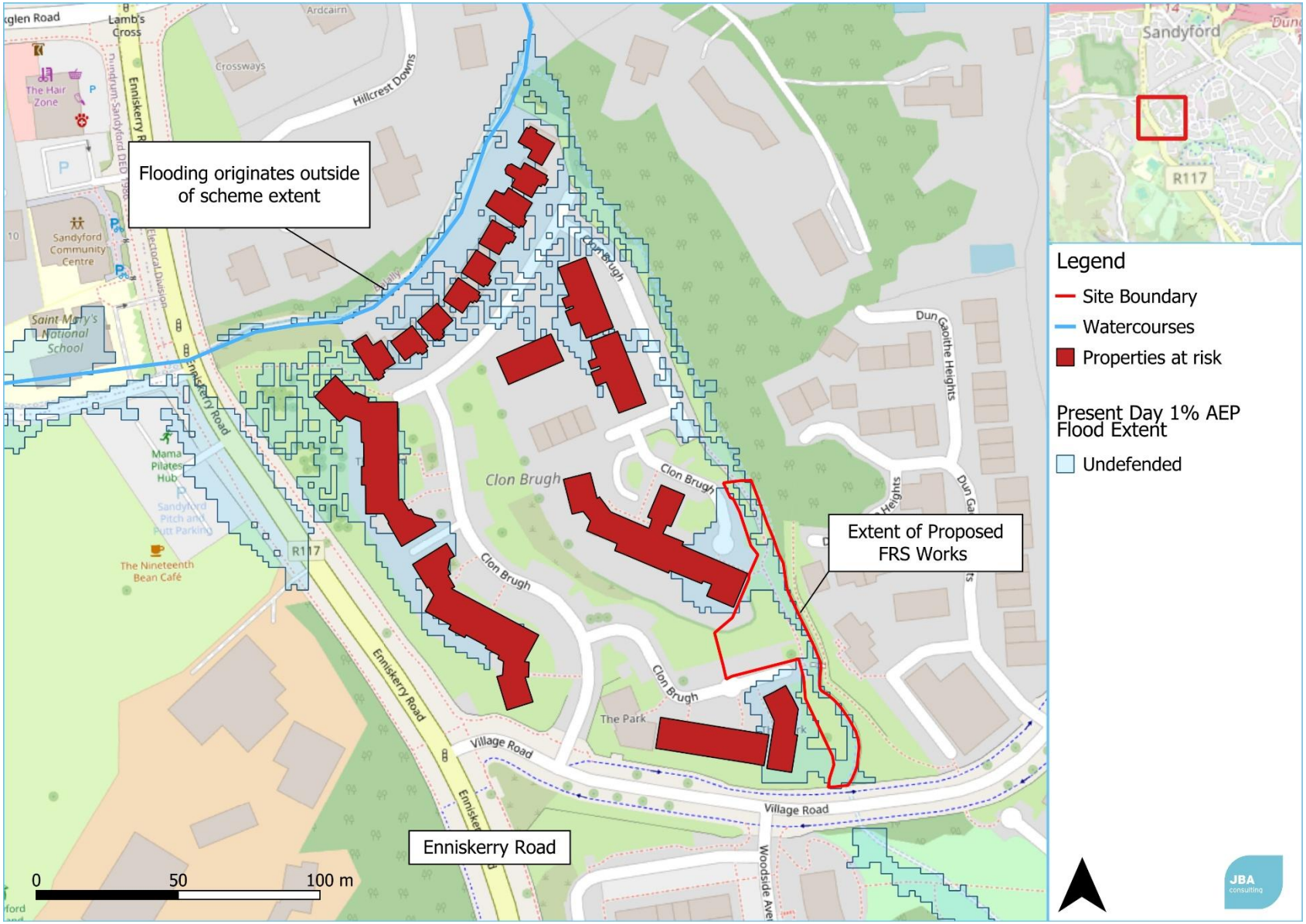


Figure 1-1: Modelled baseline 1% AEP flood extent in Clon Brugh (1.A and 1.B)

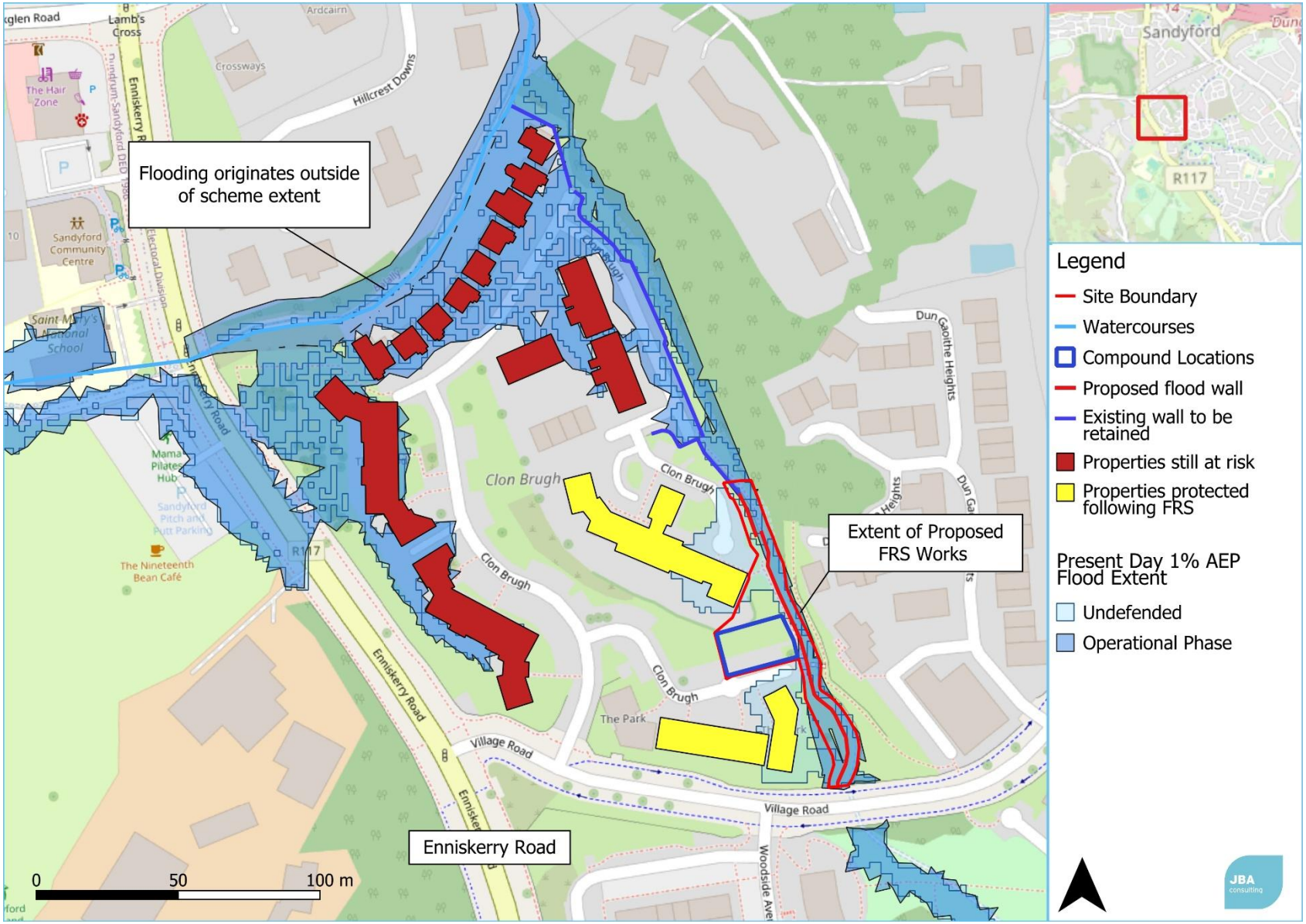


Figure 1-2: Modelled baseline and operational phase 1% AEP flood extents in Clon Brugh (1.A and 1.B)

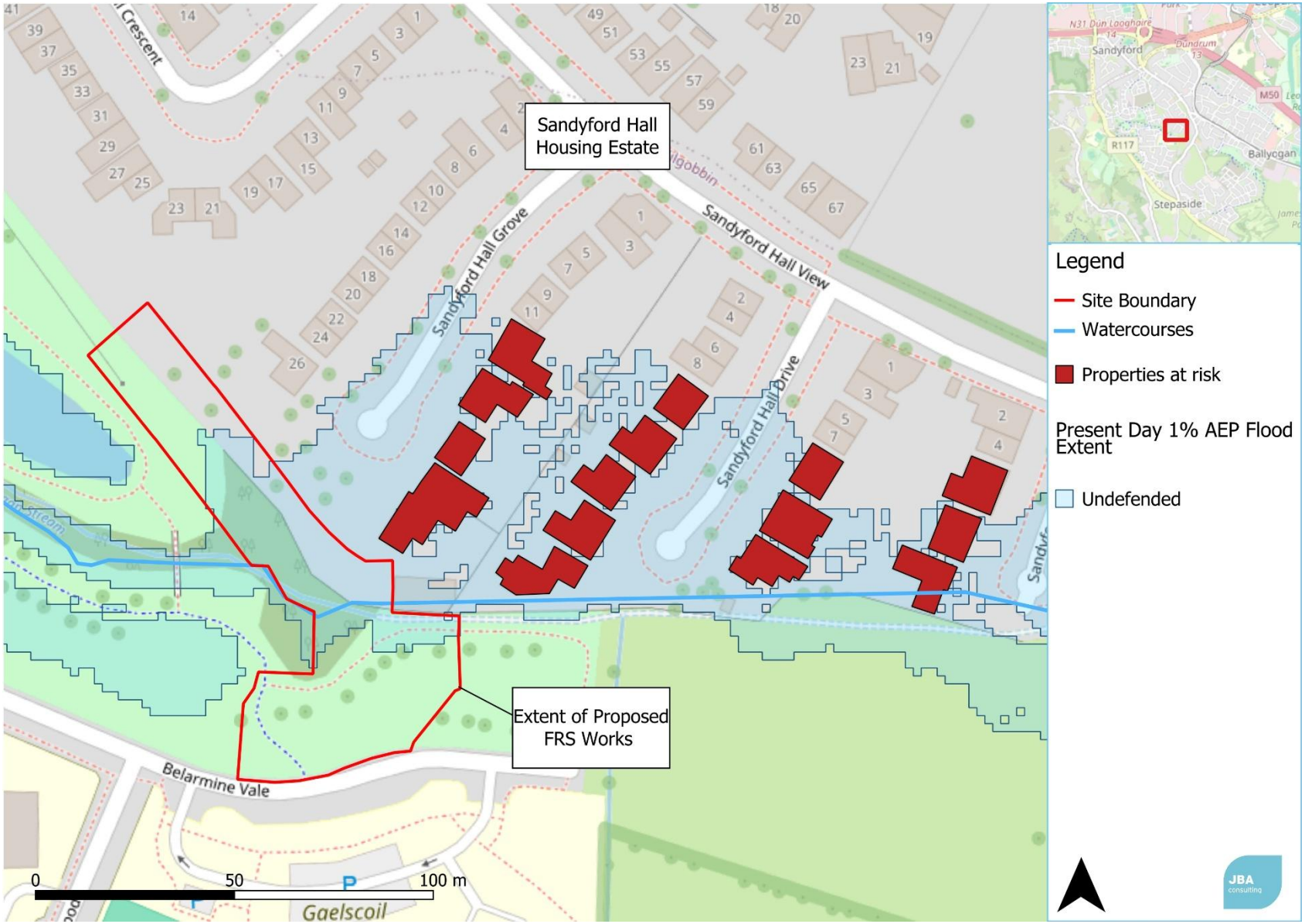


Figure 1-3: Modelled baseline 1% AEP flood extent in Belarmine Park (2.B and 2.D)

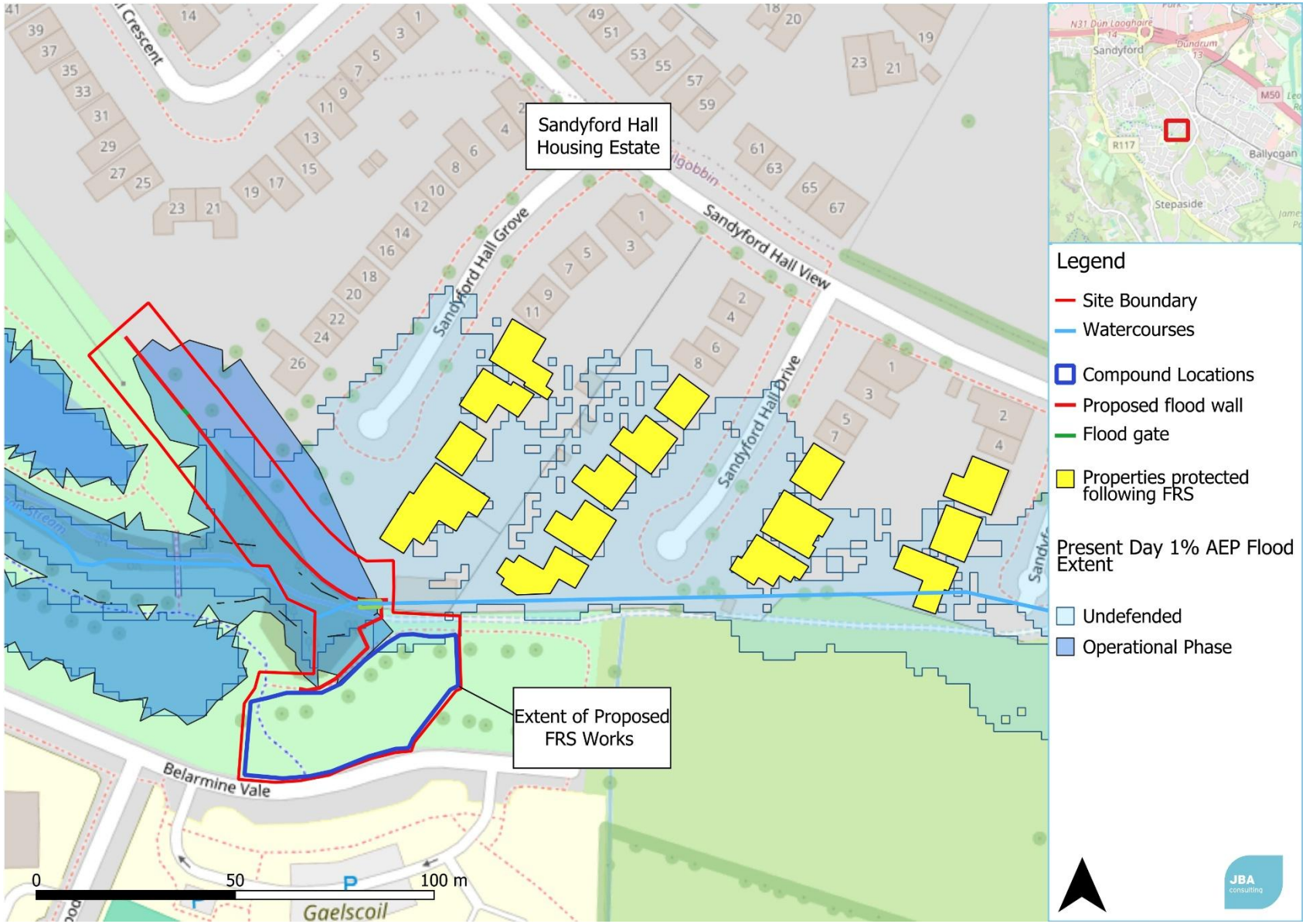


Figure 1-4: Modelled baseline and operational phase 1% AEP flood extent in Belarmine Park (2.B and 2.D)

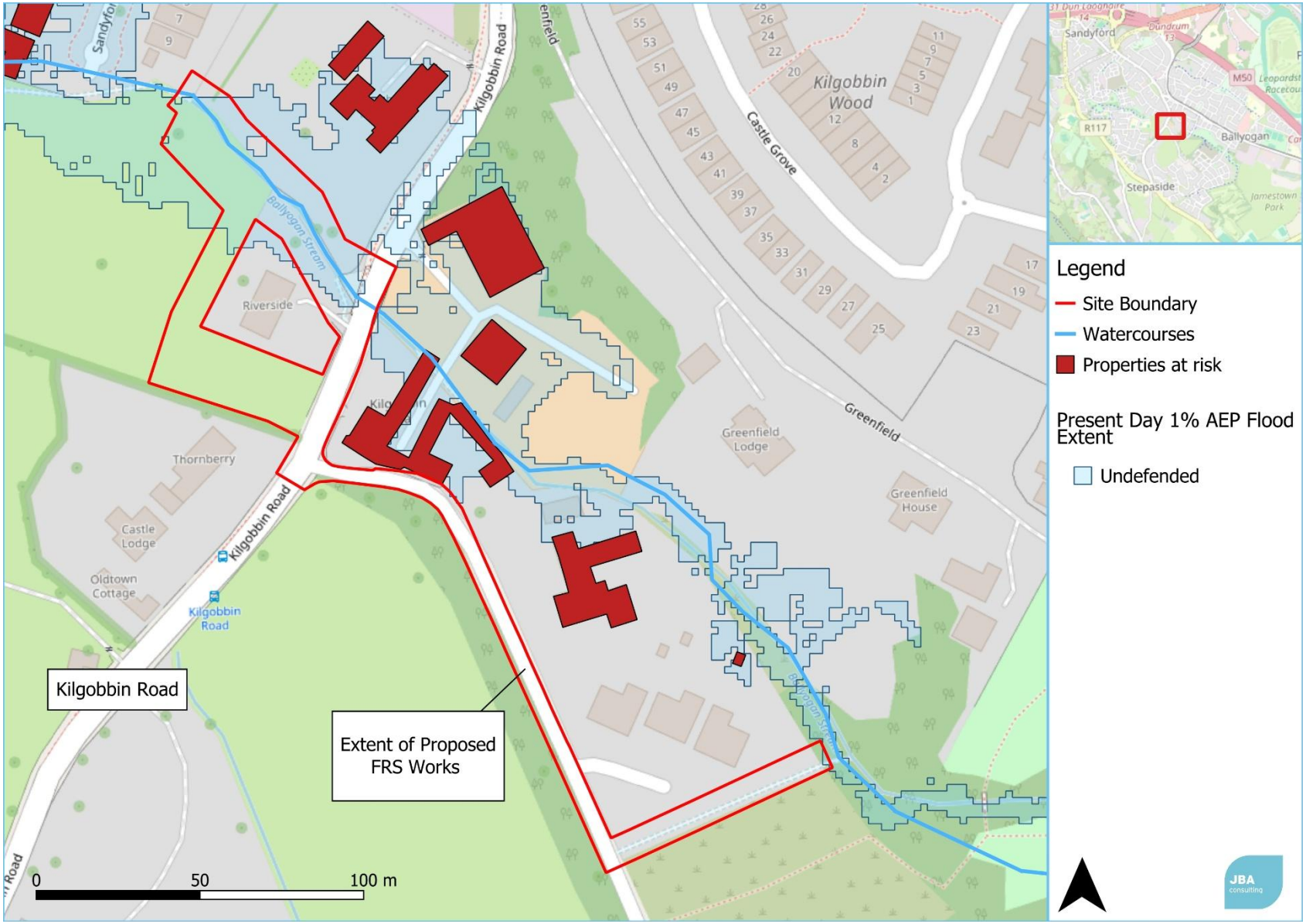


Figure 1-5: Modelled baseline 1% AEP flood extent in Kilgobbin Road (2.E and 2.G)

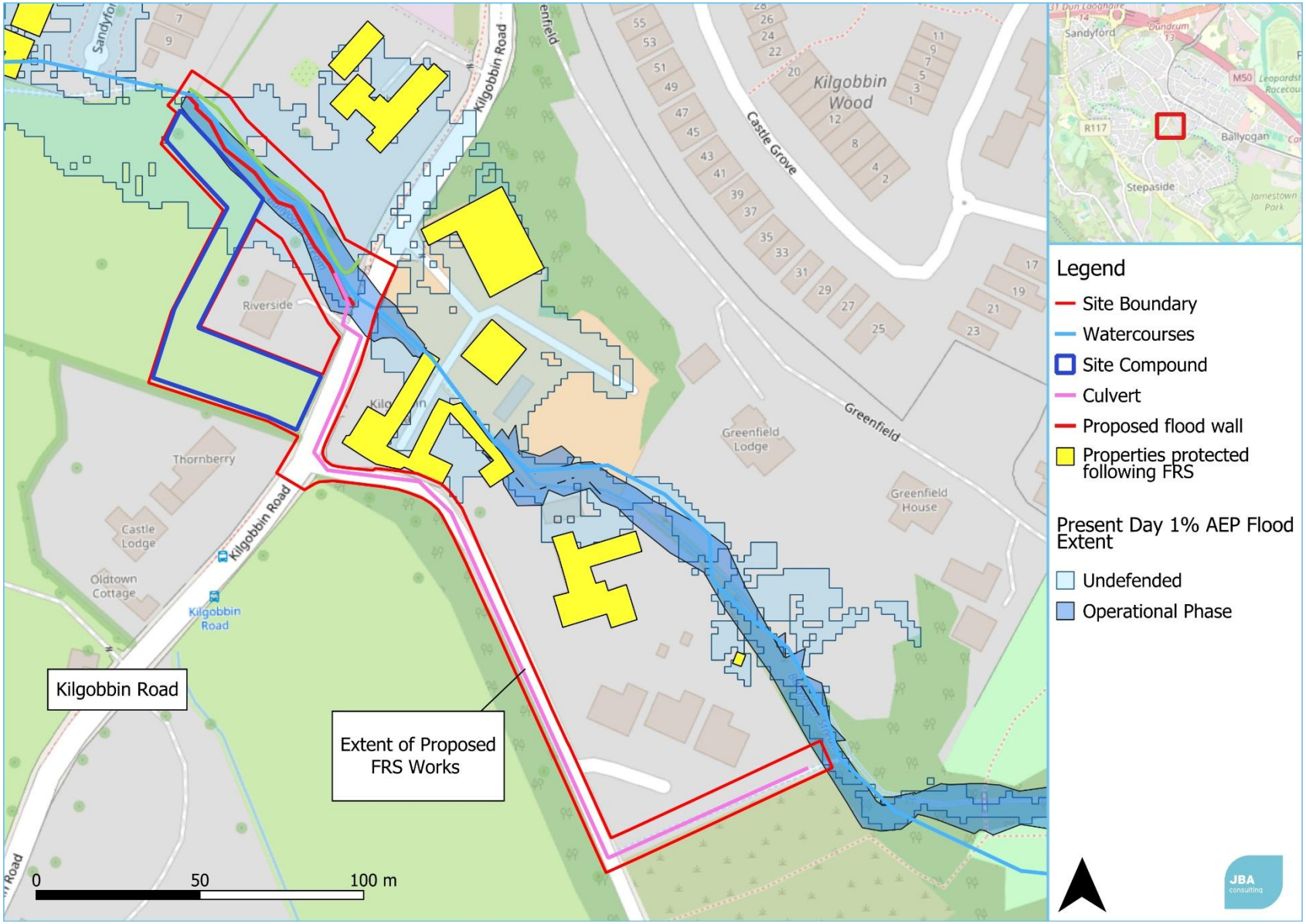


Figure 1-6: Modelled baseline and operational phase 1% AEP flood extent in Kilgobbin Road (2.E and 2.G)

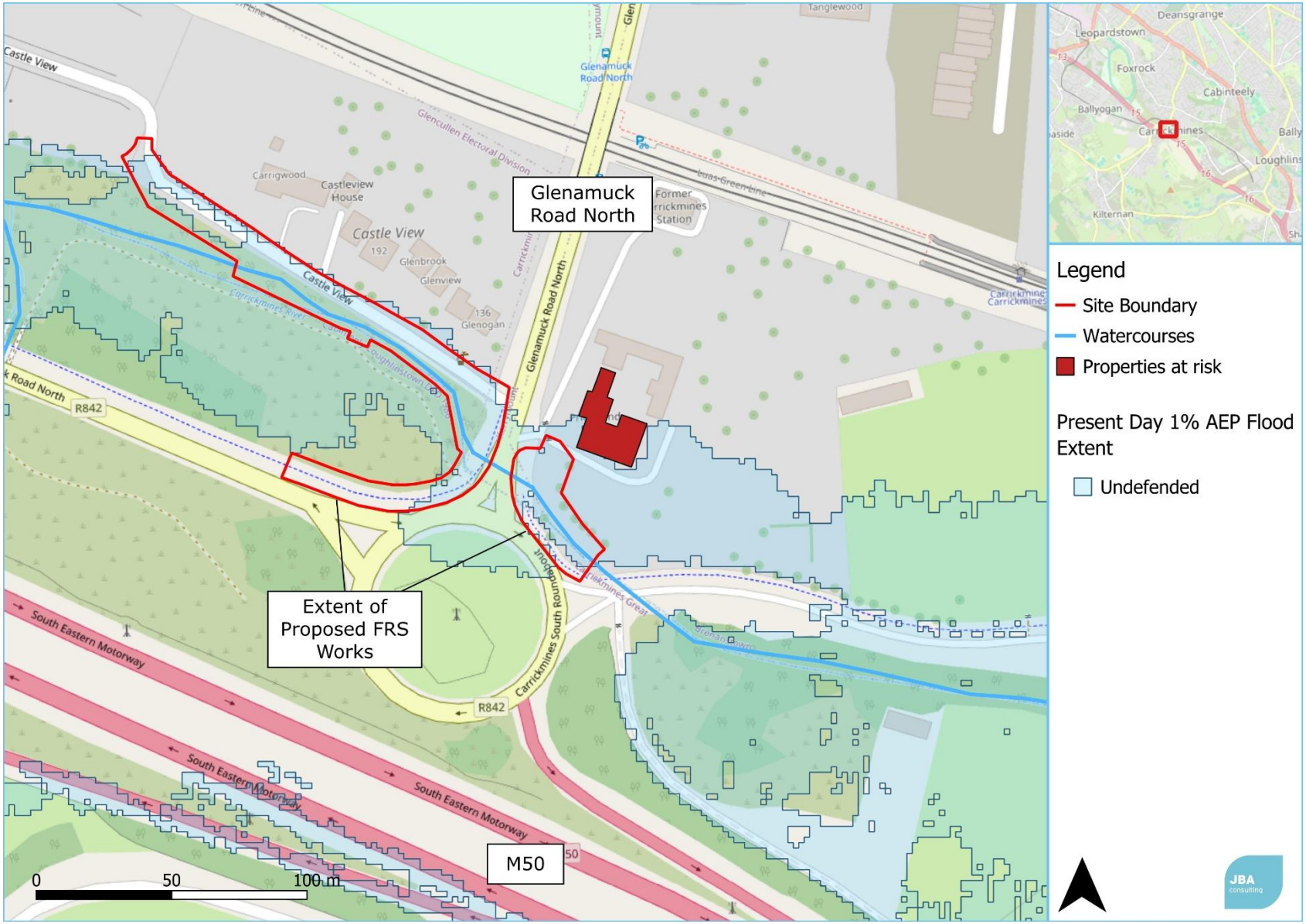


Figure 1-7: Modelled baseline 1% AEP flood extent in Glenamuck Road North (3.A)

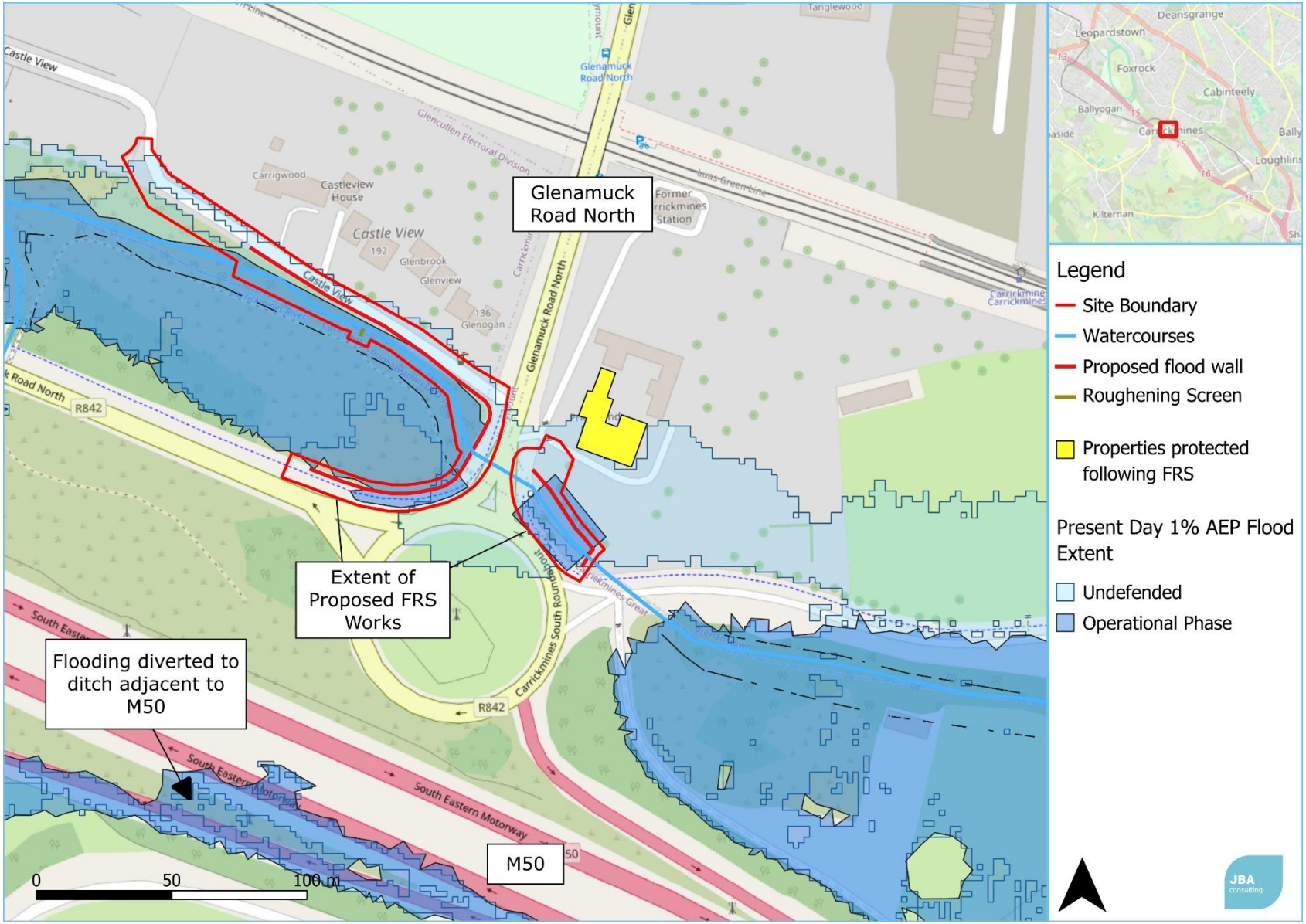


Figure 1-8: Modelled baseline and operational phase 1% AEP flood extent in Glenamuck Road North (3.A)

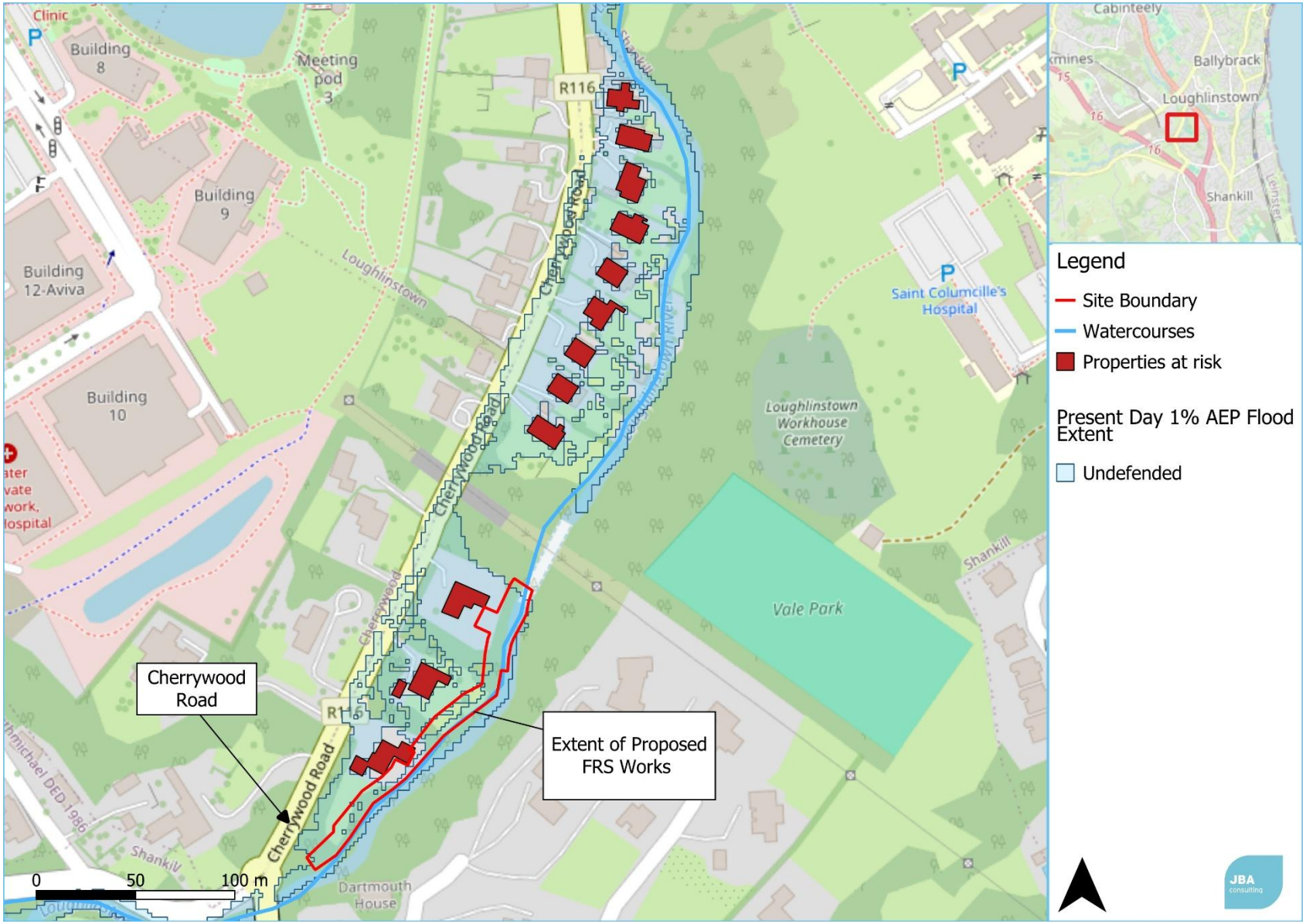


Figure 1-9: Modelled baseline 1% AEP flood extent in Cherrywood Road (4.A)

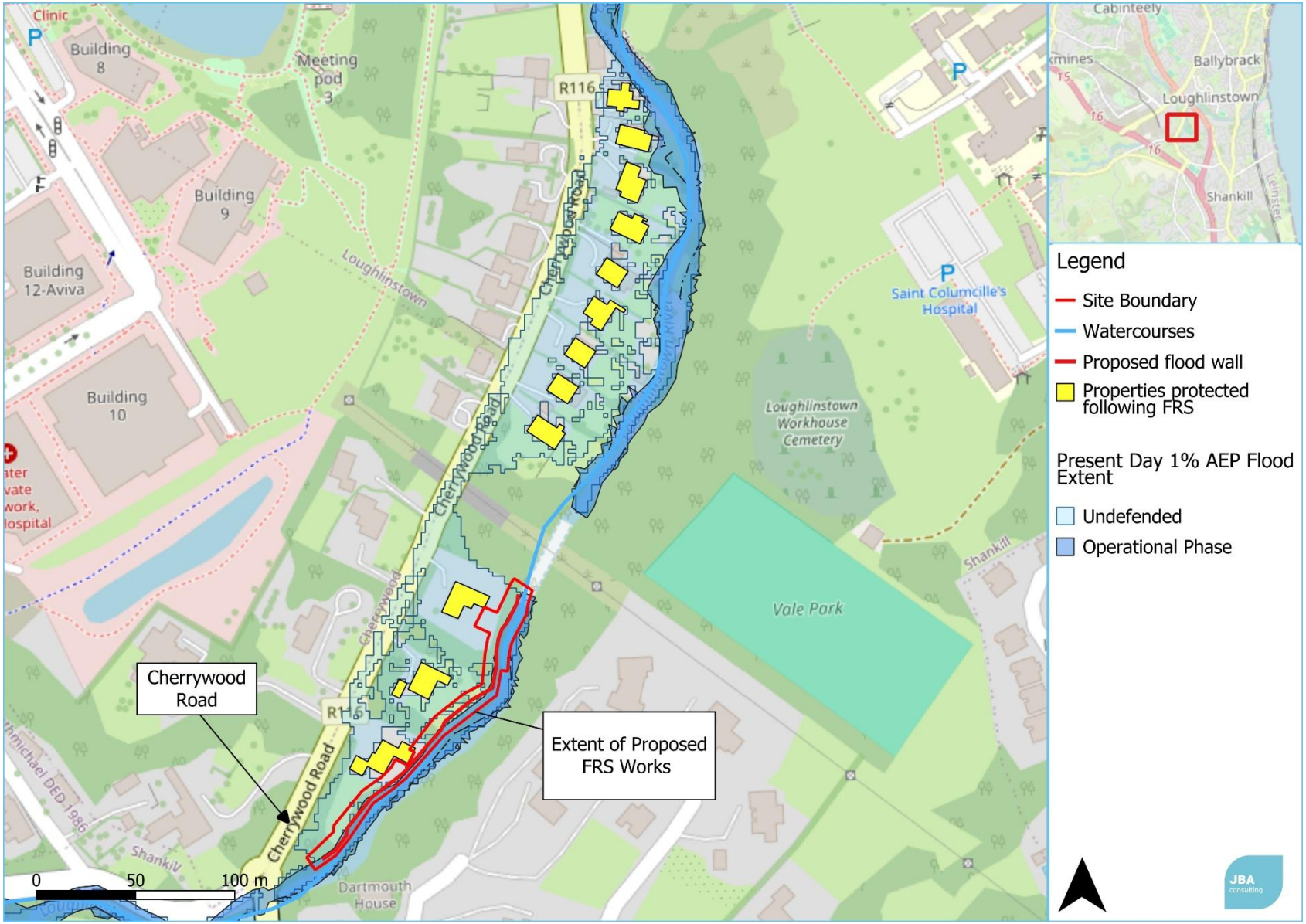


Figure 1-10: Modelled baseline and operational phase 1% AEP flood extent in Cherrywood Road (4.A)

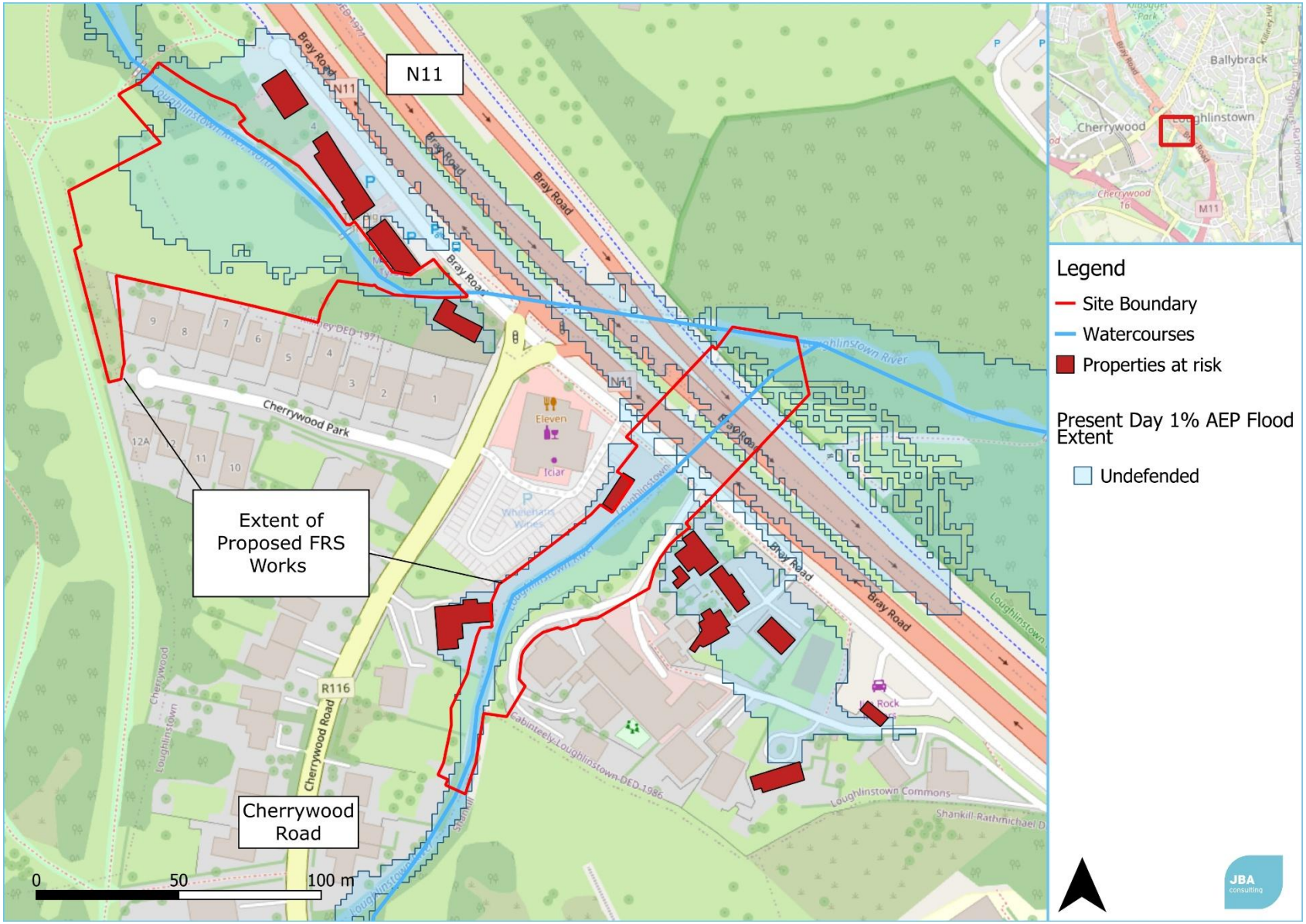


Figure 1-11: Modelled baseline 1% AEP flood extent in Lower Brides Glen, N11 Overflow Culvert and Bray Road (4.B, 4.C and 5.D)

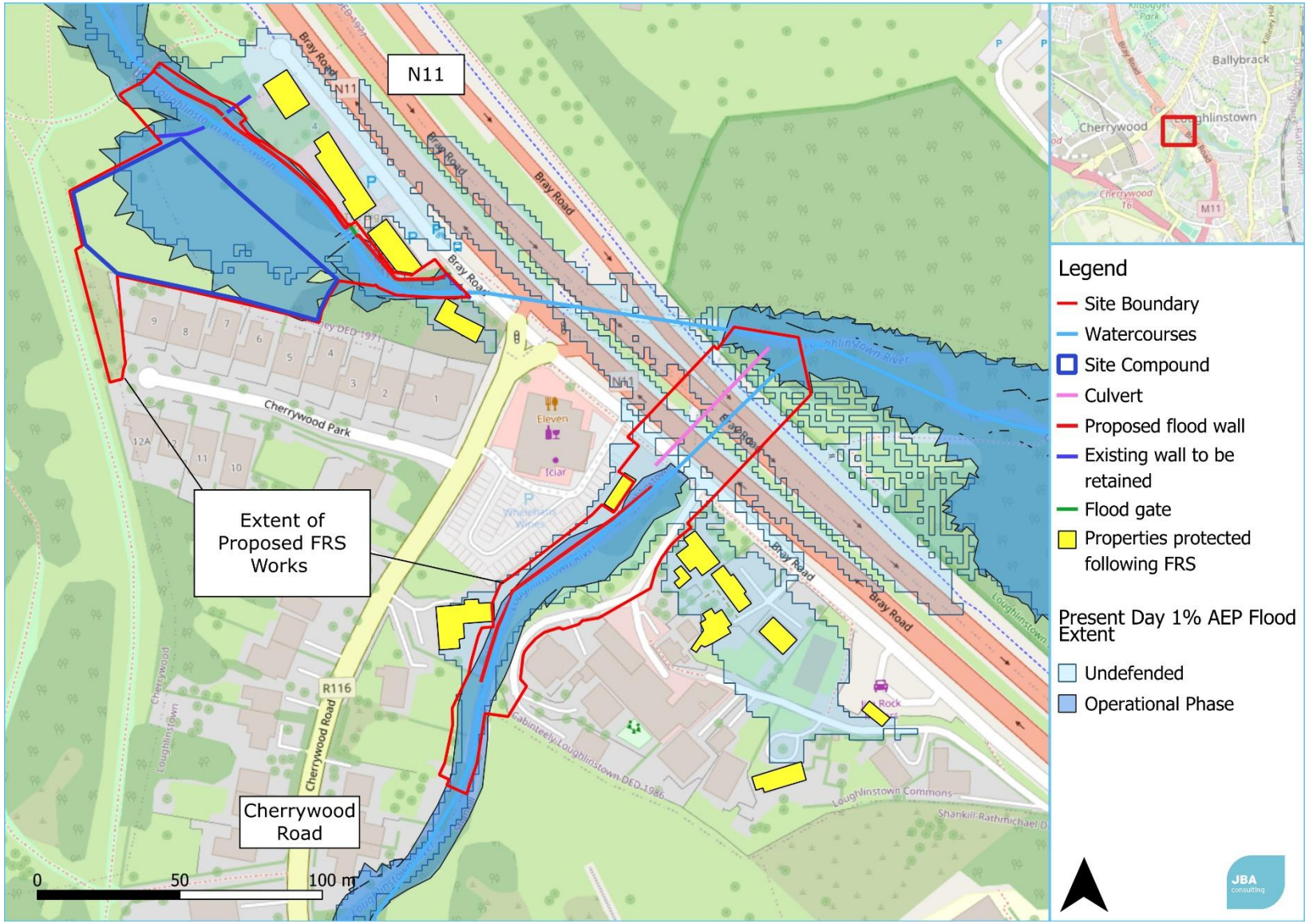


Figure 1-12: Modelled baseline and operational phase 1% AEP flood extent in Lower Brides Glen, N11 Overflow Culvert and Bray Road (4.B, 4.C and 5.D)

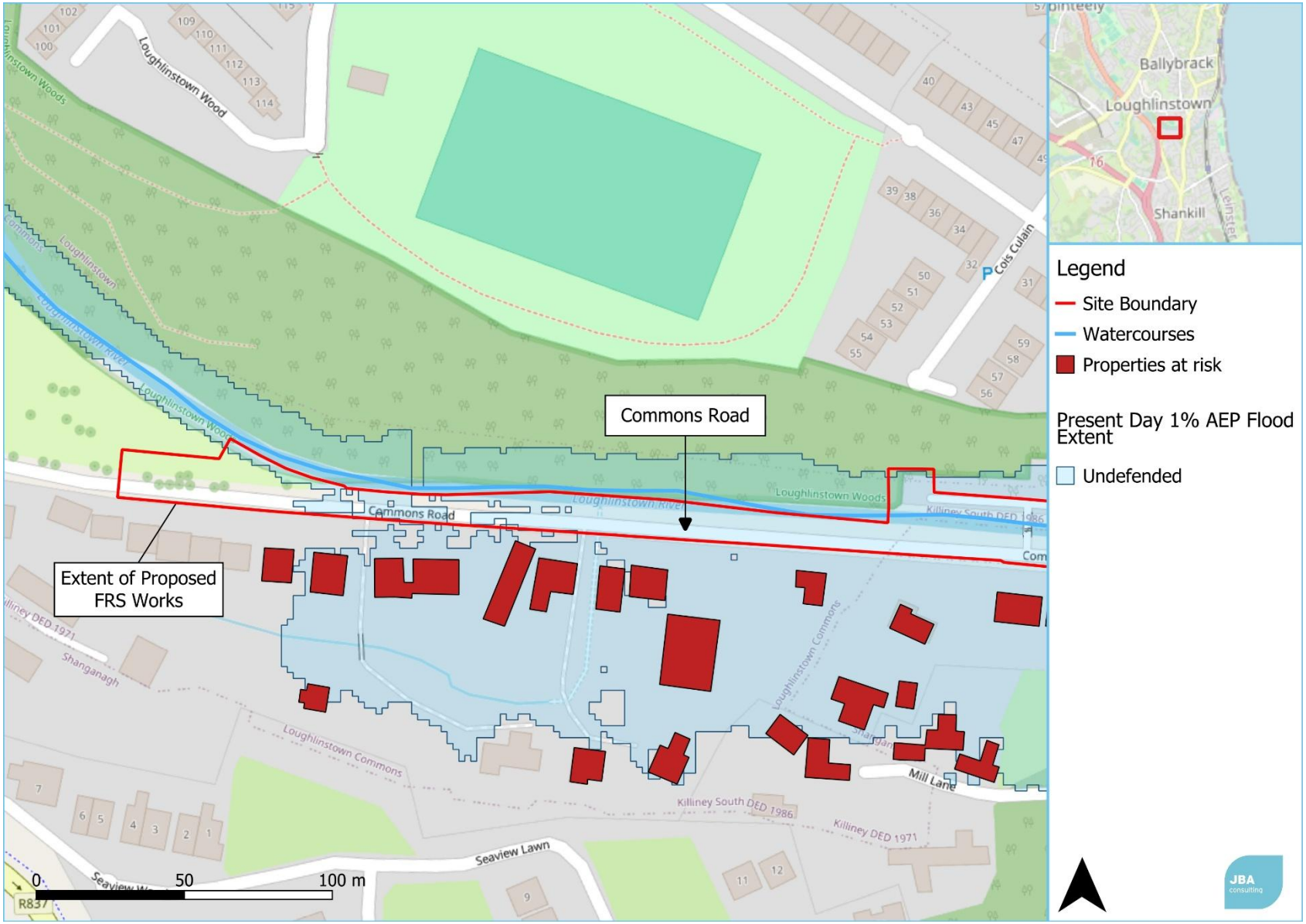


Figure 1-13: Modelled baseline 1% AEP flood extent in Commons Road West (5.A)

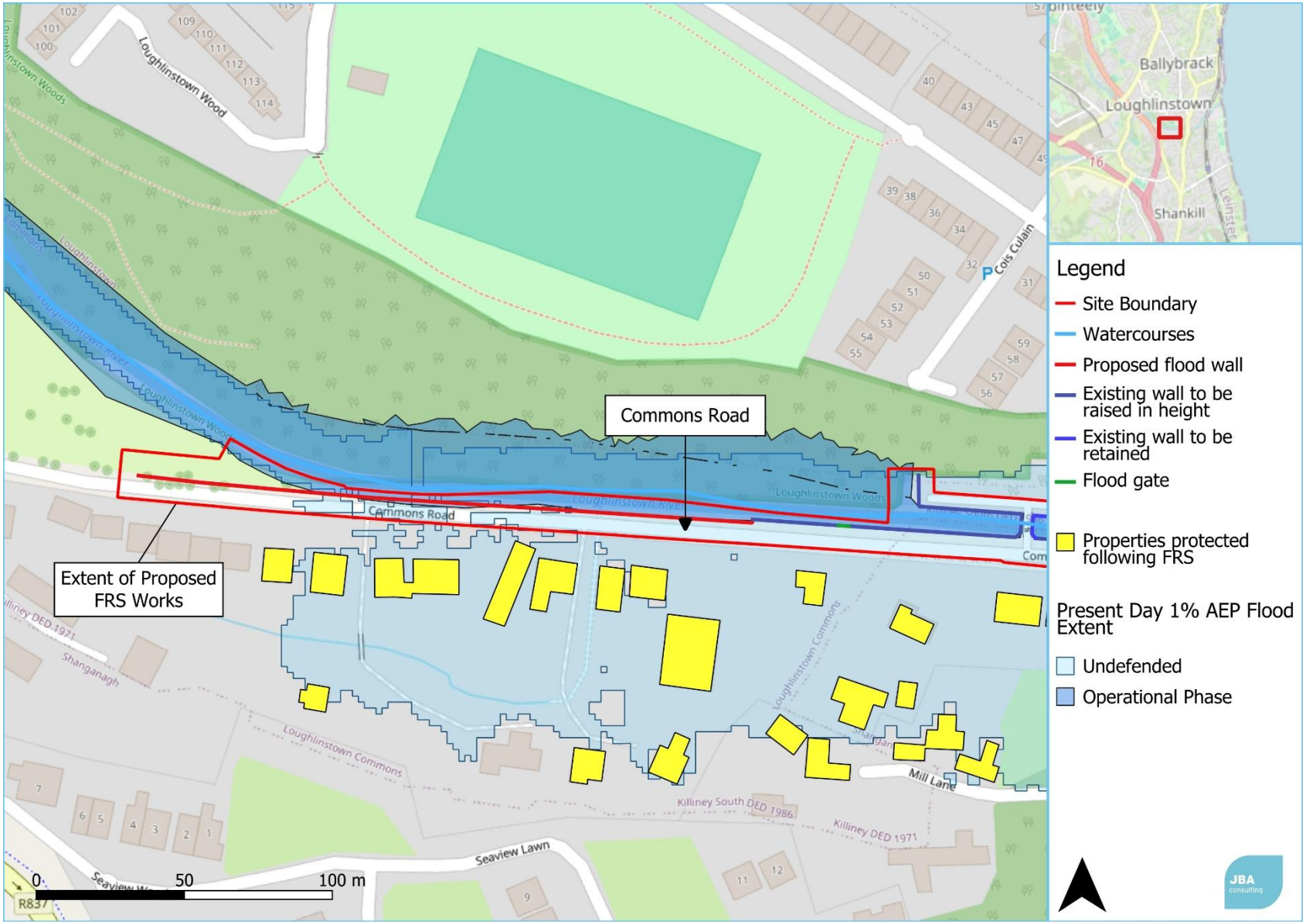


Figure 1-14: Modelled baseline and operational phase 1% AEP flood extent in Commons Road West (5.A)

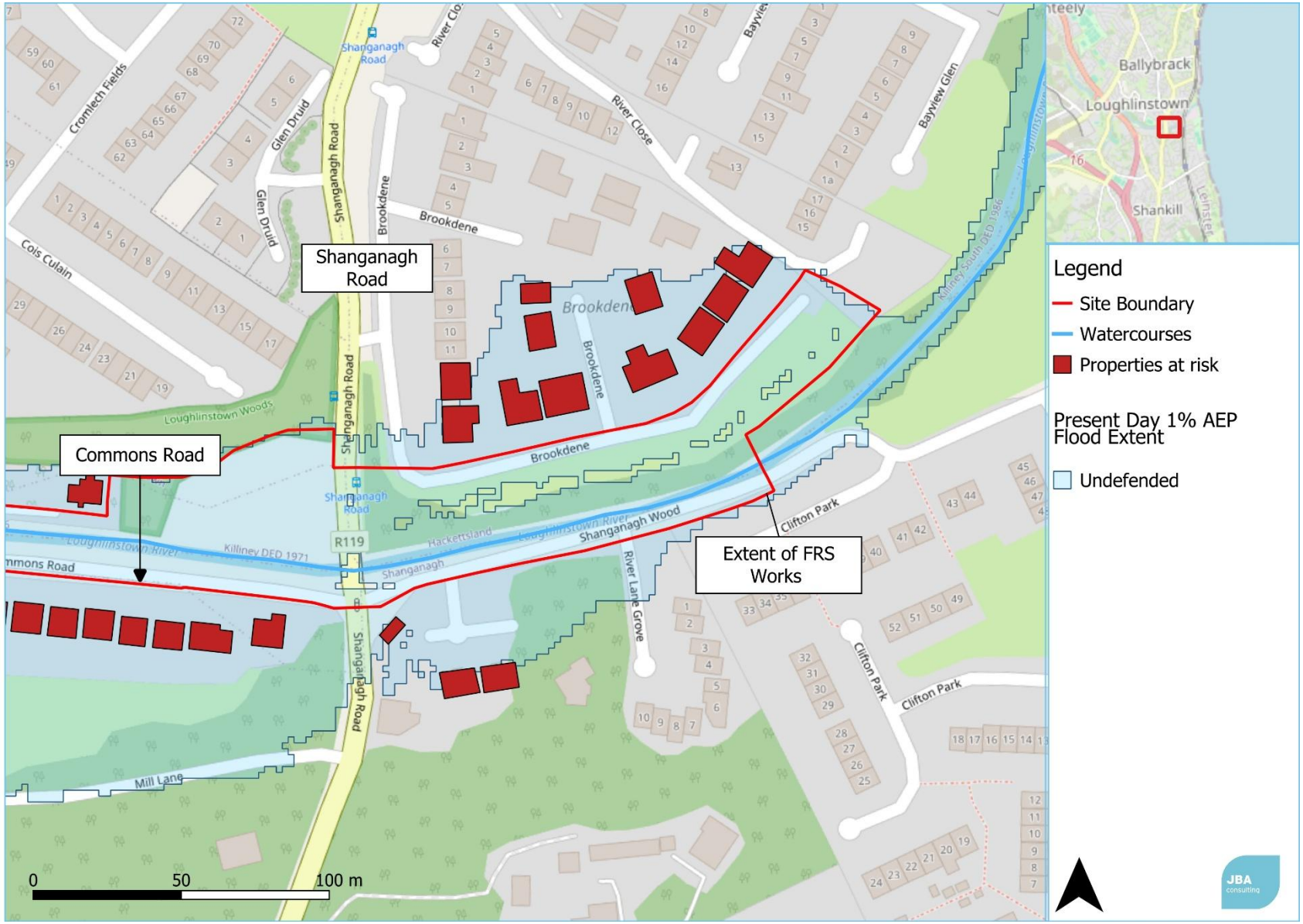


Figure 1-15: Modelled baseline 1% AEP flood extent in Commons Road East, River Lane and Brookdene (5.A)

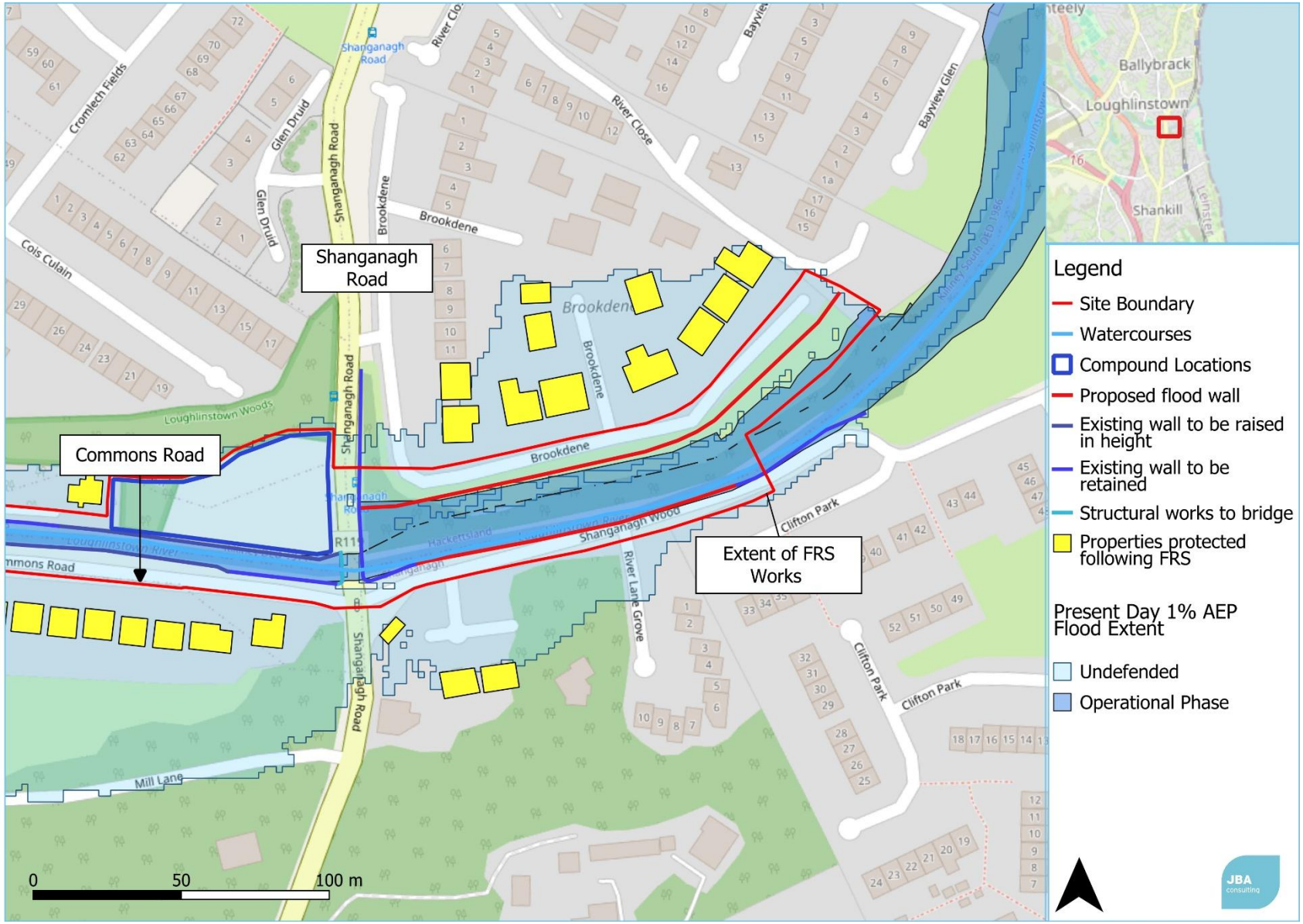


Figure 1-16:Modelled baseline and operational phase 1% AEP flood extent in Commons Road East, River Lane and Brookdene (5.A)

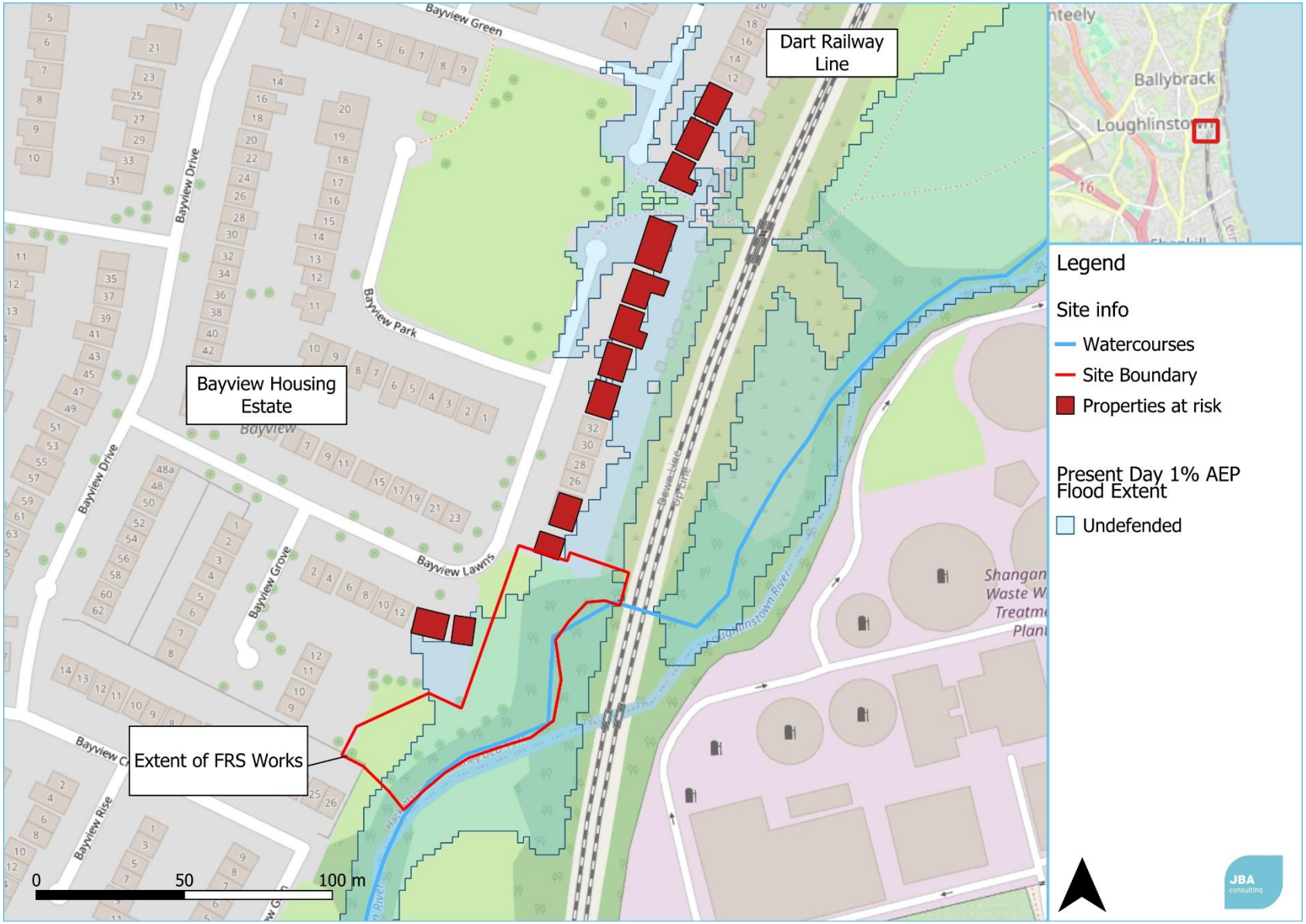


Figure 1-17: Modelled baseline 1% AEP flood extent in Bayview (5.C)

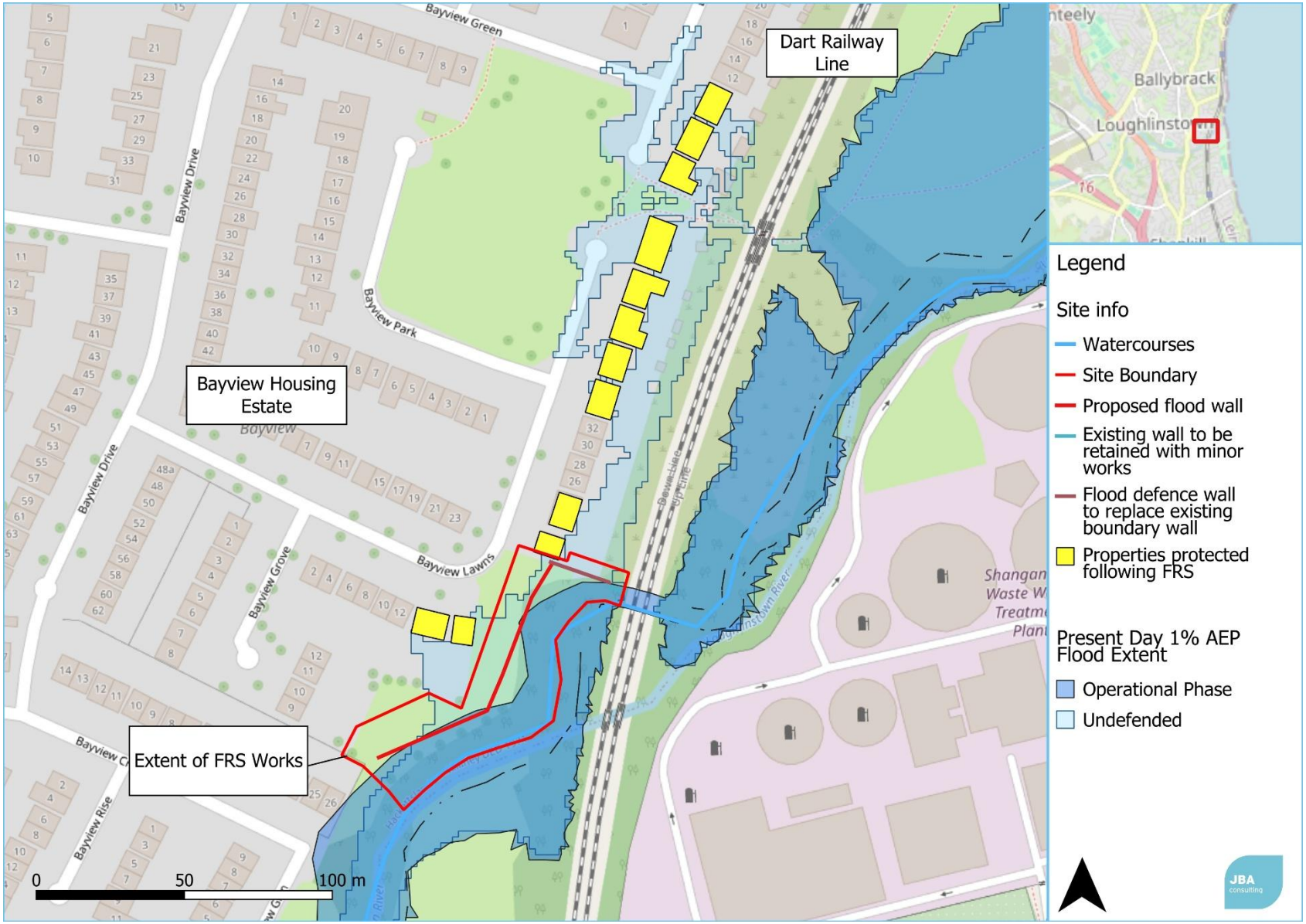


Figure 1-18: Modelled baseline and operational phase 1% AEP flood extent in Bayview (5.C)

2 Planning Statement

COAKLEY O'NEILL
town planning

Planning Statement

Carrickmines-Shanganagh

Flood Relief Scheme

Prepared in August 2026 on behalf of

Dun Laoghaire Rathdown County Council

Coakley O'Neill Town Planning Ltd.

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1.0 INTRODUCTION

1.1 We, Coakley O'Neill Town Planning Ltd, NSC Campus, Mahon, Cork T12 H7AA, have been requested by the applicant, Dun Laoghaire Rathdown County Council (DLRCC), on behalf of the Office of Public Works (OPW), to prepare this Planning Statement in response to the Request for Further Information (RFI) issued by An Coimisiún Pleanála on the 15th December, 2025 on application register reference ABP-321937-25 regarding the Carrickmines-Shanganagh River Flood Relief Scheme.

1.2 This Statement sets out the response to item 1 of the RFI, i.e. to provide information to address section 177AE(6)(a), in the context of the proper planning and sustainable development of the area. Emphasis to quotations etc., where added, is ours.

2.0 CONTEXT

2.1 The Carrickmines-Shanganagh River originates in the Dublin mountains near Kilternan village. It flows in a southeasterly direction through Sandyford, Leopardstown, Loughlinstown, and Shankill before eventually discharging into the Irish Sea at Killiney Bay.

2.2 The catchment is approximately 36km2 and encompasses a wide variety of land uses ranging from rural mountainous areas in the west, to urban residential areas in the east. Several tributaries flow into the Carrickmines-Shanganagh River, the most significant being the Brides Glen River, the Cabinteely Stream, and the Racecourse Stream.

2.3 The area is heavily developed, with numerous residential estates, commercial and employment centres, together with a number of main transport arteries including the M50, N11/M11 and the Dublin-Bray railway line all present.

2.4 There is a history of fluvial flooding in the catchment at various locations, the most recent significant flood event occurring in October 2011. Areas such as Commons Road in Shankill, Glenamuck Road in Carrickmines as well as the M50 and N11 roads, critical transport routes, have been frequently impacted by fluvial flooding from the river system.

2.5 In response to this flood history the area has undergone multiple flood studies, including the Greater Dublin Strategic Drainage Study (GDSDS) and the Eastern Catchment Flood Risk Assessment and Management (ECFRAM) Study. These two studies examined the catchment from a stormwater drainage capacity and fluvial flooding perspectives respectively.

2.6 Item 1(b) of the RFI relates to an area of the Carrickmines River adjacent to the Castle View Road, Ballogan Grove and Glenamuck Road North, to the southwest of Carrickmines Little.

2.7 This site is bound to the south of the Carrickmines River by a scrub lands which back onto the R842. The lands to the north are characterised by a number of residential dwellings located on Castle View Road at Ballogan Grove.

2.7 The site in question is illustrated in Figure 1.



Figure 1 Locations of Works and Flood Walls at Glenamuck Rd North Generally Indicated in Red.

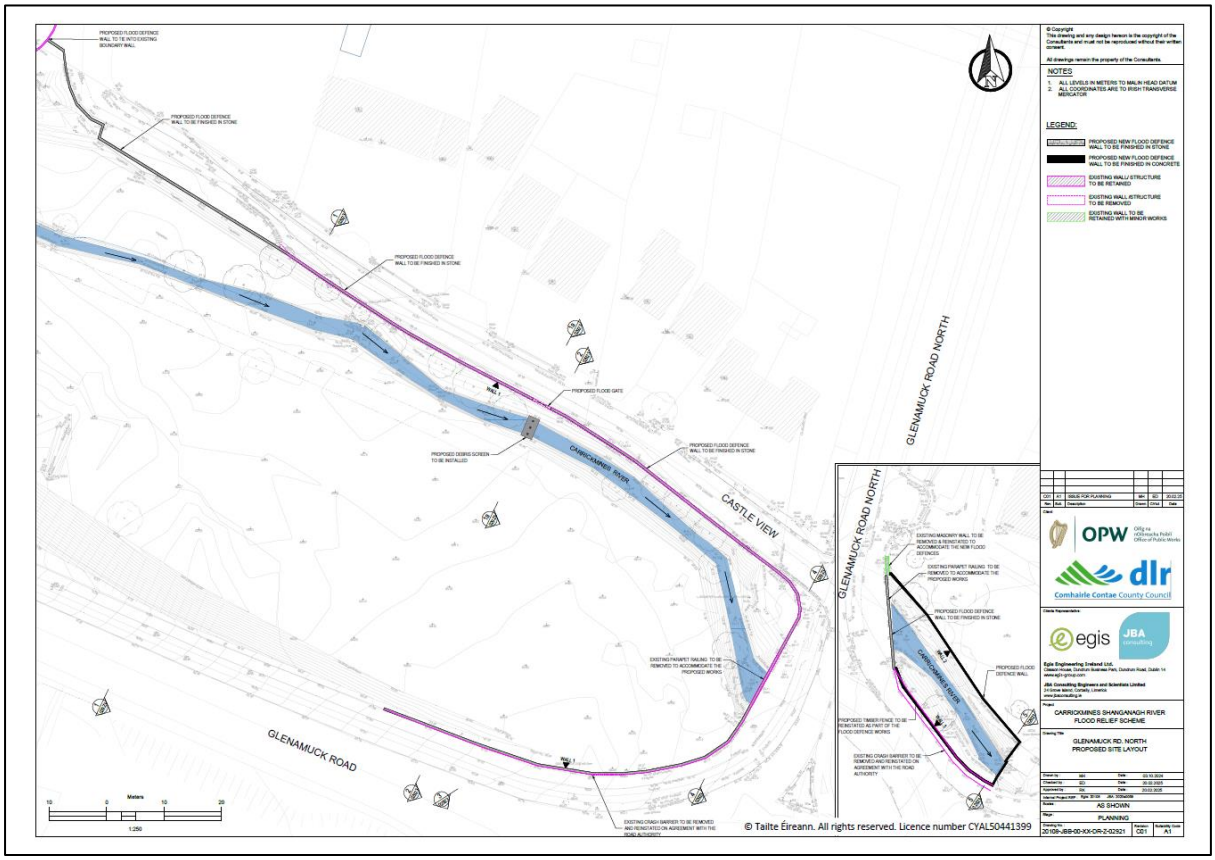


Figure 2 Proposed Site Layout at Glenamuck Rd North.

3.0 PROPOSED DEVELOPMENT

3.1 The proposed Carrickmines-Shanganagh River Flood Relief Scheme will comprise a series of flood defences positioned along the banks of the Carrickmines-Shanganagh river system as it flows from the R117 Enniskerry Road towards the sea between Killiney and Shankill. The defences comprise new and upgraded flood walls, culvert adjustments, and instream works.

3.2 Reinforced concrete flood relief walls will be constructed in the following locations:

- The southeastern part of Clon Brugh;
- The north of Belarmine Park;
- At Kilgobbin Road Bridge and Kilgobbin House (a protected structure);
- At Ballyogan Grove, Castle View, Glenamuck Road North, and Priorsland House;
- The northern bank of the Brides Glen River on Cherrywood Road;
- The eastern bank of the Carrickmines River on Bray Road;
- Waterfall Cottage at Lower Brides Glen;
- Both sides of the Shanganagh River on Commons Road;
- The existing greenfield space at Brookdene; and
- To the rear of houses in Bayview

3.3 The following works will also be needed:

- Partial demolition of existing masonry walls and realignment of footpath at Clon Brugh;
- Upgrade of the existing culvert inlet at the downstream end of Belarmine Park and south of that, a new flood defence wall and railing;
- A flow control structure (weir) at the entrance to a new overflow pipe traversing under Kilgobbin Road to a point downstream will increase the hydraulic capacity of the system;
- Construction of a new overflow culvert underneath the N11 along with an overtopping weir structure upstream of the existing culvert;
- Partial realignment of the western side of the river channel at Bray Road to accommodate installation of flood relief walls;
- An upgrade of the bridge parapet at Shanganagh Road Bridge;

3.4 A detailed development description of the proposed development is set out in Chapter 3 of the Environmental Impact Assessment Report (EIAR) submitted as part of the application.

4.0 REQUEST FOR FURTHER INFORMATION

4.1 The RFI issued by An Coimisiún Pleanála on the 15th December 2025 seeks additional information on 15no. items.

4.2 Item 1 of the RFI seeks the following:

1(a) Section 177 AE of the Planning and Development Act 2000, as amended requires at subsection (6) that the Commission in their consideration of the application for approval, take the following into account:

i. The likely effects on the environment,

ii. The likely consequences for the proper planning and sustainable development of the area, and

iii. The likely significant effects of the proposed development on any European sites.

The application documentation submitted to the Commission fails to satisfactorily address part (ii) above and you are requested to provide information to facilitate the Commission in its consideration of this requirement of the approval application.

1(b) Works at Priorsland are located in Cherrywood SDZ. The SDZ Planning Scheme contains a specific objective, PI 11, which requires a flood containment zone shall be constructed in the Priorsland area by raising adjacent ground levels approx. 500mm and by incorporating a large diameter (1650mm) bypass culvert. Your response to 1a should address this objective.

4.3 The response is set out in section 5 of this report.

5.0 RESPONSE TO THE RFI

1(a) Likely consequences for the proper planning and sustainable development of the area

5.1 Chapter 4 of the EIAR considered the proposed flood relief scheme, herein after referred to as the proposed development, in the context of national, regional, and local planning policy.

5.2 In relation to national policy, the proposed development was assessed against the policies and objectives of the National Planning Framework (NPF) (2018) and was considered to be in line with the policies and objectives of the NPF.

5.3 Following the submission of the planning application to An Coimisiún Pleanála, the NPF First Revision (2025) was published.

5.4 Of particular note in the context of the proposed development, National Strategic Outcome 9 of the NPF First Revision outlines the urgency of upgrading and investing in water management and environmental resources, as follows:

Climate change will have significant future effects on the availability of water sources and on the capacity of water bodies to assimilate wastewater discharges through lower water levels in rivers and lakes in longer and drier summer periods. The impact of climate change on the water cycle and the resultant impact on water services and flooding therefore need to be considered in settlement strategies.

5.5 Flood relief measures are further highlighted under Section 9 of the NPF First Revision, entitled Climate Transition and Our Environment. It is envisaged that planning will play a vital role in mitigating development in inappropriate or vulnerable areas and will aid the design and delivery of necessary infrastructure in our towns and cities.

5.6 The proposed development will deliver flood defences to protect from flood events. In this regard, the proposed development is consistent with policy objective NSO 9 of the NPF First Revision.

5.7 In relation to regional policies, the proposed development was assessed in the context of the policies and objectives of the Eastern and Midland Regional Assembly, Regional Spatial and Economic Strategy (RSES) 2019 and the Eastern Flood Risk Management Plan (CFRAM), 2017.

5.8 The RSES supports measures that address climate action, as outlined in the NPF, to include Renewable Energy, Sustainable Transport and Climate Resilience through Flood Defence. The latter is to also provide for Flood Risk Management and to help reduce vulnerability in known flood zones.

5.9 Section 7.4 of the RSES relates to Flood Risk Management in the region. It notes that the region has experienced a number of severe flood events and acknowledges the role of local authorities and public bodies in preventing future flood events through the planning system and through the delivery of infrastructure, as is proposed in this instance.

5.10 In this regard, the following Regional Policy Objectives (RPO) relate to Flood Risk Management:

RPO 7.13: *EMRA will work with local authorities, the OPW and other relevant departments and agencies to implement the recommendations of the CFRAM programme to ensure that flood risk management policies and infrastructure are progressively implemented.*

RPO 7.14: *Local authorities shall take account of and incorporate into the development of local planning policy and decision making the recommendations of the Flood Risk Management Plans (FRMPs), including planned investment measures for managing and reducing flood risk.*

5.11 In addition, the following objective in the RSES is of note:

RPO 10.15: Support the relevant local authorities (and Irish Water where relevant) in the Region to improve storm water infrastructure to improve sustainable drainage and reduce the risk of flooding in the urban environment and in the development and provision at a local level of Sustainable Urban Drainage solutions.

5.12 Furthermore, the CFRAM Programme, prepared by the OPW, has examined the flood risk, and possible measures to address the risk, in 300 communities throughout the country at potentially significant flood risk. The Eastern Flood Risk Management Plan (the 'Plan') sets out the feasible flood risk mitigation measures for the river basin network for the Eastern Region and Greater Dublin Area.

5.13 The CFRAM identifies a number of areas within Dun Laoghaire-Rathdown which require flood risk mitigation. This includes Loughlinstown. The CFRAM identifies that Loughlinstown has experienced flooding events in the past and some flood relief works have been carried out. However, it notes that the area is currently at risk arising from the surcharging of culverted watercourses, and, therefore, flood relief works are required.

5.14 In this context, the proposed development will facilitate a reduction in the vulnerability of a known flood zone. The proposed development is aligned with the provisions of the RSES, specifically policies RPO 7.13, RPO 7.15 and RPO 10.15 and the CFRAM programme as it will result in a reduction in future flood risk.

5.15 In relation to local policies, the Dún Laoghaire-Rathdown County Development Plan 2022-2028, which came into effect on the 21st April 2022, acknowledges the significant role flood risk management plays in the planning process and the requirement to consider flood risks at all stages of the planning process.

5.16 The Plan also notes that this is of significant importance having regard to the risks arising from climate change. The Plan sets out to, where possible to, avoid, substitute, justify and mitigate against flood risks.

5.17 In this context, the Plan sets out the following policies and objectives:

> ***Policy Objective EI21: Catchment Flood Risk Assessment and Management (CFRAM):*** *It is a Policy Objective to assist the Office of Public Works (OPW) in the design and construction of flood relief schemes approved in the ten-year Programme of Investment in Flood Relief Measures following from the recommendations and outputs of the CFRAM for the Eastern District that are relevant for DLR.*
>
> ***Policy Objective EI22: Flood Risk Management:*** *It is a Policy Objective to support, in cooperation with the OPW, the implementation of the EU Flood Risk Directive (20010/60/EC) on the assessment and management of flood risks, the Flood Risk Regulations (SI No 122 of 2010) and the Department of the Environment, Heritage and Local Government and the Office of Public Works Guidelines on 'The Planning System and Flood Risk Management' (2009) and relevant outputs of the Eastern District Catchment and Flood Risk Assessment and Management Study (ECFRAMS Study). Implementation of the above shall be via the policies and objectives, and all measures to mitigate identified flood risk, including those recommended under part 3 (flood risk considerations) of the Justification Tests, in the Strategic Flood Risk Assessment set out in Appendix 15 of this Plan.*

5.18 Chapter 10 of the Plan, Environmental Infrastructure and Flood Risk, identifies that one of the key overall objectives of the Plan is to provide flood protection measures and reduce flood risk as far as possible.

5.19 The proposed development seeks to deliver a flood risk scheme which would be entirely consistent with the flood risk management policy objectives EI21 and EI22 of the Plan.

5.20 The proposed development is to be carried out across a number of sites and will consist of 13no. of flood defences. In this regard, there are 13no. land use zoning objectives to which the scheme relates. As outlined in Chapter 4 of the EIAR, flood defence works are not identified as being either permissible or non-permissible. The proposed development would not undermine the applicable land use zoning objectives and, in fact, will support their future implementation.

5.21 The proposed development interacts with 3no. sites with site specific objectives, as follows:

> ***Specific Local Objective 68:*** *To create a linear park along the Loughlinstown river incorporating a pedestrian route and cycleway (greenway), which will link Cabinteely Park to the sea at Rathsallagh.*
>
> ***Special Local Objective 81:*** *To ensure the provision of a combined pedestrian footpath/cycleway connection between Belarmine and Kilgobbin Road to improve overall local permeability and to facilitate direct access from new residential communities to the Luas Line B1 public transport corridor.*
>
> ***Specific Local Objective 84:*** *To conserve and protect Carrickmines Castle site and to proceed to implement the Carrickmines Castle Conservation Plan 2015-2025.*

5.22 The proposed development will not constrain the future implementation of these site objectives.

5.23 The conclusion of Chapter 4 of the EIAR is that the proposed development is aligned with the applicable policies, objectives, and land use zoning objectives of the Plan.

5.24 An area of works on the Carrickmines River adjacent to the Castle View Road, Ballogan Grove and Glenamuck Road North, to the southwest of Carrickmines Little falls within the remit of the Cherrywood Strategic Development Zone (SDZ), designated in May, 2010, and the Planning Scheme was initially granted in April 2014 (ACP Ref. No. PL06D.ZD.2010), and subject to 12no. amendments to date.

5.25 The planning and development of this site is subject to the provisions of the Cherrywood SDZ Planning Scheme, herein after referred to as the Planning Scheme.

5.26 The Planning Scheme sets out the nature, type and extent of development that will be permitted in the Planning Scheme area and establishes a framework for the built form in Cherrywood.

5.27 Chapter 4 of the Planning Scheme relates to Physical Infrastructure outlining the required network of infrastructure and services and the phasing of the same to support the SDZ.

5.28 In relation to river flooding, the scheme identifies that two rivers flow through the Planning Scheme area, namely the Carrickmines River and the Loughlinstown (or Bride's Glen) River, prior to their confluence into the Shanganagh River at the N11. The Shanganagh River flows eastwards passing alongside Commons Road and then outfalls to the sea beside the Shanganagh Waste Water Treatment Plant.

5.29 Two areas of predicted flooding do pose a risk to existing or future development, namely at Priorsland and 'The Big Tree' at Louglinstown. Outline solutions were presented at these 2 locations to alleviate the predicted flooding.

5.30 The results of more detailed flood modelling at Priorsland indicate that the predicted floodwaters for the 1 in 1000-year event can be contained within a bypass culvert. In addition significant flood resilience required by the Flood Risk Management Guidelines is provided by allowing the floodwaters to spill over the river banks into a 'containment zone' approx 40m in width which extends from the environs of the existing twin culvert under the existing Luas car park access road down to the river's junction with the Ticknick Stream. This zone provides enough storage capacity for the predicted flood volume associated with a 1 in 1000year event. It is proposed that ground levels at the edges of the containment zone be raised by approx 500mm.

5.31 In light of the above, the Planning Scheme sets out the following Specific Objective relating to Flood Defence at Priorsland.

> ***PI 11:*** *It is an objective to ensure that predicted flooding in the Priorsland area does not pose an unacceptable risk to persons or property. In this regard a flood containment zone shall be constructed in the Priorsland area by raising adjacent ground levels approx 500mm and by incorporating a large diameter (1650mm) bypass culvert.*

5.32 The Flood Containment Zone identified within the Planning Scheme is illustrated in Figure 3 below.

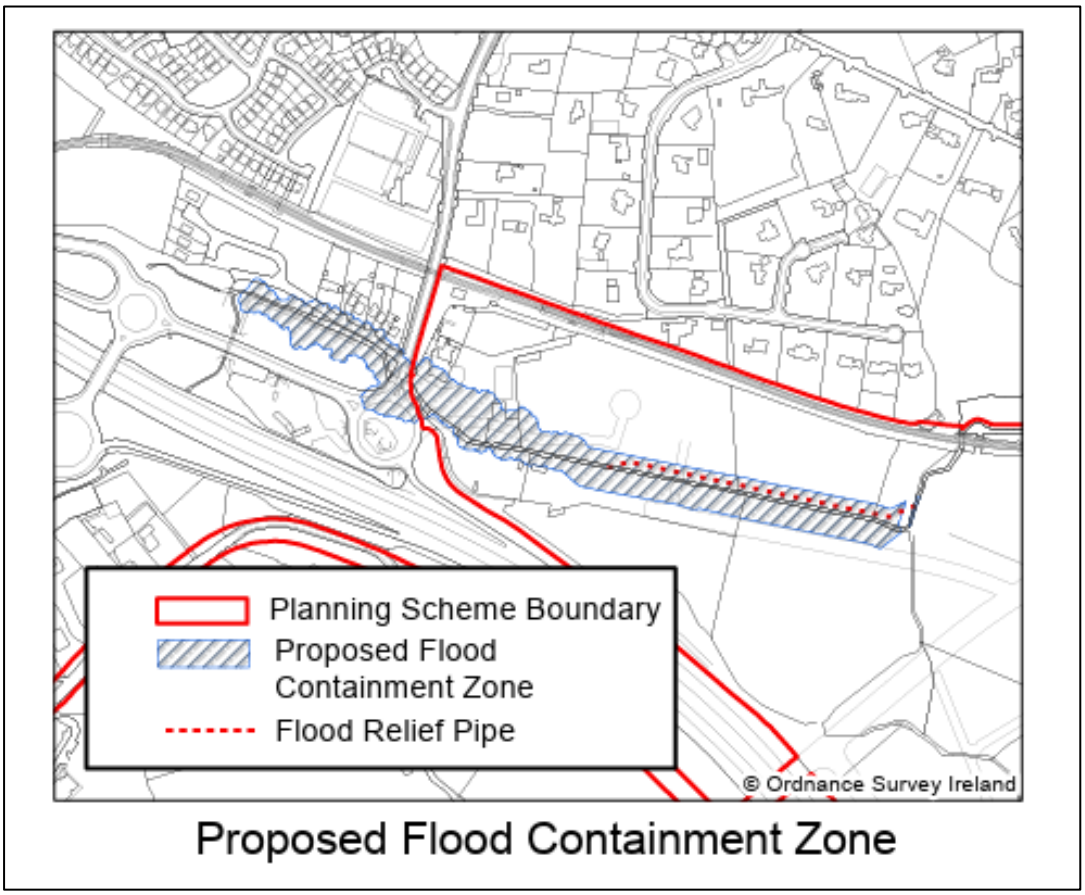


Figure 3 Proposed Flood Containment Zones Identified within the Cherrywood SDZ Planning Scheme (Dún Laoghaire-Rathdown County Council, 2023).

5.33 As outlined above, objective PI 11 seeks to ensure that predicted flooding in Priorsland does not pose an unacceptable risk to persons or property and to provide for a flood containment zone in Priorsland.

5.34 The proposed development does not facilitate the provision of the works sought under the Cherrywood Planning Scheme as required under Objective PI 11. However, the proposed development does not obviate the need for the flood containment zone nor does it impact on the future deliverability of these works.

5.35 The proposed development will attenuate the peak flows in the Carrickmines River on the western side of Glenamuck Rd, and will result in a reduction in the peak flow.

5.36 The proposals for the flood containment zone set out in the Cherrywood Planning Scheme will not be impacted by the proposed flood relief scheme and no upsizing of the culvert required under the Planning Scheme would be required as a result of the works proposed under the Carrickmines – Shanganagh Flood Relief Scheme.

5.37 It is therefore concluded that the proposed development would not undermine the objectives of the Cherrywood SDZ Planning Scheme or Objective PI 11 and does not preclude the objectives of the SDZ from being implemented in the future.

5.38 The key conclusions of the EIAR prepared in support of the application are:

- Air Quality: during the construction phase of the project, with the proposed mitigation measures in place, the residual impact to dust soiling and ecology will be negligible. There will be no air quality and dust impact during the operational phase.
- Noise: During construction, noise impacts will be short-term and will not be significant. There are no significant mechanical elements such as removable flood defences included in the proposed FRS. Therefore, there will be no operational noise impact.
- Climate: there will be a negligible impact on climate during the construction phase, and insignificant impact during the operational phase.
- Population and Human Health: Impacts during the construction phase are expected to be temporary, slight and negative. In the operational phase, the effect on population and human health will be long-term positive, due to the greater protection from flooding. Temporary and intermittent impacts are expected during periods of flooding where existing green spaces, such as Belarmine Park and Loughlinstown Woods, remain as overspill areas. This may result in intermittent loss of these amenities during flood events. This would be a slight, temporary and intermittent negative impact. As this may only occur during a flood event, and are needed for the FRS to provide the required scheme standard of protection, the negative impact associated with their operation will be outweighed by the positive impact of the scheme as a whole.
- Biodiversity: with mitigation measures in place there will be imperceptible, negative impact to habitats and species present at the proposed development. No other negative impacts are anticipated. Positive impacts include improved travel corridor for Otter populations and environment enhancement for Bats. Therefore, the proposed Carrickmines-Shanganagh River FRS will not have a significant effect on the ecological features identified.
- Land and Soils: with the proposed mitigation measures in place, the residual impact to land and soils will be reduced to short-term, imperceptible, neutral. The design of the scheme has been such that there are no predicted effects on land and soils during the operational phase.
- Water: during construction, with the proposed mitigation measures in place, the residual impact to surface water and groundwater bodies will be reduced to temporary, slight negative to imperceptible. During the operation phase of the project, the residual impact will be long-term and imperceptible, with a neutral effect on quality of surface and groundwater bodies.
- Traffic and Transportation: during construction, with the proposed mitigation measures in place, the residual impact to road, traffic and transport will be temporary, slight, negative. There will be no long-term impacts expected during the operational phase of the development.
- Utilities and Waste: during construction with the proposed mitigation measures in place, the residual impacts due to site compounds will be temporary, imperceptible, negative. With the mitigation measures in place, residual impacts on utilities during construction will be reduced to temporary, imperceptible, negative. No operational impacts are expected on utilities. With the CEMP and RWMP in place the residual impacts on waste during the construction phase will be temporary, imperceptible, negative. No operational impacts on waste are expected.

- Cultural Heritage: designed-in mitigation measures include the retention where possible of historic walls/features and sections of curving wall, the maintenance of river access points from properties facilitated by flood gates/foot bridges, the proposals to clad the new flood walls and the repair and strengthening of structures such as an arched wall boundary (CH10) and Shanganagh Bridge. In addition to mitigation measures, it is considered that the overall effect of the proposed development will be a reduction in flood extents, which will have a positive effect on cultural heritage receptors.
- Landscape & Visual Impact: No significant landscape or visual impacts are expected during the construction or operational phases. To mitigate minor visual disturbance during construction, the use of hoarding where appropriate, will reduce visibility of moving plant from outside the site whilst allowing for visual connectivity when required. The design of the proposed flood wall along more sensitive locations will be similar to that of the existing wall and will use the same materials from the existing wall where possible. Where this is not possible, a similar looking finish will be used. This will further mitigate visual impacts of the proposed wall.

5.39 The conclusion of the EIAR is that, subject to mitigation, the proposed development would not give rise to any significant direct and indirect environmental effects on the environment.

5.40 The response to the RFI generally provides additional clarifications to the original environmental information, but the overall EIAR conclusions remain, as there are no material changes to the proposed development on foot of the response to the RFI.

5.41 In light of the above, having regard to the provisions of:

- The National Planning Framework First Revision 2025
- The Regional Spatial and Economic Strategy for the Eastern and Midlands Region 2019
- The Eastern Flood Risk Management Plan CFRAM 2017
- Dún Laoghaire-Rathdown County Development Plan 2022-2028
- Cherrywood Strategic Development Zone Planning Scheme 2014 as amended

It is concluded that the proposed development would be in accordance with the provisions of national, regional and local planning policy, including the objectives of the Cherrywood SDZ Planning Scheme, would have positive effects as a result of protection from future flooding, would not have significant negative effects on the environment, and would not seriously injure the amenities of the area and would, therefore, be in accordance with the proper planning and sustainable development of the area.

1(b) Works at Priorsland are located in Cherrywood SDZ

5.42 As set out above, a limited area of works on the Carrickmines River adjacent to the Castle View Road, Ballogan Grove and Glenamuck Road North, to the southwest of Carrickmines Little falls within the Cherrywood Strategic Development Zone (SDZ). The works proposed at this location provide for a flood defence wall on lands to the north of the roundabout on the R842.

5.43 The Cherrywood SDZ Planning Scheme sets out the following Specific Objective relating to Flood Defence at Priorsland.

> ***PI 11:*** *It is an objective to ensure that predicted flooding in the Priorsland area does not pose an unacceptable risk to persons or property. In this regard a flood containment zone shall be constructed in the Priorsland area by raising adjacent ground levels approx 500mm and by incorporating a large diameter (1650mm) bypass culvert.*

5.44 The proposed development does not facilitate the provision of the works sought under the Cherrywood Planning Scheme as required under Objective PI 11. However, the proposed development does not obviate the need for the flood containment zone nor does it impact on the future deliverability of these works.

5.45 The proposed development will attenuate the peak flows in the Carrickmines River on the western side of Glenamuck Rd, and will result in a reduction in the peak flow.

5.46 The proposals for the flood containment zone set out in the Cherrywood Planning Scheme will not be impacted and no upsizing of the culvert required under the Planning Scheme would be required as a result of the works proposed under the Carrickmines – Shanganagh Flood Relief Scheme.

5.47 It is therefore concluded that the proposed development would not undermine the objectives of the Cherrywood SDZ Planning Scheme or Objective PI 11 and does not preclude the objectives of the SDZ from being implemented in the future.

6.0 CONCLUSION

6.1 Dun Laoghaire Rathdown County Council (DLRCC), on behalf of the Office of Public Works (OPW), propose the development of the Carrickmines-Shanganagh River Flood Relief Scheme (FRS).

6.2 The scheme is being developed primarily to protect affected areas against fluvial flooding. The surrounding area of the Carrickmines-Shanganagh River including Commons Road in Shankill and Glenamuck Road in Carrickmines are frequently impacted by fluvial flooding from the river system, as well as the critical transport routes of the M50 and N11 roads. The most recent significant flood event occurred in October 2011.

6.3 The proposed development is consistent with the policies and objectives of the NPF First Revision as it proposes works which will address climate change impacts, and which will be critical to ensure the resilience of communities, housing and infrastructure in the context of more extreme weather events as a result of climate change.

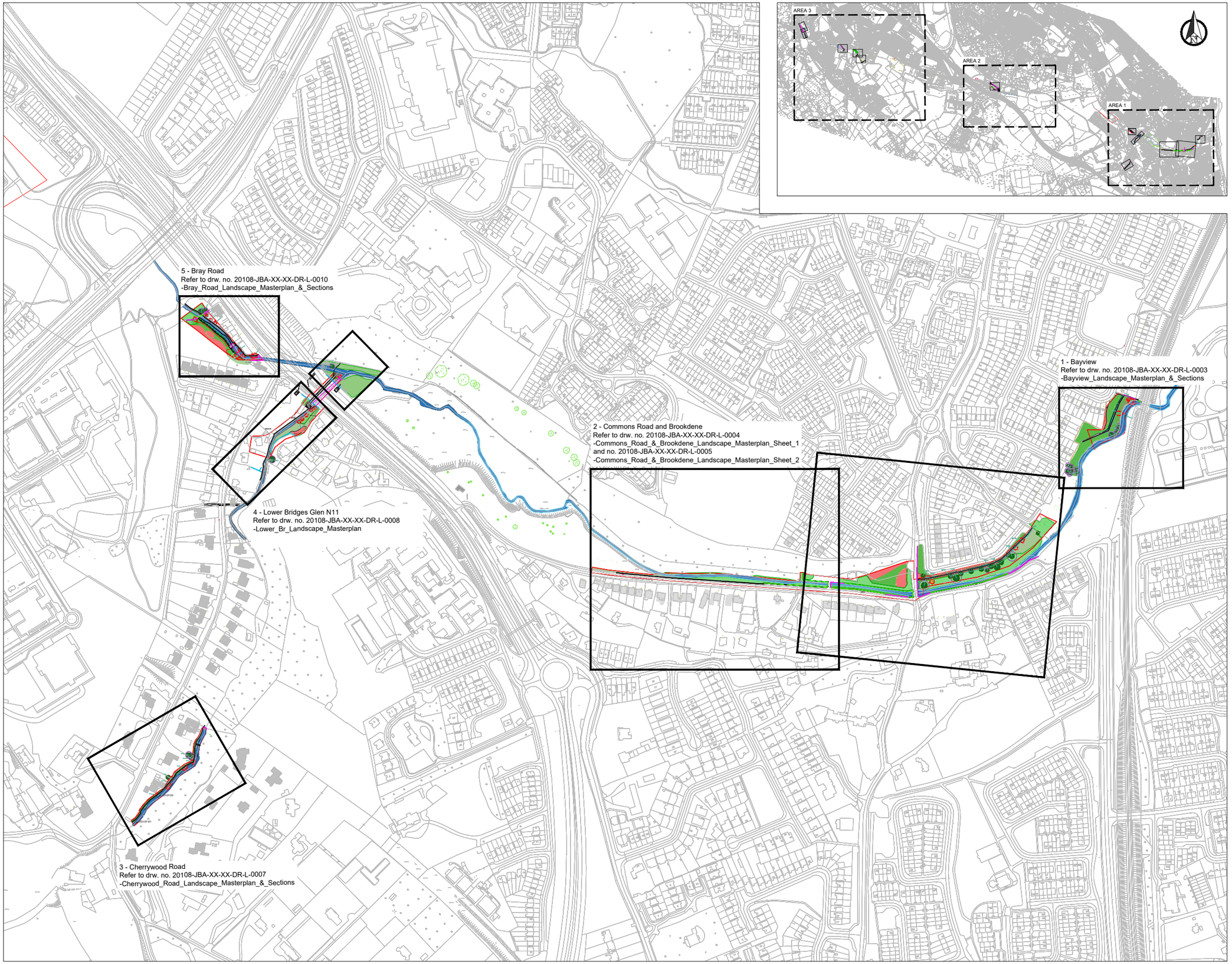
6.4 The Flood Relief Works are also aligned with the policies and objectives of the Eastern and Midland Regional Spatial and Economic Strategy as they will reduce future flood risk.

6.5 It is also concluded that the proposed development does not conflict with the policies and objectives of the Dún Laoghaire-Rathdown County Development Plan 2022-2028 and the Cherrywood SDZ Planning Scheme, and it will facilitate the future development of the area in accordance with the Plan and the Scheme.

6.6 It is therefore concluded that the proposed development is aligned with national, regional and local planning policy, and is in accordance with the proper planning and sustainable development of the area.

3 Landscape Drawings

AREA 1 SCALE 1:2500



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Client

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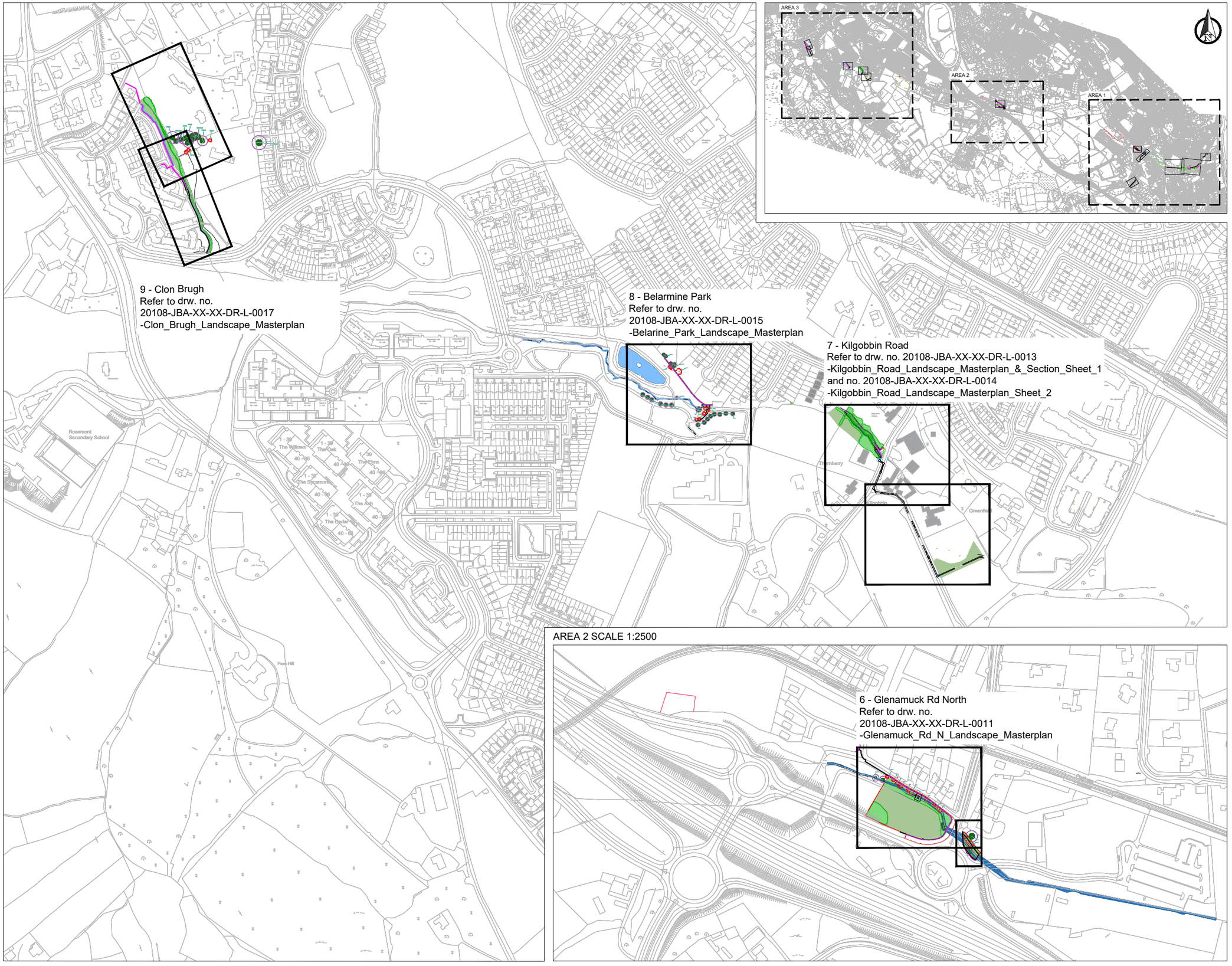
Project
CARRICKMINES SHANGANAGH RIVER FLOOD RELIEF SCHEME

Drawing Title
OVERALL LANDSCAPE MASTERPLAN_AREA 1

Internal Project REF :	Egis: 20108 JBA: 2020s1301
Scales :	AS SHOWN
Stage :	PLANNING

Drawing No. :	Revision	Suitability Code
20108-JBA-XX-XX-DR-L-0001	C01	A1

AREA 3 SCALE 1:2500



AREA 2 SCALE 1:2500

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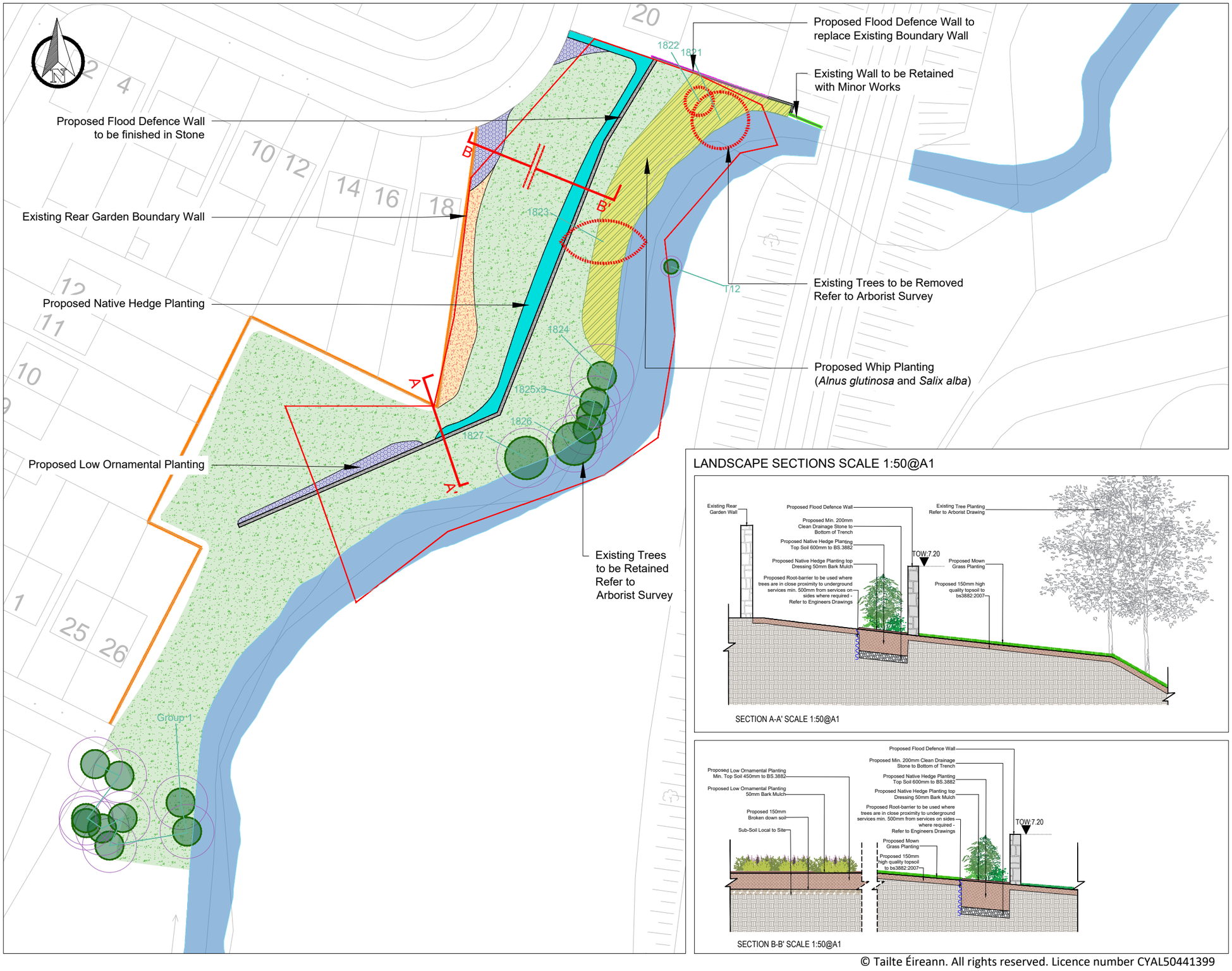
Project
CARRICKMINES SHANGANAGH RIVER FLOOD RELIEF SCHEME

Drawing Title
OVERALL LANDSCAPE MASTERPLAN_AREA 2&3

Internal Project REF : Egis: 20108 JBA: 2020s1301

Scales :	AS SHOWN		
Stage :	PLANNING		
Drawing No. : 20108-JBA-XX-XX-DR-L-0002		Revision C01	Suitability Code A1

LANDSCAPE MASTERPLAN SCALE 1:250@A1



LANDSCAPE SECTIONS SCALE 1:50@A1

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LEGEND

- SITE BOUNDARY
- EXISTING TREES TO BE RETAINED REFER TO ARBORIST SURVEY
- EXISTING TREES TO BE REMOVED REFER TO ARBORIST SURVEY
- EXISTING REAR GARDEN WALL
- PROPOSED WHIP PLANTING
- PROPOSED NATIVE HEDGE PLANTING
- PROPOSED LOW ORNAMENTAL PLANTING
- PROPOSED WILDFLOWER MEADOW PLANTING
- PROPOSED MOWN GRASS PLANTING
- PROPOSED NEW FLOOD DEFENCE WALL TO BE FINISHED IN STONE
- EXISTING WALL /STRUCTURE TO BE REMOVED
- EXISTING WALL TO BE RETAINED WITH MINOR WORKS

NOTE:
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Project

CARRICKMINES SHANGANAGH RIVER FLOOD RELIEF SCHEME

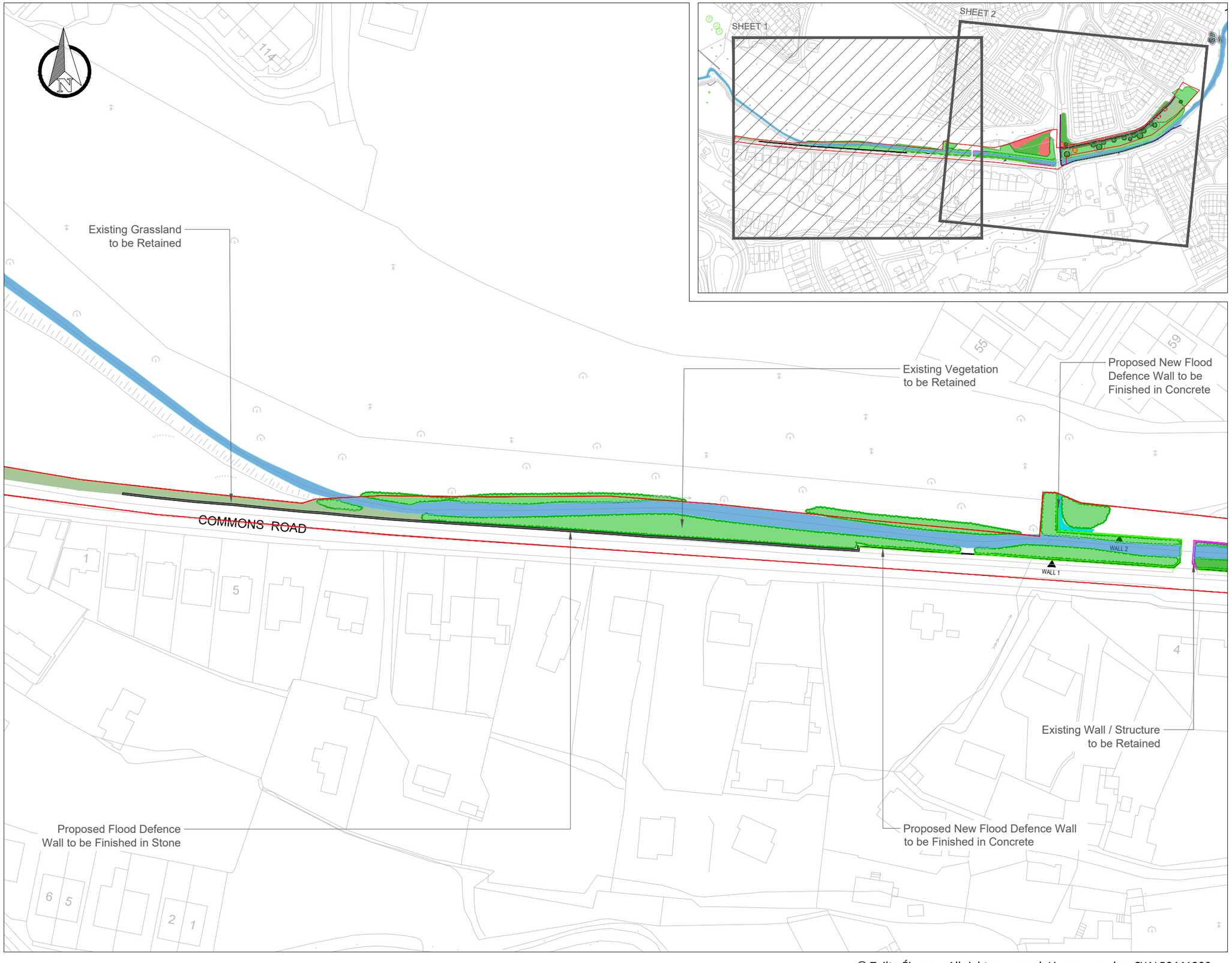
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BAYVIEW
LANDSCAPE MASTERPLAN & SECTIONS

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Scales :	AS SHOWN
Stage :	PLANNING
Drawing No. :	20108-JBA-XX-XX-DR-L-0003
Revision	C01
Suitability Code	A1

LANDSCAPE MASTERPLAN SHEET 1 SCALE 1:500

KEYPLAN SCALE 1:2500



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LEGEND

- SITE BOUNDARY
- EXISTING VEGETATION TO BE RETAINED
- EXISTING GRASSLAND TO BE RETAINED
- PROPOSED NATIVE HEDGE PLANTING
- PROPOSED NEW FLOOD DEFENCE WALL TO BE FINISHED IN STONE
- PROPOSED NEW FLOOD DEFENCE WALL TO BE FINISHED IN CONCRETE
- EXISTING WALL/ STRUCTURE TO BE RETAINED

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Project
CARRICKMINES SHANGANAGH RIVER FLOOD RELIEF SCHEME

Drawing Title
COMMONS ROAD & BROOKDENE
LANDSCAPE MASTERPLAN
SHEET 1

Internal Project REF : Egis: 20108 JBA: 2020s1301

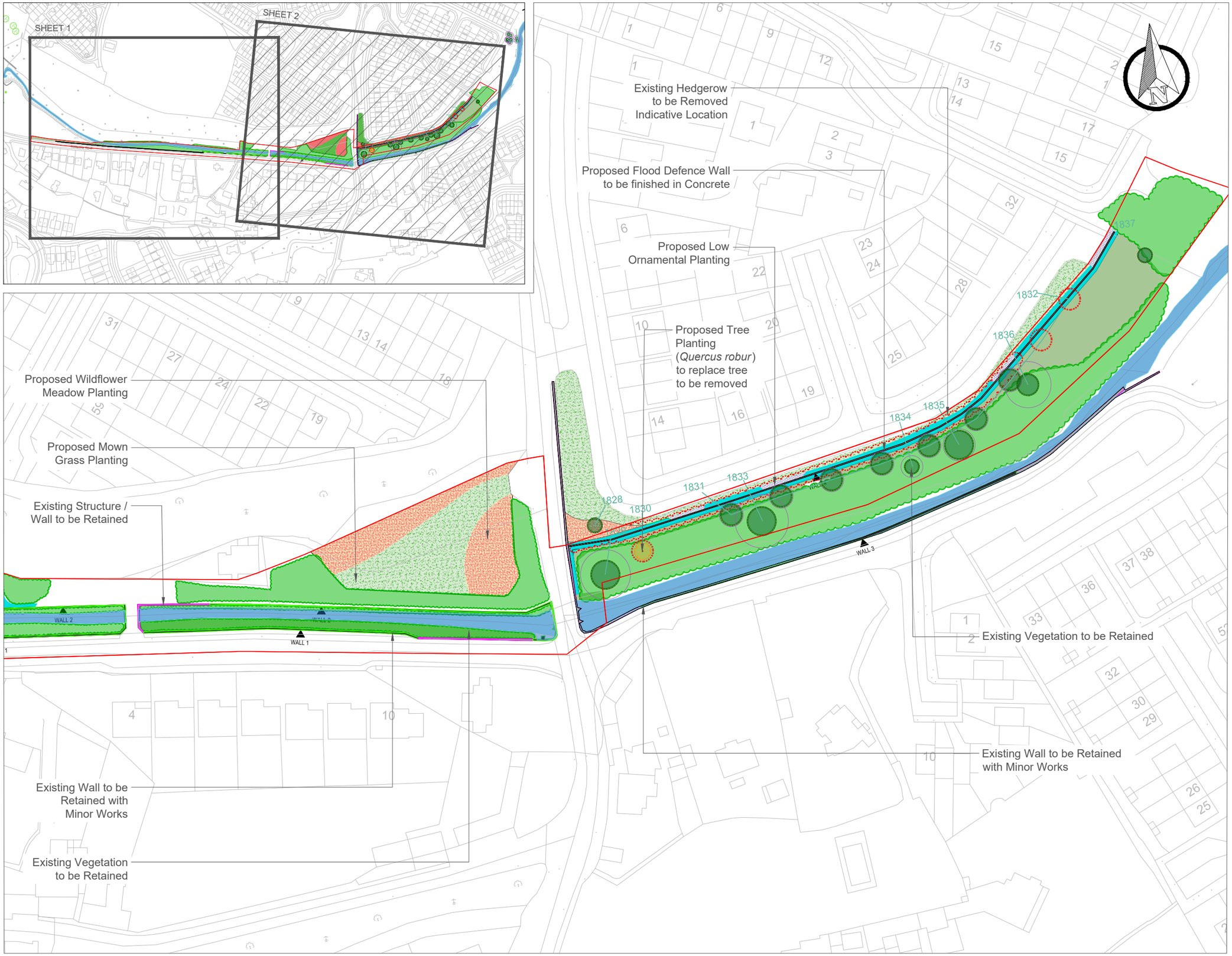
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KEYPLAN SCALE 1:2500

LANDSCAPE MASTERPLAN SHEET 2 SCALE 1:500



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LEGEND

- SITE BOUNDARY
- EXISTING TREES TO BE RETAINED REFER TO ARBORIST SURVEY
- EXISTING TREES TO BE REMOVED REFER TO ARBORIST SURVEY
- EXISTING VEGETATION TO BE RETAINED
- EXISTING GRASSLAND TO BE RETAINED
- PROPOSED TREE PLANTING
- PROPOSED NATIVE HEDGE PLANTING
- PROPOSED LOW ORNAMENTAL PLANTING
- PROPOSED WILDFLOWER MEADOW PLANTING
- PROPOSED MOWN GRASS PLANTING
- PROPOSED NEW FLOOD DEFENCE WALL TO BE FINISHED IN STONE
- PROPOSED NEW FLOOD DEFENCE WALL TO BE FINISHED IN CONCRETE
- EXISTING WALL/ STRUCTURE TO BE RETAINED
- EXISTING WALL /STRUCTURE TO BE REMOVED
- EXISTING WALL TO BE RETAINED WITH MINOR WORKS

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Project
CARRICKMINES SHANGANAGH RIVER FLOOD RELIEF SCHEME

Drawing Title
COMMONS ROAD & BROOKDENE LANDSCAPE MASTERPLAN SHEET 2

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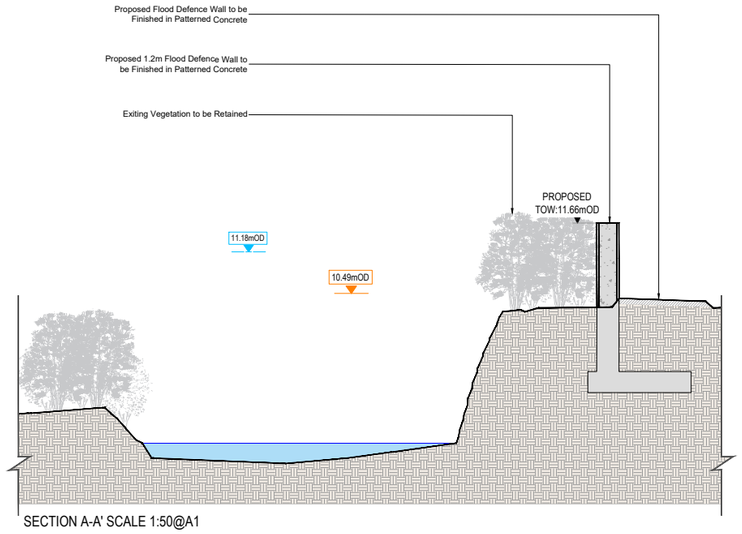
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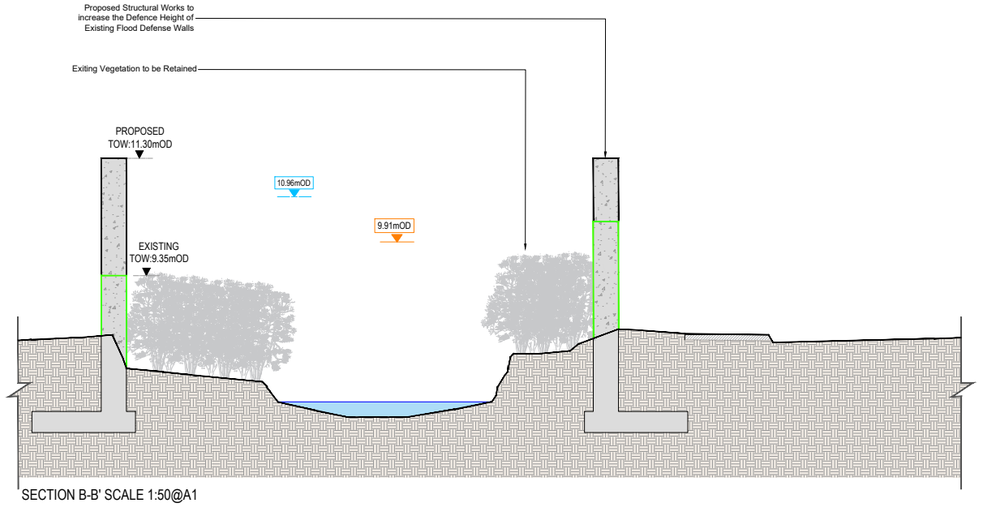
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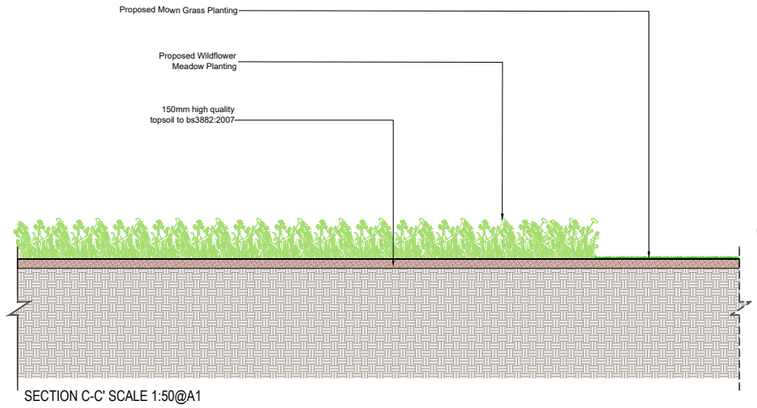
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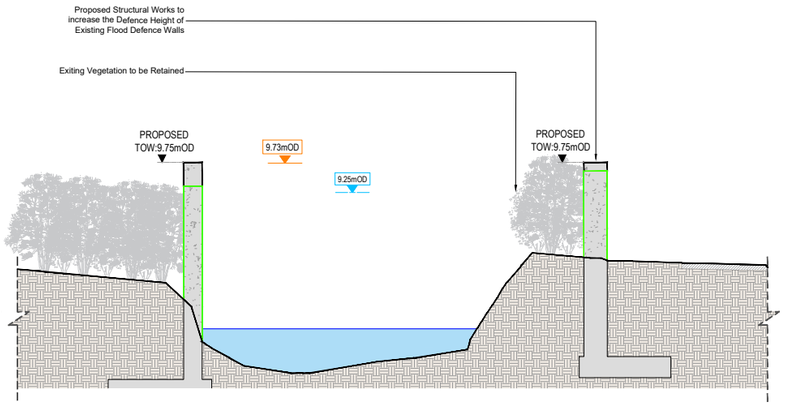
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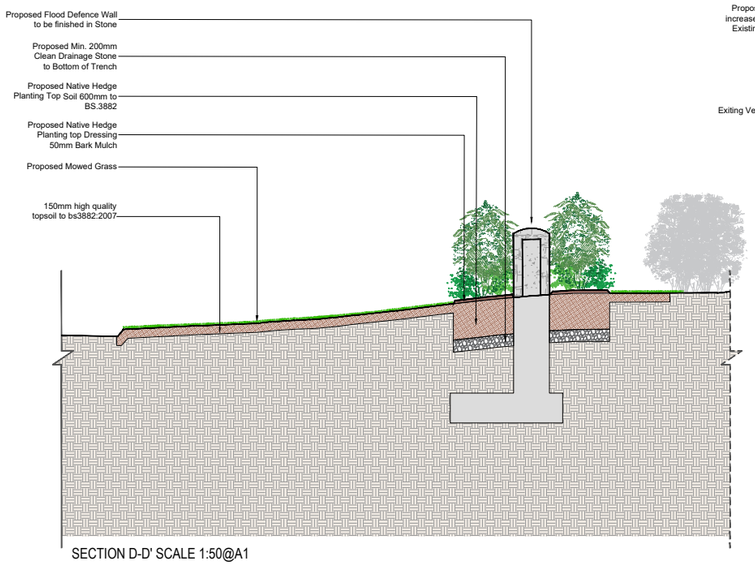


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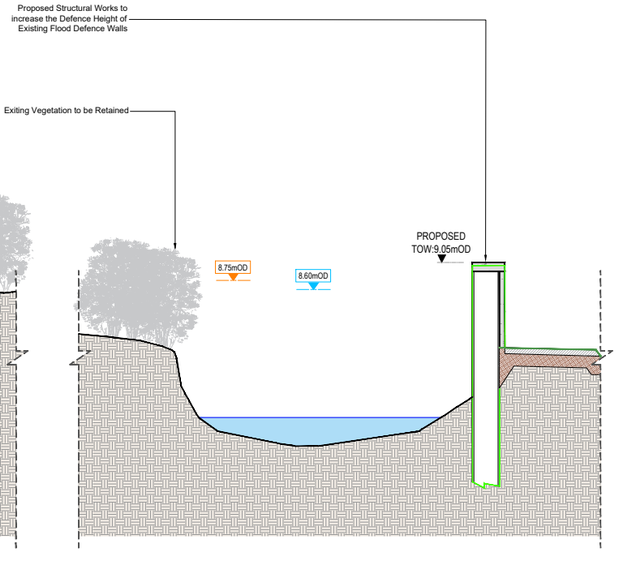


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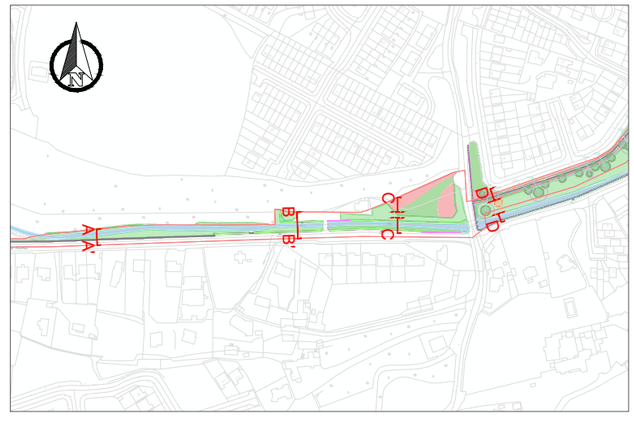




SECTION D-D' SCALE 1:50@A1



KEYPLAN 1:2500@A1



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Project
CARRICKMINES SHANGANAGH RIVER FLOOD RELIEF SCHEME

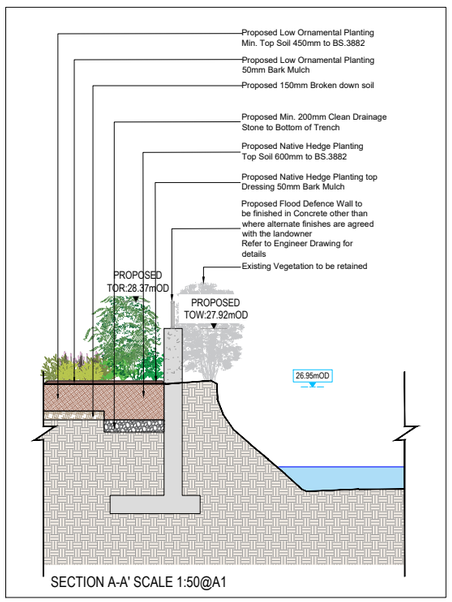
Drawing Title
COMMONS ROAD & BROOKDENE LANDSCAPE SECTIONS

Internal Project REF : Egis: 20108 JBA: 2020s1301		
Scales : AS SHOWN		
Stage : PLANNING		
Drawing No. : 20108-JBA-XX-XX-DR-L-0006	Revision C01	Suitability Code A1

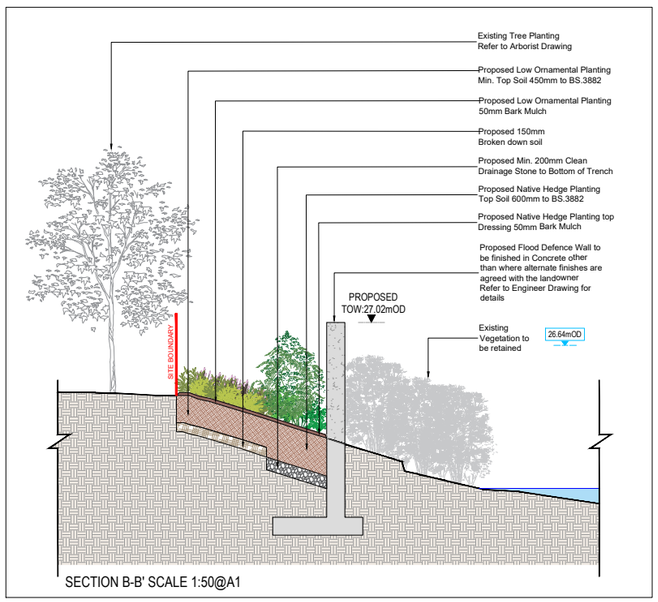
LANDSCAPE MASTERPLAN SCALE 1:250@A1



LANDSCAPE SECTIONS SCALE 1:50@A1



SECTION A-A' SCALE 1:50@A1



SECTION B-B' SCALE 1:50@A1

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LEGEND

- SITE BOUNDARY
- EXISTING TREES TO BE RETAINED REFER TO ARBORIST SURVEY
- EXISTING TREES AND HEDGEROW TO BE REMOVED REFER TO ARBORIST SURVEY
- EXISTING VEGETATION TO BE RETAINED
- PROPOSED NATIVE HEDGE PLANTING
- PROPOSED ORNAMENTAL PLANTING
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CARRICKMINES SHANGANAGH RIVER FLOOD RELIEF SCHEME

Drawing Title
CHERRYWOOD ROAD
LANDSCAPE MASTERPLAN & SECTIONS

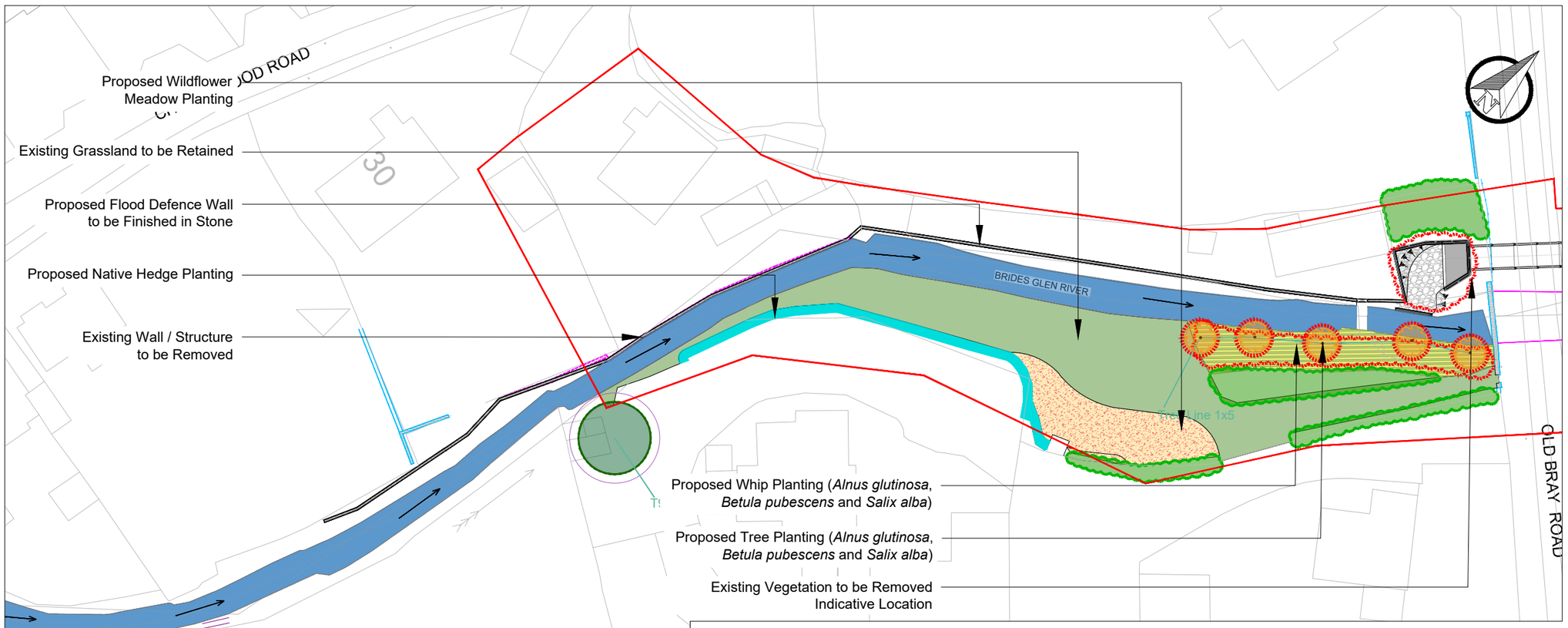
Internal Project REF : Egis: 20108 JBA: 2020s1301

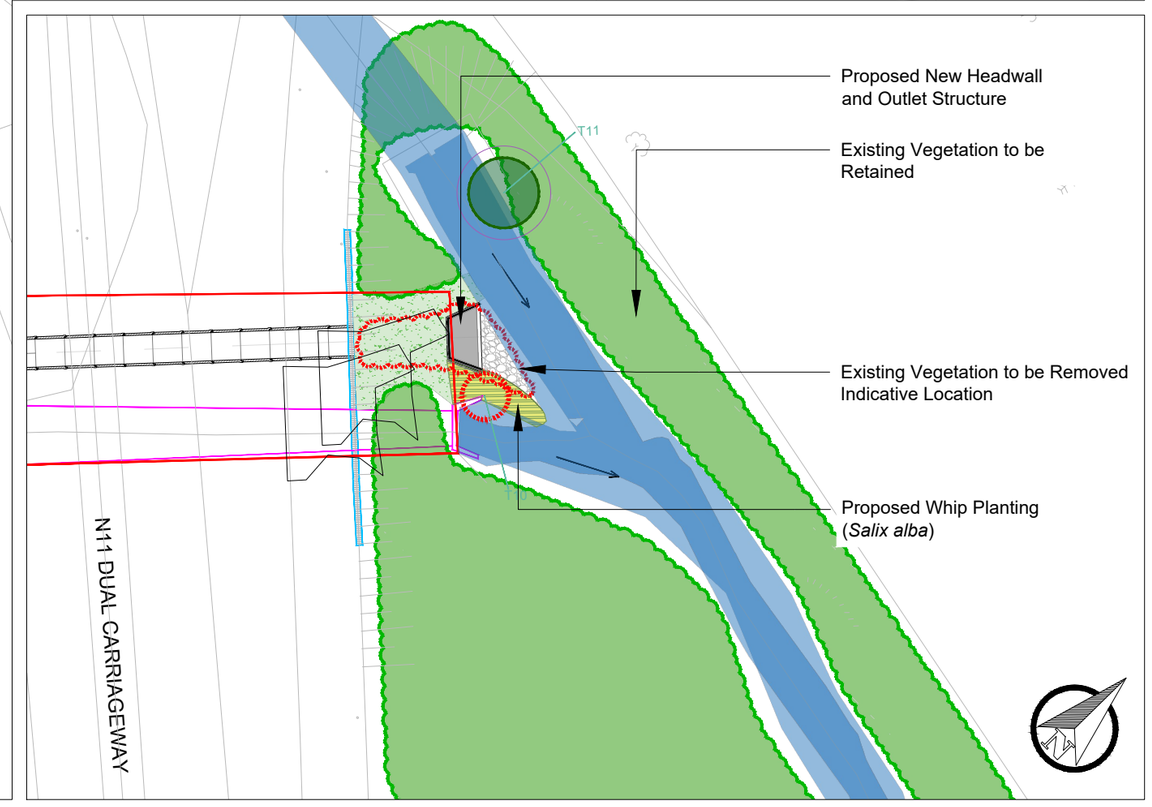
Scales : AS SHOWN

Stage : PLANNING

Drawing No. :	Revision	Suitability Code
20108-JBA-XX-XX-DR-L-0007	C01	A1

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LEGEND

- SITE BOUNDARY
- EXISTING TREES TO BE RETAINED REFER TO ARBORIST SURVEY
- EXISTING TREES TO BE REMOVED REFER TO ARBORIST SURVEY
- EXISTING VEGETATION TO BE RETAINED
- EXISTING GRASSLAND TO BE RETAINED
- PROPOSED TREE PLANTING
- PROPOSED WHIP PLANTING
- PROPOSED NATIVE HEDGE PLANTING
- PROPOSED WILDFLOWER MEADOW PLANTING
- PROPOSED MOWN GRASS PLANTING
- PROPOSED NEW FLOOD DEFENCE WALL TO BE FINISHED IN STONE
- EXISTING WALL / STRUCTURE TO BE RETAINED
- EXISTING WALL / STRUCTURE TO BE REMOVED

NOTE:
For compliance with RFI, all landscape works will be done in agreement with the landowners.

Client

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dlr Comhairle Contae County Council

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Project

CARRICKMINES SHANGANAGH RIVER FLOOD RELIEF SCHEME

Drawing Title

LOWER BRIDES GLEN & N11 OVERFLOW LANDSCAPE MASTERPLAN

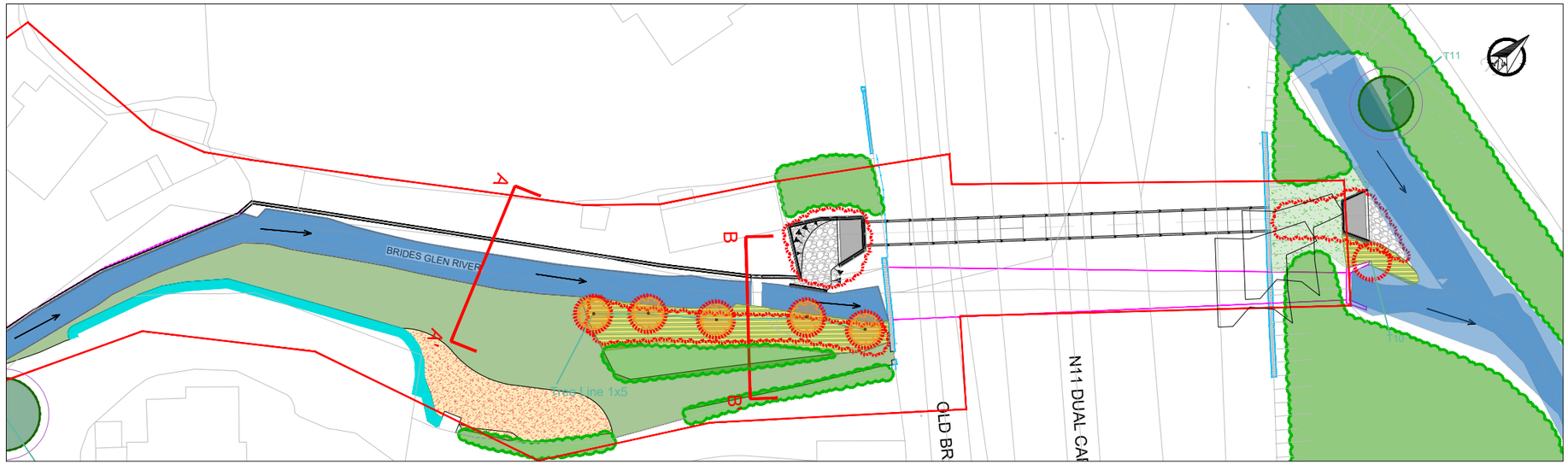
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Scales : 1:250@A1

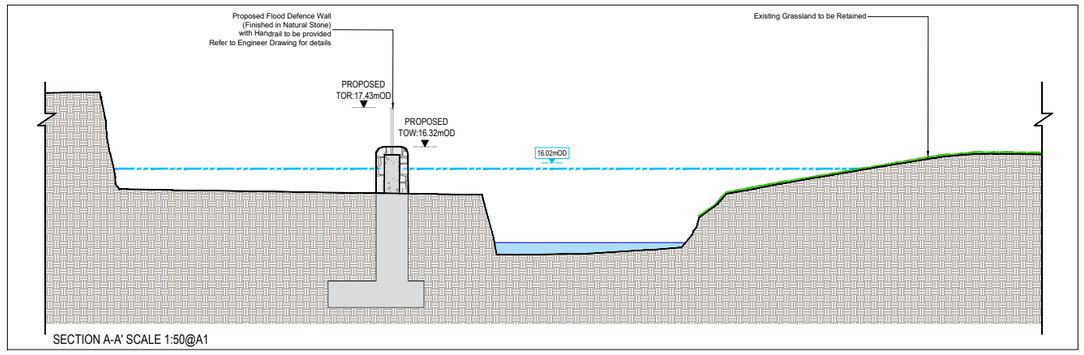
Stage : PLANNING

Drawing No. :	Revision	Suitability Code
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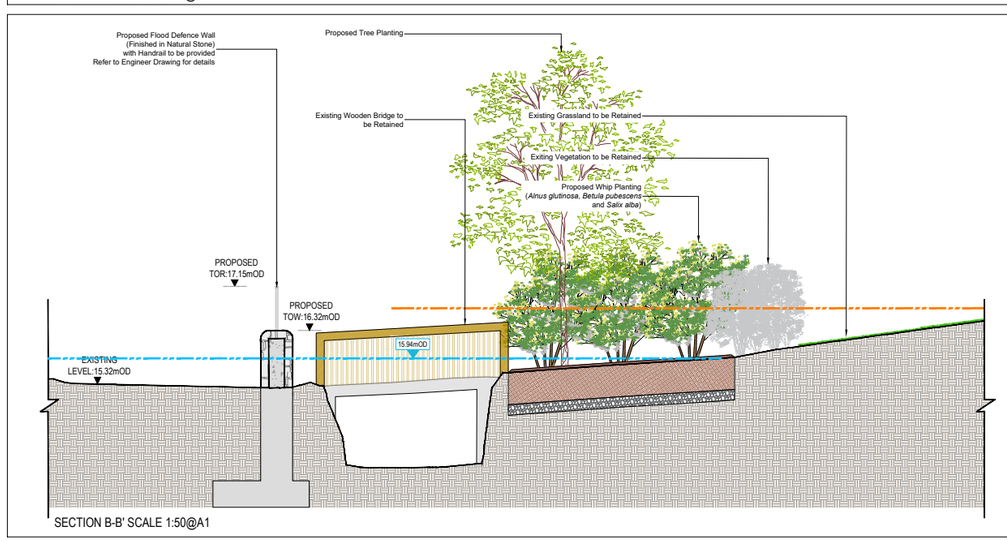
KEYPLAN SCALE 1:250@A1



LANDSCAPE SECTIONS SCALE 1:50@A1



SECTION A-A' SCALE 1:50@A1



SECTION B-B' SCALE 1:50@A1

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LEGEND

- SITE BOUNDARY
- EXISTING TREES TO BE RETAINED REFER TO ARBORIST SURVEY
- EXISTING TREES TO BE REMOVED REFER TO ARBORIST SURVEY
- EXISTING VEGETATION TO BE RETAINED
- EXISTING GRASSLAND TO BE RETAINED
- PROPOSED TREE PLANTING
- PROPOSED WHIP PLANTING
- PROPOSED NATIVE HEDGE PLANTING
- PROPOSED WILDFLOWER MEADOW PLANTING
- PROPOSED MOWN GRASS PLANTING
- PROPOSED NEW FLOOD DEFENCE WALL TO BE FINISHED IN STONE
- EXISTING WALL / STRUCTURE TO BE RETAINED
- EXISTING WALL / STRUCTURE TO BE REMOVED

NOTE:
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Project
CARRICKMINES SHANGANAGH RIVER FLOOD RELIEF SCHEME

Drawing Title
LOWER BRIDES GLEN & N11 OVERFLOW LANDSCAPE SECTIONS

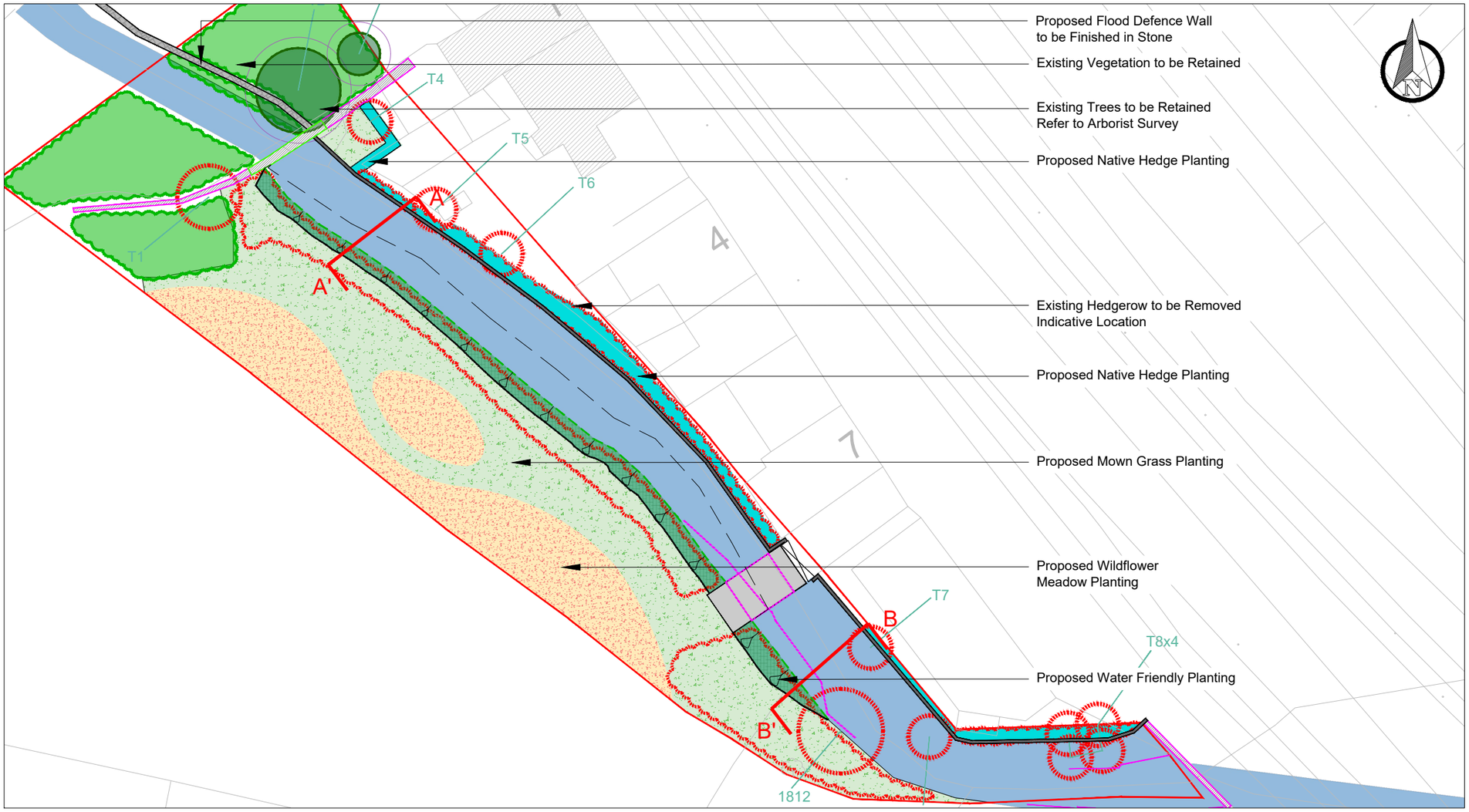
Internal Project REF : Egis: 20108 JBA: 2020s1301

Scales : AS SHOWN

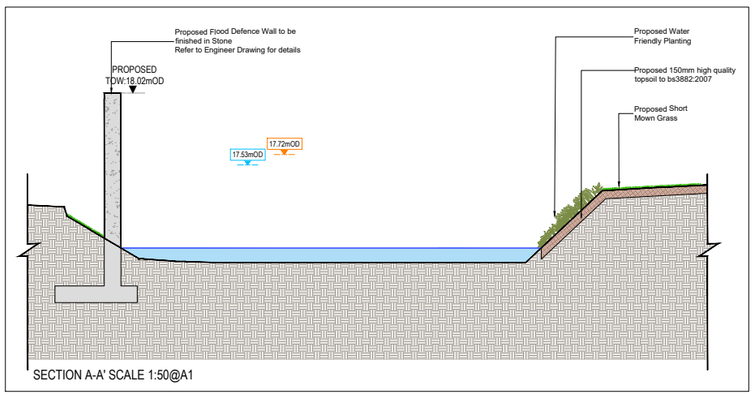
Stage : PLANNING

Drawing No. :	Revision	Suitability Code
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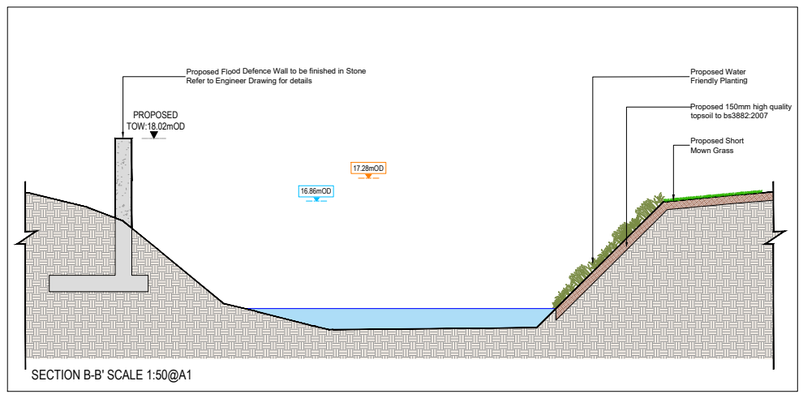
LANDSCAPE MASTERPLAN 1:200@A1



LANDSCAPE SECTIONS 1:50@A1



SECTION A-A' SCALE 1:50@A1



SECTION B-B' SCALE 1:50@A1

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LEGEND

- SITE BOUNDARY
- EXISTING TREES TO BE RETAINED REFER TO ARBORIST SURVEY
- EXISTING TREES TO BE REMOVED REFER TO ARBORIST SURVEY
- EXISTING VEGETATION TO BE RETAINED
- EXISTING GRASSLAND TO BE RETAINED
- PROPOSED NATIVE HEDGE PLANTING
- PROPOSED WILDFLOWER MEADOW PLANTING
- PROPOSED MOWN GRASS PLANTING
- PROPOSED WATER FRIENDLY PLANTING
- PROPOSED NEW FLOOD DEFENCE WALL TO BE FINISHED IN STONE
- EXISTING WALL/ STRUCTURE TO BE RETAINED
- EXISTING WALL /STRUCTURE TO BE REMOVED
- EXISTING WALL TO BE RETAINED WITH MINOR WORKS

NOTE:
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Client

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Project
CARRICKMINES SHANGANAGH RIVER FLOOD RELIEF SCHEME

Drawing Title
BRAY ROAD
LANDSCAPE MASTERPLAN & SECTIONS

Internal Project REF : Egis: 20108 JBA: 2020s1301

Scales :	AS SHOWN	
Stage :	PLANNING	
Drawing No. : 20108-JBA-XX-XX-DR-L-0010	Revision C01	Suitability Code A1

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LEGEND

- SITE BOUNDARY
- EXISTING TREES TO BE RETAINED REFER TO ARBORIST SURVEY
- EXISTING TREES TO BE REMOVED REFER TO ARBORIST SURVEY
- EXISTING VEGETATION TO BE RETAINED
- EXISTING GRASSLAND TO BE RETAINED
- PROPOSED WHIP PLANTING
- PROPOSED NEW FLOOD DEFENCE WALL TO BE FINISHED IN STONE
- EXISTING WALL/ STRUCTURE TO BE RETAINED
- EXISTING WALL /STRUCTURE TO BE REMOVED

Proposed Flood Defence Wall

Existing Wall / Structure to be Removed

Existing Grassland to be Retained

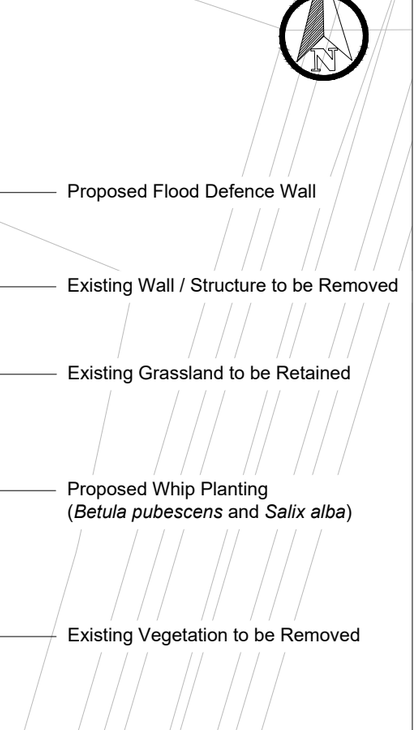
Proposed Whip Planting (*Betula pubescens* and *Salix alba*)

Existing Vegetation to be Removed

Existing Trees to be Removed Refer to Arborist Survey

Proposed Whip Planting (*Quercus robur*)

1838x2
1839x5
1840
1841
1842
1843
1844
1845
1846
1847
1848
1849
1850
T12x2



NOTE:
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Project

CARRICKMINES SHANGANAGH RIVER FLOOD RELIEF SCHEME

Drawing Title

GLENAMUCK RD. NORTH
LANDSCAPE MASTERPLAN

Internal Project REF : Egis: 20108 JBA: 2020s1301

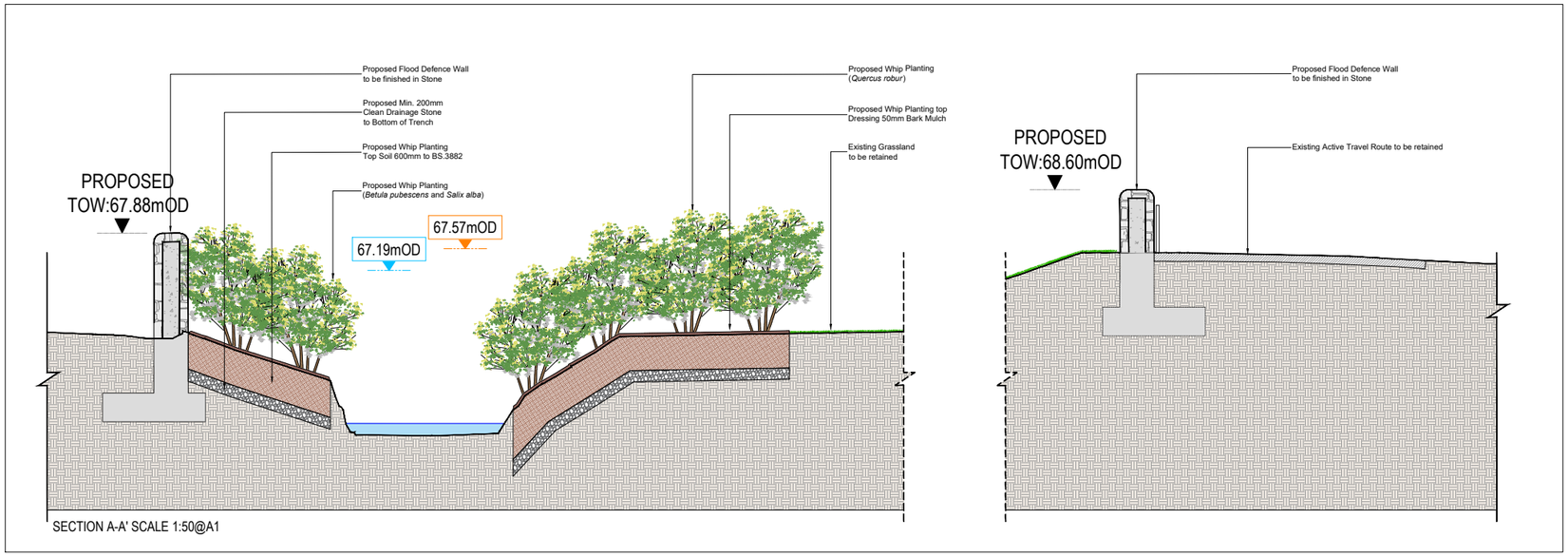
Scales : 1:250@A1

Stage : PLANNING

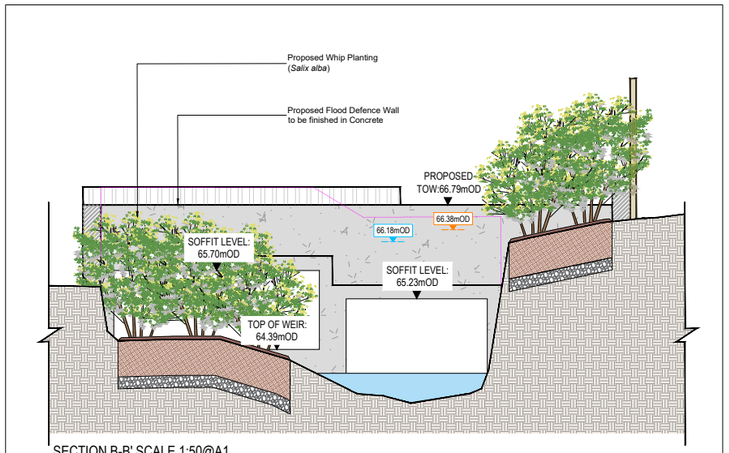
Drawing No. :	Revision	Suitability Code
20108-JBA-XX-XX-DR-L-0011	C01	A1

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LANDSCAPE SECTIONS 1:50@A1



SECTION A-A' SCALE 1:50@A1



SECTION B-B' SCALE 1:50@A1

KEYPLAN SCALE 1:500@A1



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Project
CARRICKMINES SHANGANAGH RIVER FLOOD RELIEF SCHEME

Drawing Title
GLENAMUCK RD. NORTH LANDSCAPE SECTIONS

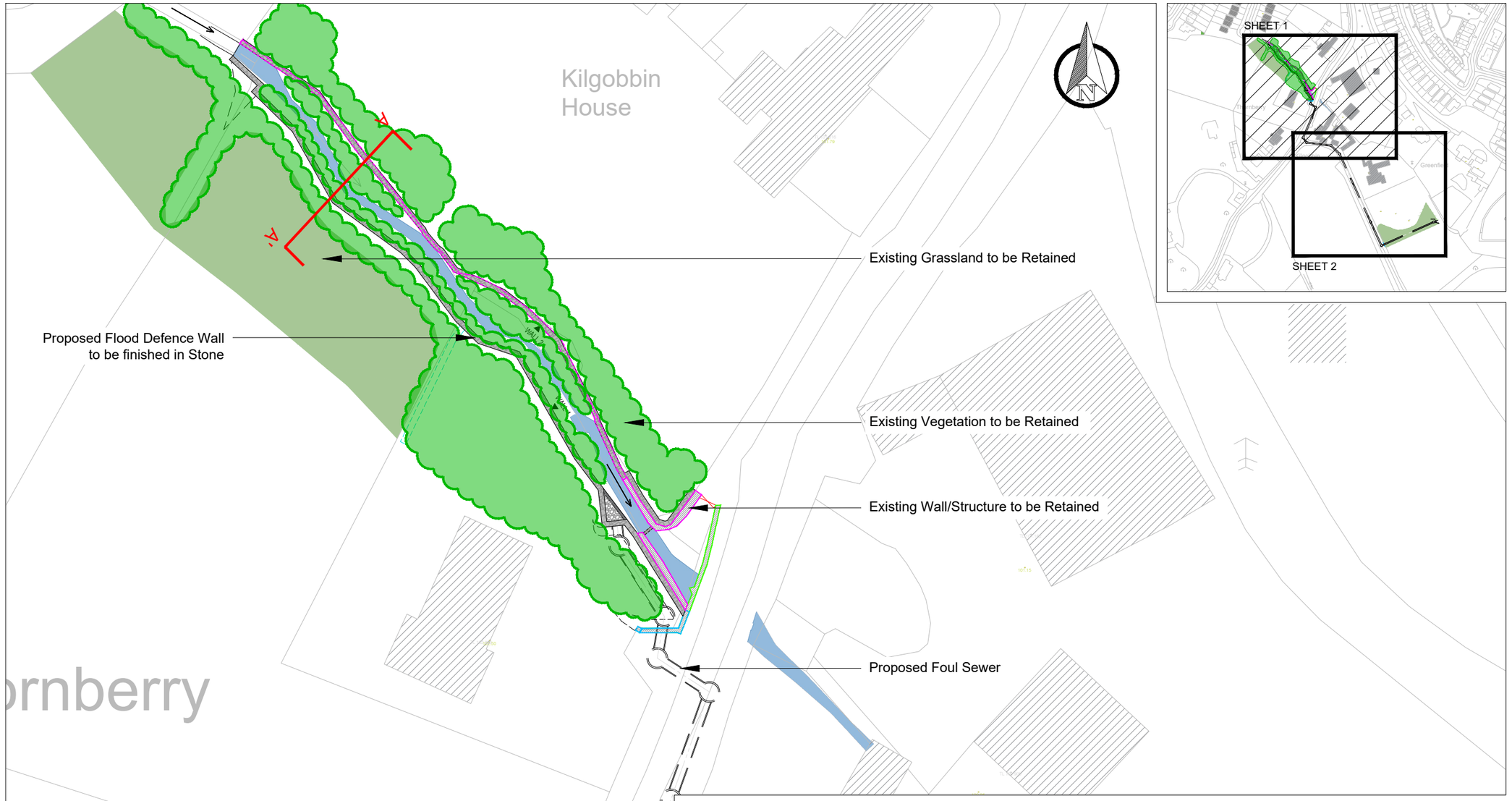
Internal Project REF : Egis: 20108 JBA: 2020s1301

Scales : AS SHOWN

Stage : PLANNING

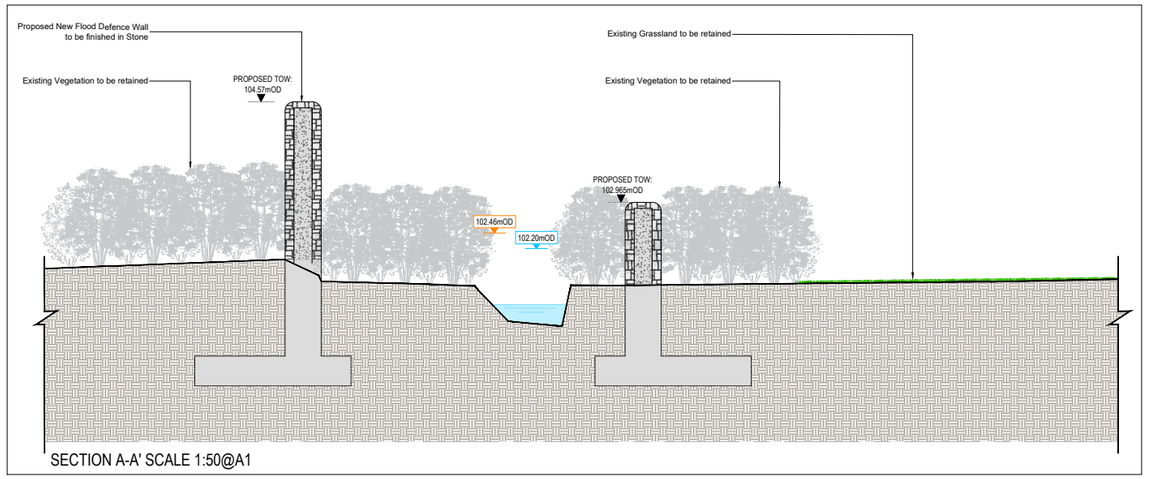
Drawing No. :	Revision	Suitability Code
20108-JBA-XX-XX-DR-L-0012	C01	A1

LANDSCAPE MASTERPLAN SHEET 1 SCALE 1:250@A1



KEYPLAN SCALE 1:2500@A1

LANDSCAPE SECTION SCALE 1:50@A1



SECTION A-A' SCALE 1:50@A1

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LEGEND

- EXISTING HEDGEROW TO BE RETAINED
- EXISTING GRASSLAND TO BE RETAINED
- PROPOSED NEW FLOOD DEFENCE WALL TO BE FINISHED IN STONE
- EXISTING WALL/ STRUCTURE TO BE RETAINED
- EXISTING WALL /STRUCTURE TO BE REMOVED
- EXISTING WALL TO BE RETAINED WITH MINOR WORKS

NOTE:
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Project
CARRICKMINES SHANGANAGH RIVER FLOOD RELIEF SCHEME

Drawing Title
KILGOBBIN
LANDSCAPE MASTERPLAN & SECTION
SHEET 1

Internal Project REF : Egis: 20108 JBA: 2020s1301			
Scales : AS SHOWN			
Stage : PLANNING			
Drawing No. : 20108-JBA-XX-XX-DR-L-0013	Revision C01	Suitability Code A1	

LANDSCAPE MASTERPLAN SHEET 2 SCALE 1:250@A1

KEYPLAN SCALE 1:2500@A1



Kilgobbin

Proposed Culvert Headwall

Proposed Foul Sewer

Existing Grassland to be Retained

OUTLET IL:98.20

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LEGEND

EXISTING GRASSLAND TO BE RETAINED

NOTE:
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Client

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Project
CARRICKMINES SHANGANAGH RIVER FLOOD RELIEF SCHEME

Drawing Title
KILGOBBIN
LANDSCAPE MASTERPLAN
SHEET 2

Internal Project REF : Egis: 20108 JBA: 2020s1301

Scales : AS SHOWN

Stage : PLANNING

Drawing No. :	Revision	Suitability Code
20108-JBA-XX-XX-DR-L-0014	C01	A1



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LEGEND

- SITE BOUNDARY
- EXISTING TREES TO BE RETAINED REFER TO ARBORIST SURVEY
- EXISTING TREES AND HEDGEROW TO BE REMOVED REFER TO ARBORIST SURVEY
- EXISTING VEGETATION TO BE RETAINED
- EXISTING GRASSLAND TO BE RETAINED
- PROPOSED TREE PLANTING
- PROPOSED NATIVE HEDGE PLANTING
- PROPOSED LOW ORNAMENTAL PLANTING
- PROPOSED MOWN GRASS PLANTING
- PROPOSED NEW FLOOD DEFENCE WALL TO BE FINISHED IN STONE
- EXISTING WALL /STRUCTURE TO BE REMOVED

NOTE:
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Project
CARRICKMINES SHANGANAGH RIVER FLOOD RELIEF SCHEME

Drawing Title
BELARMINE PARK
LANDSCAPE MASTERPLAN

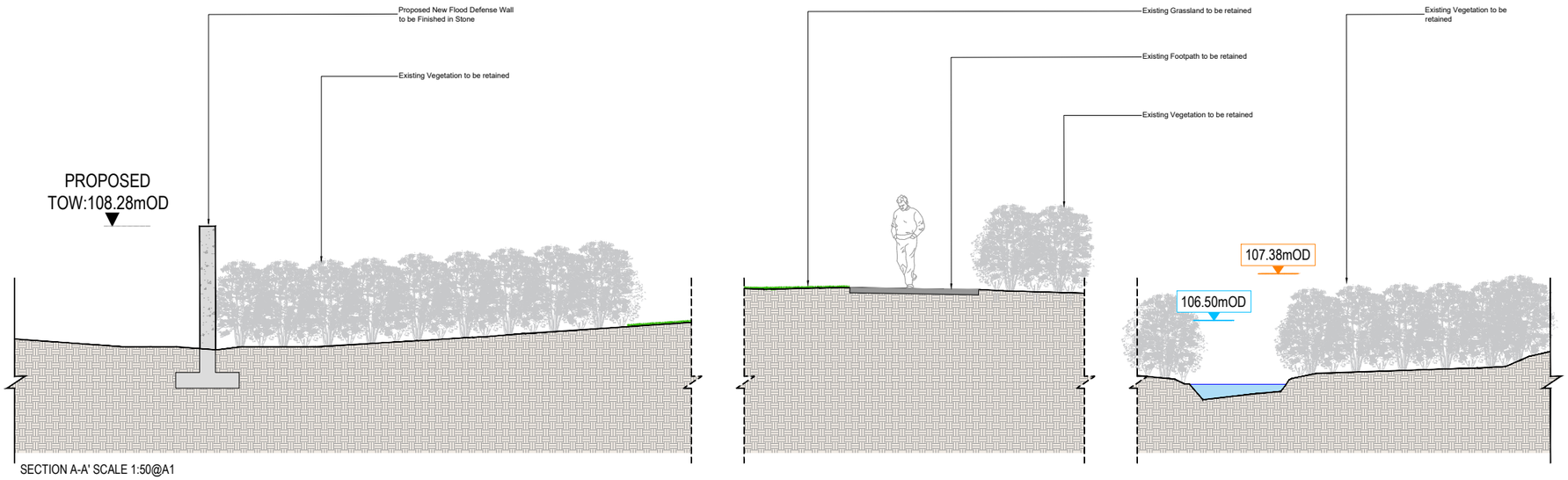
Internal Project REF : Egis: 20108 JBA: 2020s1301

Scales : 1:250@A1

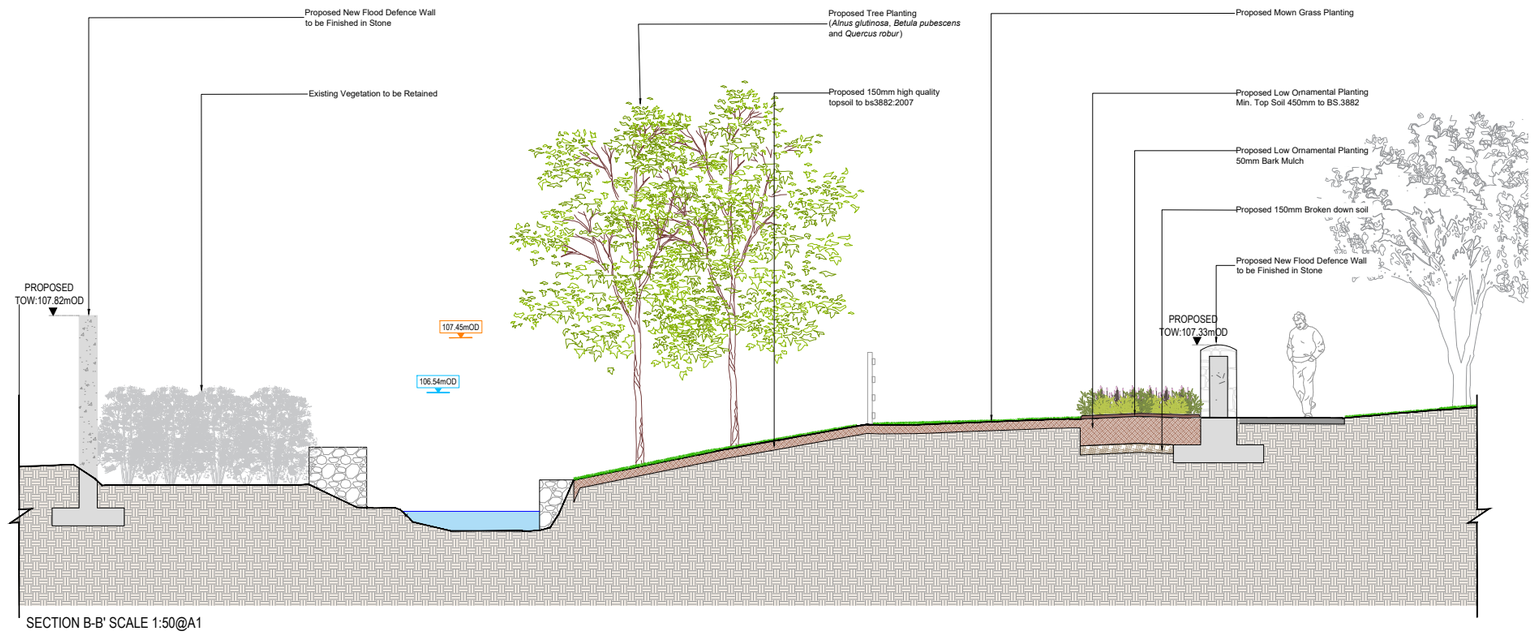
Stage : PLANNING

Drawing No.	Revision	Suitability Code
20108-JBA-XX-XX-DR-L-0015	C01	A1

LANDSCAPE SECTIONS SCALE 1:50@A1

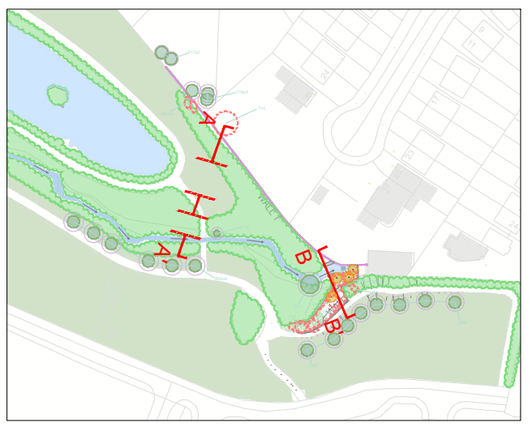


SECTION A-A' SCALE 1:50@A1



SECTION B-B' SCALE 1:50@A1

KEYPLAN SCALE 1:1000@A1



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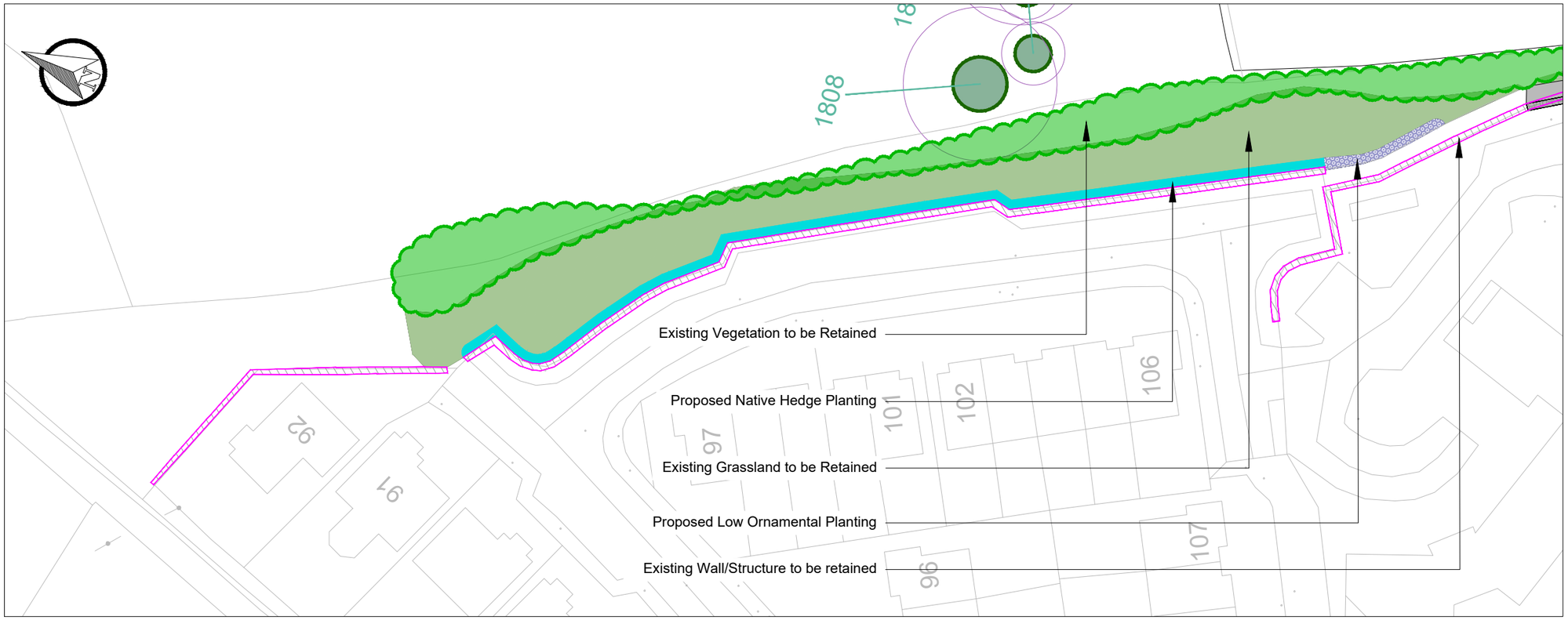
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Project
CARRICKMINES SHANGANAGH RIVER FLOOD RELIEF SCHEME

Drawing Title
BELARMINE PARK
LANDSCAPE SECTIONS

Internal Project REF : Egis: 20108 JBA: 2020s1301			
Scales : AS SHOWN			
Stage : PLANNING			
Drawing No. : 20108-JBA-XX-XX-DR-L-0016	Revision C01	Suitability Code A1	





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LEGEND

- SITE BOUNDARY
- EXISTING TREES TO BE RETAINED REFER TO ARBORIST SURVEY
- EXISTING TREES TO BE REMOVED REFER TO ARBORIST SURVEY
- EXISTING VEGETATION TO BE RETAINED
- EXISTING GRASSLAND TO BE RETAINED
- PROPOSED NATIVE HEDGE PLANTING
- PROPOSED LOW ORNAMENTAL PLANTING
- PROPOSED MOWN GRASS PLANTING
- PROPOSED NEW FLOOD DEFENCE WALL TO BE FINISHED IN STONE
- EXISTING WALL/ STRUCTURE TO BE RETAINED
- EXISTING WALL /STRUCTURE TO BE REMOVED

NOTE:
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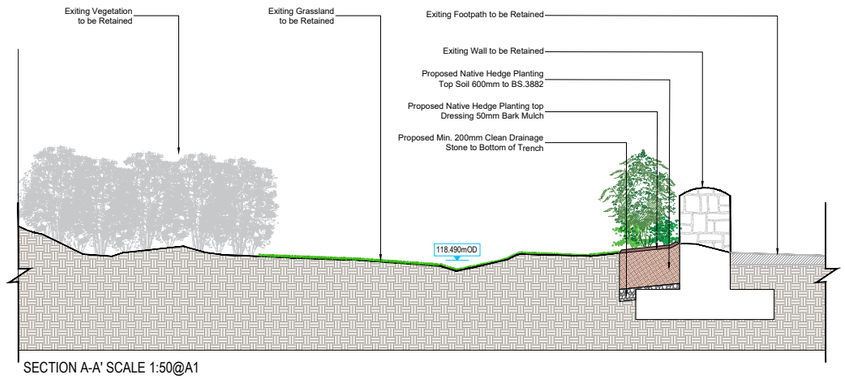
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Project
CARRICKMINES SHANGANAGH RIVER FLOOD RELIEF SCHEME

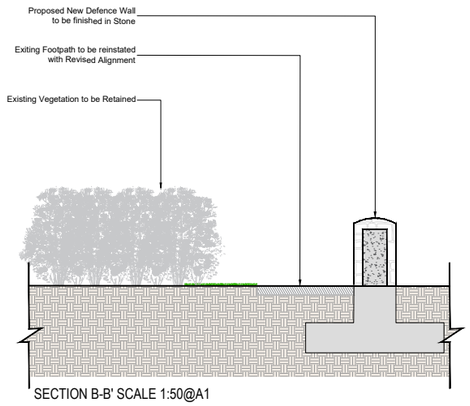
Drawing Title
CLON BRUGH
LANDSCAPE MASTERPLAN

Internal Project REF :	Egis: 20108 JBA: 2020s1301
Scales :	1:250@A1
Stage :	PLANNING
Drawing No. :	20108-JBA-XX-XX-DR-L-0017
Revision	C01
Suitability Code	A1

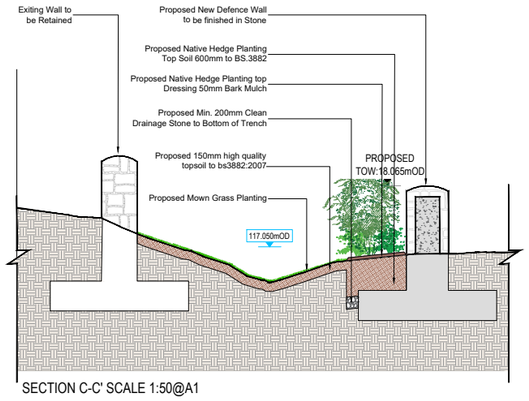
LANDSCAPE SECTIONS SCALE 1:50@A1



SECTION A-A' SCALE 1:50@A1

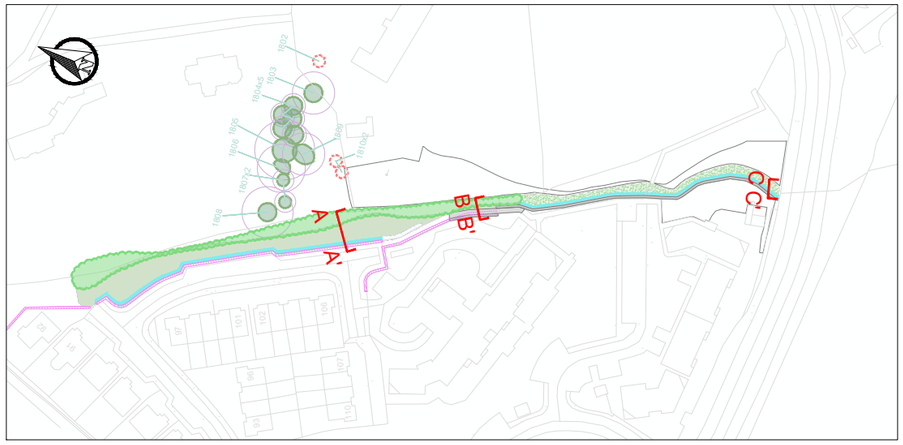


SECTION B-B' SCALE 1:50@A1



SECTION C-C' SCALE 1:50@A1

KEYPLAN SCALE 1:1000@A1



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NOTE:
For compliance with RFI, all landscape works will be done in agreement with the landowners.

Client

OPW Oifig na nOibreacha Poiblí Office of Public Works

dlr Comhairle Contae County Council

Clients Representative:

egis JBA consulting

Egis Engineering Ireland Ltd.
Classon House, Dundrum Business Park, Dundrum Road, Dublin 14
www.egis-group.com

JBA Consulting Engineers and Scientists Limited
24 Grove Island, Corbally, Limerick
www.jbaconsulting.ie

Project

CARRICKMINES SHANGANAGH RIVER FLOOD RELIEF SCHEME

Drawing Title

CLON BRUGH
LANDSCAPE SECTIONS

Internal Project REF :	Egis: 20108 JBA: 2020s1301
Scales :	AS SHOWN
Stage :	PLANNING

Drawing No. :	Revision	Suitability Code
20108-JBA-XX-XX-DR-L-0018	C01	A1

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PLANTING SCHEDULE

Proposed Tree Planting

CODES	Species	Girth / Form / Height
Qr	*Quercus robur*	16-18 cm (Advanced Heavy Standard)
Ag	*Alnus glutinosa*	12-14cm (Heavy Standard), min 3m in height
Bp	*Betula pubescens*	12-14cm (Heavy Standard), min 3m in height

Comments	Establishment Maintenance Period 18 months	Management year 1.5 -5
To be Irish native provenance. To be planted in positions shown on drawing. To be double staked.	Defective (dead or dying) plants to be repaced after year 1. Monthly tasks: -Trees stakes/ties to be checked, loosened and removed as necessary -Water weekly to soil saturation during dryweather -Check weeds at 0.5cm radius around the base of tree -Fertilise at base of tree	Every 3 years: -Trees to be pruned as necessary to be kept away from overhead lines. -Tree ties and staking to be removed at start of management period. -Fertilise at base as required.

Proposed Whip Planting

CODES	Species	Height	% in mix	Planting Density/ lin. m
WP	*Alnus glutinosa*	Whip, 60–90 cm, BR	25	1
	Betula pubescens	Whip, 60–90 cm, BR	25	
	Salix alba	Whip, 60–90 cm, BR, multi-stem form	25	
	Quercus robur	Whip, 60–90 cm, BR	25	

Comments	Management year 1-5	Management year 5-10
To be Irish native provenance. To be staked/ supported as required. For whips use biodegradable guards and canes.	Note - Establishment Maintenance to be 18 months after end of Defects Liability Period. Defective (dead or dying) plants to be replaced at end of Establishment Maintenance Period. Monthly tasks: -Trees stakes/ties to be checked, loosened and removed as necessary -Water weekly to soil saturation during dryweather -Check weeds at 0.5cm radius around the base of tree -Fertilise at base of tree	Every 3 years: -Trees to be pruned as necessary to be kept away from overhead lines. -Tree ties and staking to be removed at start of management period. -Fertilise at base as required.

Proposed Native Hedge Planting

CODES	Species	Height	% in mix	Planting Density/ lin. m
NH			100	4
	Crataegus monogyna	60-90cm/BR	25	
	Ilex aquifolium	90-120cm/CG 5lt pot	25	
	Viburnum opulus	60-90cm/BR	25	
	Corylus avellana	60-90cm/BR	25	

Comments	Management year 1-5	Management year 5-10
Hedge species to be planted at 0.5m centres	Defective (dead or dying) plants to be replaced after year 1. Monthly tasks: -Water weekly to soil saturation during dryweather -Check weeds at base of whip/shrub -Fertilise at base of whip/shrub	To be kept trimmed to final height and width.

Proposed Low Ornamental Planting

CODES	Species	Height	% in mix	Density (no. /m2)
MIX A			100	4
	Sarcococca confusa	10cm pot	20	
	Viburnium davidii	10cm pot	30	
	Hydrangea paniculate 'Limelight'	10cm pot	20	
	Rosmarinus officinalis	2L pot	10	
	Lavandula angustifolia 'Hidcote'	2L pot	20	

Comments	Establishment Maintenance Period 18 months	Management year 1.5 -5
To be planted in groups of 3 (5 for smaller plants) of same species. Ensure vigorous/ healthy new root growth is evident at the base of the pot.	Note - Establishment Maintenance to be 18 months after end of Defects Liability Period. Defective (dead or dying) plants to be replaced at end of Establishment Maintenance Period. Monthly tasks during Establishment Maintenance Period: -Water weekly during dryweather -Weed removal at base of shrub or tree - Bark mulch to be applied to beds	Every year: If over crowding of shrub bed has occurred then alternate shrubs to be removed. Top up bark mulch after 3 years

Proposed Wildflower Meadow Planting

CODES	Species	Sowing rate (g/m2)	% in mix
MIX B	**Flowering Lawn Mixture EL1** by Emorsgate or similar (20-80)	4	100

Comments	Establishment Maintenance Period 18 months	Management year 1.5 -5
To be sown on weed free, Stone free, firm but not compacted, ground rotavate to a min. depth of 300mm before sowing. Use same mix in public areas and differentiate mowing frequency as required by the use of the area.	To be rolled with Cambridge roller after sow cut 2-3 time in year 1 Follow all Ireland pollinator plant guidelines to achieve full grown covering sward	Cut 1-2 times per year as required. Less frequent cutting cycles can be implemented where vegetational succession is desirable.

Proposed Mown Amenity Grass Planting

CODES	Species	Sowing rate (g/m2)	% in mix
MIX C	**Basic General Purpose Meadow Mixture EM1** by Emorsgate or similar (20-80)	4	100

Comments	Establishment Maintenance Period 18 months	Management year 1.5 -5
To be sown on weed free, Stone free, firm but not compacted, ground rotavate to a min. depth of 300mm before sowing. Use same mix in public areas and differentiate mowing frequency as required by the use of the area.	To be rolled with Cambridge roller after sow cut 2-3 time in year 1 Follow all Ireland pollinator plant guidelines to achieve full grown covering sward	Cut 1-2 times per year as required. Less frequent cutting cycles can be implemented where vegetational succession is desirable.

Proposed Water Friendly Planting

CODES	Species (all pollinator species)	Pot size	% in mix	Density (no. /m2)
MIX D			100	4
	Betonica officinalis	9cm pot	5	
	Cardamine pratensis	9cm pot	10	
	Eupatorium cannabinum	9cm pot	10	
	Filipendula ulmaria	9cm pot	10	
	Iris pseudacorus	9cm pot	10	
	Centaurea nigra	9cm pot	10	
	Leucanthemum vulgare	9cm pot	10	
	Lychnis flos-cuculi	9cm pot	10	
	Lythrum salicaria	9cm pot	5	
	Mentha aquatica	9cm pot	5	
	Myosotis scorpioides	9cm pot	5	
	Hydrocotyle vulgaris	9cm pot	5	
	Succisa pratensis	9cm pot	5	

Comments	Establishment Maintenance Period 18 months	Management year 1.5 -5
Randomize spread of species as much as possible. Ensure vigorous/ healthy new root growth is evident at the base of the pot.	Main maintenance/ annual cut to take place in February before the new vegetative season starts.	As per establishment

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Project
CARRICKMINES SHANGANAGH RIVER FLOOD RELIEF SCHEME

Drawing Title
OVERALL
LANDSCAPE PLANTING SCHEDULE

Internal Project REF : Egis: 20108 JBA: 2020s1301

Scales : AS SHOWN

Stage : PLANNING

Drawing No. :	Revision	Suitability Code
20108-JBA-XX-XX-DR-L-0019	C01	A1

4 Material Assets – Traffic and Transport

4.1 Road Safety Audit

CARRICKMINES SHANGANAGH RIVER FLOOD RELIEF SCHEME

STAGE 1 / 2 ROAD SAFETY AUDIT

11 May 2026

OPW Oifig na nOibreacha Poiblí Office of Public Works



Formerly JB Barry & Partners who became part of Egis in 2023.

Data sensitivity - Public

Document Information

GENERAL INFORMATION

Client:	Office of Public Works
Project Title:	CARRICKMINES SHANGANAGH RIVER FLOOD RELIEF SCHEME
Report Title:	Stage 1 / 2 Road Safety Audit
File Name:	20108-JBB-00-XX-DO-Z-02996_Road_Safety_Audit

HISTORY OF CHANGES

DOCUMENT REVISION			DOCUMENT VERIFICATION			
Issue Date (DD/MM/YY)	Revision	Suitability	Author(s)	Reviewer(s)	Approver(s)	Peer Review (or N/A)
11/05/2026	P01	S3	TD/FB	FB/TD	ED	N/A
21/05/2026	P02	S3	TD/FB	FB/TD	ED	N/A
08/06/2026	C01	A1	TD/FB	FB/TD	ED	N/A

BIM Codes Definitions

SHARED (NON-CONTRACTUAL)

Suitability /Status	Definition	Revision Code
S2	Suitable for Information	Pnn (P=Preliminary) starting at P01
S3	Suitable for Review and Comment	
S4	Suitable for Stage Approval	

PUBLISHED DOCUMENTATION (CONTRACTUAL)

Suitability /Status	Definition	Revision Code
Approved and accepted as stage complete.		Cnn (C=Contractual/Complete) starting at C01
A1	Phase 1	
A2	Phase 2	
A3	Phase 3	
A4	Phase 4	
A5	Phase 5	
A6	Phase 6	
A7	Phase 7	

PUBLISHED FOR ASSET INFORMATION MODEL (AIM) ACCEPTANCE

Suitability /Status	Definition	Revision Code
CR	As Constructed Record file	Cnn (C=Contractual/Complete) starting at C01

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1.3 Road Traffic Collision Data Review 2

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1 INTRODUCTION

1.1 Background

This report results from a combined Stage 1 / 2 Road Safety Audit (RSA) of the proposed Carrickmines Shanganagh River Flood Relief Scheme at locations where the proposed scheme interacts with roadways and publicly accessible areas at Carrickmines, Stepaside, Belmaine Park, Kilgobbin and Cherrywood, Co. Dublin.

This audit does not consider areas of the scheme where no interaction occurs with public roads and publicly accessible areas.

We refer to Figure 1.1 showing the site location.

Egis (formally JB Barry and Partners) were commissioned to prepare this Stage 1 / 2 RSA on behalf of the Office of Public Works who intend to seek permission undertake the subject scheme. A separate team in Egis prepared the preliminary design drawings provided for this audit.

A list of the drawings provided for this audit is contained in Appendix 1. A copy of the Feedback Form is contained in Appendix 2.

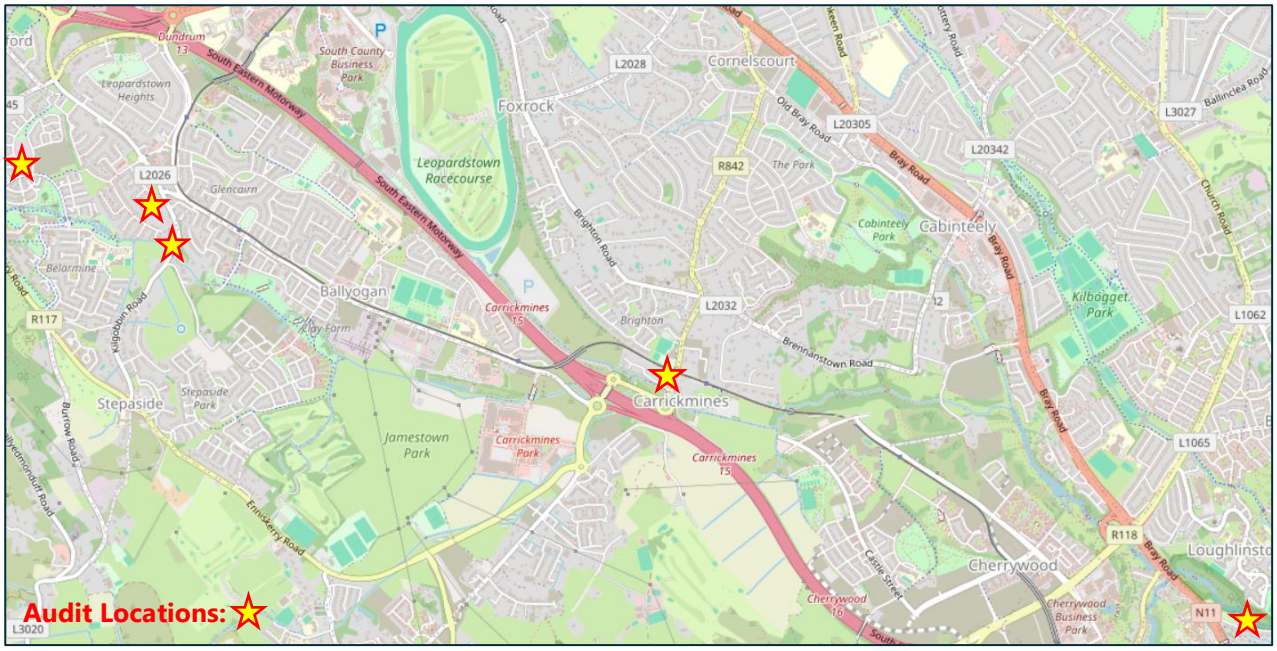


FIGURE 1-1: PROPOSED SCHEME AUDIT LOCATIONS

The audit has been prepared following the requirements of TII GE-STY-01024 (May 2025) - Road Safety Audit. The Audit Team has examined and reported on only the road safety implications of the design submitted by the Design Team and has not examined or verified the compliance of the design to any other criteria.

The members of the Road Safety Audit Team are independent of the Design Team. The Audit Team for the scheme is shown in Table 1-1.

TABLE 1-1: AUDIT TEAM

AUDIT TEAM LEADER	AUDIT TEAM MEMBER	AUDIT TEAM OBSERVER
Tim Delaney BEng (Hons), CEng, MIEI, RSA Cert	Fergal Breen NCEA Dip Eng CEng MIEI	
Auditor ID: TD85307	Auditor ID: FB491942	
Egis (formally JB Barry & Partners Ltd) 3 Eastgate Road Eastgate Little Island Co. Cork	Egis (formally JB Barry & Partners Ltd) 3 Eastgate Road Eastgate Little Island Co. Cork	

1.2 Site Visit

The Road Safety Audit site visit was carried out on Wednesday 22nd of April 2026 during daylight hours. The conditions were sunny and bright during the site visit, and the ground surface was dry.

1.3 Road Traffic Collision Data Review

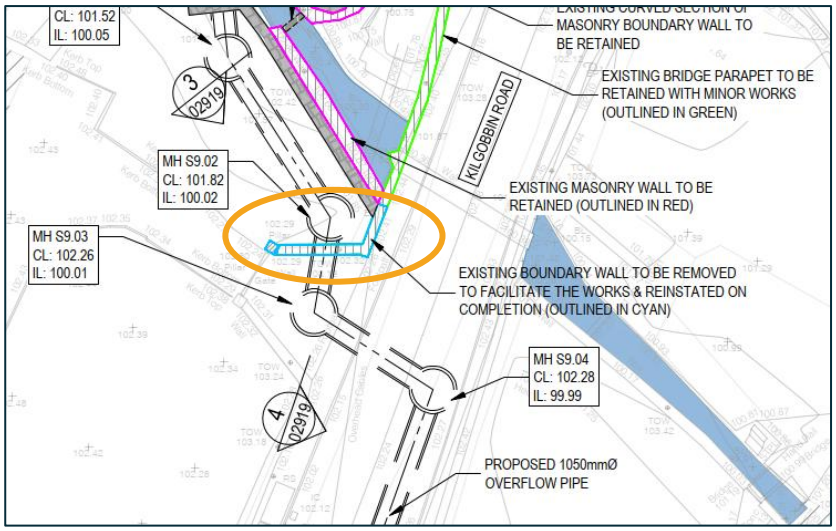
The Road Safety Authority (RSA) website was consulted in order to report on historical fatal, serious and minor injury collisions for the study area. However, the RSA are in the process of reviewing their road traffic collision (RTC) data sharing policies and procedures. Record-level RTC data cannot be shared until this review is complete.

2 AUDIT ISSUES IDENTIFIED

2.1 Problem: Angular Wall Close to Carriageway, Kilgobbin Road

The existing boundary / parapet wall is to be removed and reinstated on upon completion of the works. The existing wall presents an unforgiving roadside feature and will also do so upon reinstatement. In the event of a collision the wall poses a risk of injury to cyclists and vehicle operators should they collide with the angular section.

During the audit it was also noted that the roadway is busy with a large number of vehicles estimated to be travelling in excess of the posted 30km/hr speed limit. The sightlines at this existing entrance are poor. Should the rebuilt wall diminish the sightlines further then this has the potential to increase the risk of collisions between vehicles exiting the gateway and passing vehicles.





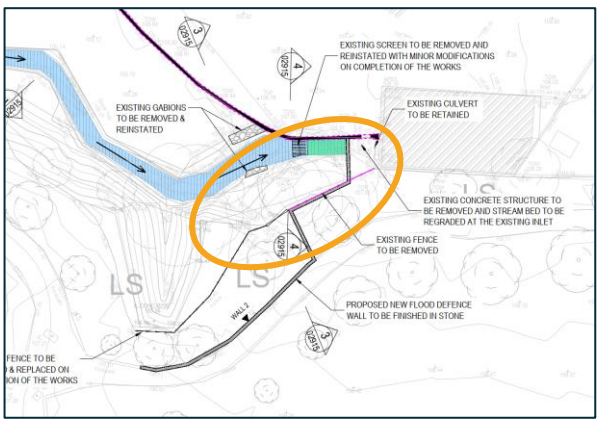
Recommendation

The designers should ensure the wall does not present a roadside hazard, is adequately highlighted and that sightlines are not diminished.

2.2 Problem: Maintenance Access, Belarmine Vale

The existing maintenance access gate at Belarmine Vale is to be removed. There does not appear to be provision for a maintenance vehicle access to enable cleaning of the proposed screen. The lack of a dedicated maintenance vehicle access may encourage maintenance vehicles to travel along the paths within the park.

This has the potential to cause collisions between pedestrians / cyclists and maintenance vehicles.





Recommendation

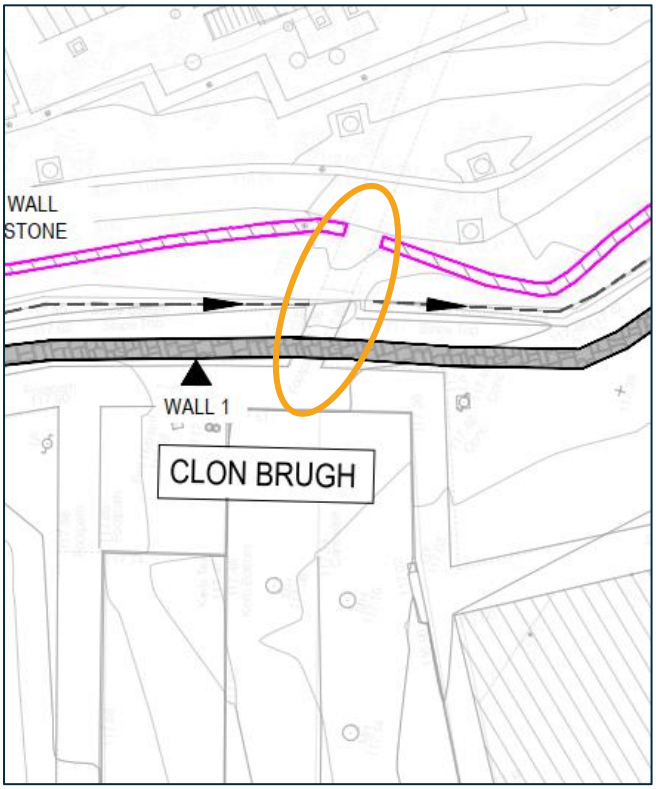
The designers should ensure that a safe access point is provided, including adequate signage.

2.3 Problem: Pedestrian Walkway, Clon Brugh, Atkins Village

Access to the existing pedestrian bridge / walkway at Atkins Village, Clon Brugh is to be cut-off by the proposed flood defence wall. This walkway appears to be in regular use.

This has to potential to encourage pedestrians to climb over the wall in order to access Dun Gaoithe Heights which in turn may lead to trips and falls from heights resulting in injury to pedestrians.





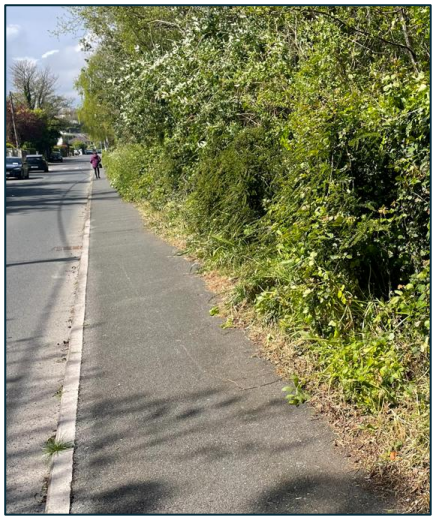
Recommendation

The designers should ensure that a safe pedestrian access walkway is provided.

2.4 Problem: Narrow Footpath - Commons Road

The width of the existing footpath along the Commons Road is restricted by vegetation growing between the existing flood defence wall and the footpath.

This restriction in the footpath width has the potential to cause pedestrians to step off the footpath and onto the trafficked lane resulting in collisions pedestrians and passing vehicles.





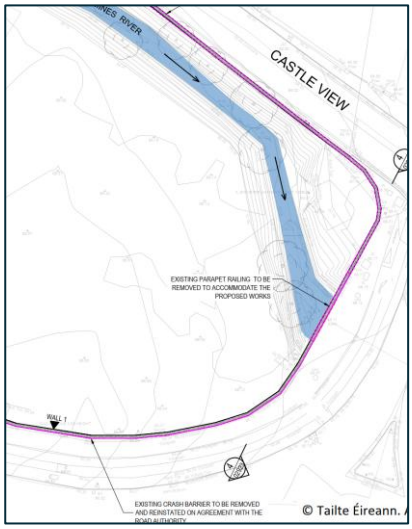
Recommendation

The designers should ensure that an adequate footpath width is provided.

2.5 Problem: Removal of Safety Barrier, Glenamuck Road Roundabout

The works proposals include for the removal of the safety barrier at the Glenamuck Road (R842) Roundabout.

This has the potential to increase the risk of injury to driver should their vehicle leave the carriageway at this location.





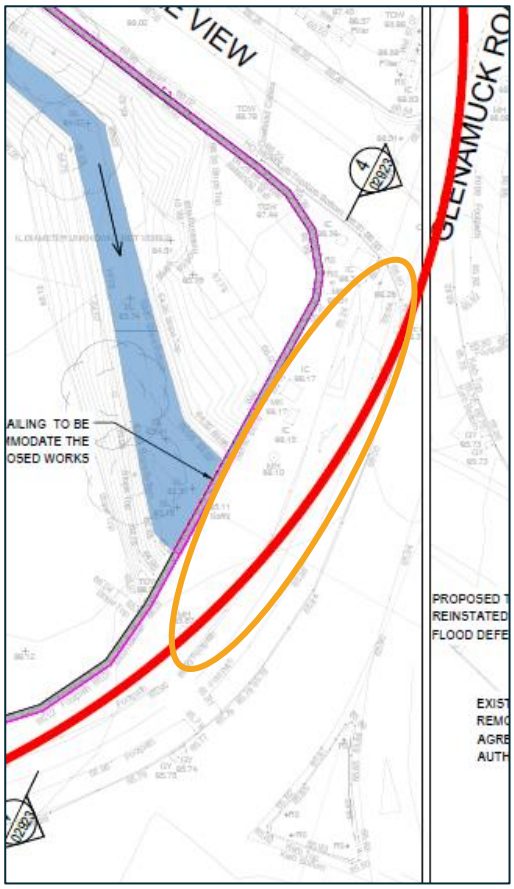

Recommendation

The designers should ensure that adequate barriers of the required containment level are provided for the duration of the works and post works.

2.6 Problem: Removal of Cycle Lane on Glenamuck Road

The works proposals include for the removal / closure of the cycle lane on Glenamuck Road (R842) for the duration of the works, ceding the space to pedestrians.

This has the potential to increase the risk of collisions between pedestrians and cyclists or between cyclists and passing vehicles.





Recommendation

The safe passage of cyclists should be accommodated.

3 AUDIT TEAM STATEMENT

We certify that we have examined the drawings and documents listed in the appendices to this report.

The examination and subsequent report were made with the sole purpose of identifying any features of the scheme that could be removed or modified in order to improve the safety of the proposals.

The problems identified have been noted in this report together with associated safety improvement suggestions, which we recommend should be studied for implementation.

No one on the Audit Team has been involved in the initial scheme design.

ASSESSMENT TEAM LEADER		
Name:	Mr. Tim Delaney BEng CEng MIEI RSACert	Signed: 
Position:	Service Provider	Date: 08.06.2026
Organisation:	Egis (formally JB Barry & Partners)	
Address:	3 Eastgate Road Eastgate Little Island Co. Cork	

ASSESSMENT TEAM MEMBER		
Name:	Fergal Breen NCEA Dip Eng CEng MIEI	Signed: 
Position:	Associate	Date: 08.06.2026
Organisation:	Egis (formally JB Barry & Partners)	
Address:	3 Eastgate Road Eastgate Little Island Co. Cork	

APPENDIX 1

Drawings Provided For The Audit

TABLE A1: LIST OF DRAWINGS PROVIDED FOR AUDIT

DRAWING TITLE	DRAWING NO.	REVISION
Clon Brugh Proposed Site Layout	20108-JBB-00-XX-DR-Z-02910	C01
Belarmine Park Proposed Site Layout	20108-JBB-00-XX-DR-Z-02913	C01
Kilgobbin Proposed Site Layout Plan 1 of 2	20108-JBB-00-XX-DR-Z-02916	C01
Kilgobbin Proposed Site Layout Plan 2 of 2	20108-JBB-00-XX-DR-Z-02917	C01
Glenamuck RD North Proposed Site Layout	20108-JBB-00-XX-DR-Z-02921	C01
Cherrywood Road Proposed Site layout	20108-JBB-00-XX-DR-Z-02924	C01
Bray Road Proposed Site Layout	20108-JBB-00-XX-DR-Z-02927	C01
Commons Road & Brookdene Proposed Site Layout Sheet 1 of 2	20108-JBB-00-XX-DR-Z-02934	C01
Commons Road & Brookdene Proposed Site Layout Sheet 2 of 2	20108-JBB-00-XX-DR-Z-02935	C01

APPENDIX 2

Feedback Form

Scheme: CARRICKMINES SHANGANAGH RIVER FLOOD RELIEF SCHEME

Audit Stage: Stage 1 / 2

Date Audit Completed: 11 May 2026

Paragraph No. in Report	To Be Completed by the Design Team			To Be Completed by the Audit Team
	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Designer's Response / Alternative measures (describe)	Designer's Response / Alternative Measures accepted by Auditors (yes/no)
2.1	Yes	Yes		
2.2	Yes	Yes		
2.3	Yes	Yes		
2.4	Yes	Yes		
2.5	Yes	Yes		
2.6	Yes	Yes		

Signed: ..... Designer Date: 21/05/2026

Signed: ..... Audit Team Leader Date: 08 June 2026

Signed: ..... Client Date: 26/05/2026

Ireland

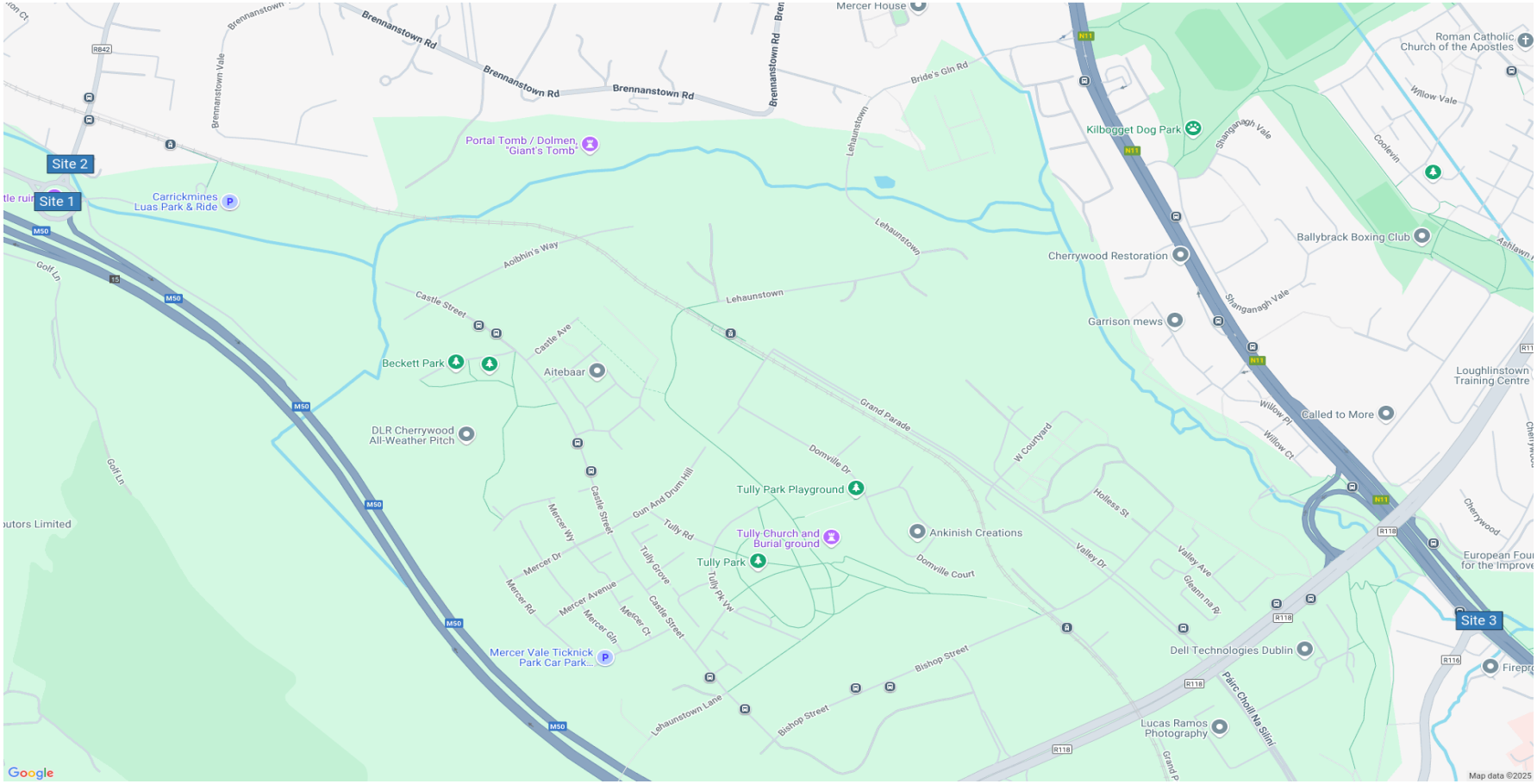
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egis

4.2 Traffic Count Survey

IDASO

Survey Name: 25591 - Carrickmines, Co. Dublin
Date: Tue 27 May 2025





IDASO

Survey Name: 25591 - Carrickmines, Co. Dublin
Site: Site 1
Location: Glenamuck Road North Roundabout
Date: Tue 27-May-2025

Arm A - Glenamuck Road North
Arm B - Access To Luas Carrickmines Park and Ride
Arm C - M50 On Slip
Arm D - R842

	A => A										A => B										A => C										A => D									
TIME	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU
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H/TOT	0	0	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	0	1	1	0	0	14	0	2	3	0	0	19	20.5
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01:45	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	1	0	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	0	0	1	0	0	0	0	0	1	1	1	2	12	1	0	0	0	0	16	14
02:00	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	1	0	0	0	0	0	1	1
02:15	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	1	0	0	0	0	0	1	1
02:30	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	0	0	1	1	0	0	1	0	0	0	0	0	1	1
02:45	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	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	1	0	0	0	0	0	1	1	0	0	3	0	0	0	0	0	3	3
03:00	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	2	0	0	0	0	0	2	2
03:15	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	1	0	0	0	0	0	1	1
03:30	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	0	0	0	0
03:45	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	2	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
04:00	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	0	0	0	0
04:15	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	2	0	0	2	3
04:30	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	6	0	1	0	0	0	7	7
04:45	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	5	0	0	1	0	0	6	6.5
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	11	0	1	3	0	0	15	16.5
05:00	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	3	0	0	0	0	0	3	3
05:15	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	5	1	1	1	0	0	8	8.5
05:30	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	0	0	0	1	0.2	0	0	4	0	1	0	0	0	5	5
05:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	18	2	1	0	0	0	21	21
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	0.2	0	0	30	3	3	1	0	0	37	37.5
06:00	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	15	0	0	0	0	1	16	17
06:15	0	0	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	0	4	4	0	0	12	0	3	0	0	1	16	17
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	3	3	0	0	26	1	5	1	0	0	33	33.5
06:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	3	0	1	0	0	0	4	4	0	0	30	1	5	0	0	2	38	40
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	8	0	3	0	0	0	11	11	0	0	83	2	13	1	0	4	103	107.5
07:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	9	0	2	0	0	0	11	11	2	0	47	3	6	0	1	0	59	58.7
07:15	0	0	1	0	0	0	0	0	1	1	0	0	5	0	0	0	0	0	5	5	0	0	6	0	0	0	0	0	6	6	0	0	54	0	8	0	0	2	64	66
07:30	0	0	3	0	0	0	0	0	3	3	0	0	4	0	1	0	0	0	5	5	0	0	5	0	2	0	0	0	7	7	3	0	69	0	7	2	0	0	81	79.6
07:45	0	0	4	0	1	0	0	0	5	5	0	0	5	0	0	0	0	0	5	5	0	0	9	0	0	1	0	0	10	10.5	1	0	104	1	9	0	1	2	118	120.5
H/TOT	0	0	8	0	1	0	0	0	9	9	0	0	15	0	1	0	0	0	16	16	0	0	29	0	4	1	0	0	34	34.5	6	0	274	4	30	2	2	4	322	324.8
08:00	0	0	2	0	0	0	0	0	2	2	0	0	7	0	0	0	0	0	7	7	0	0	22	0	1	1	0	0	24	24.5	1	1	110	4	7	0	0	0	123	121.6
08:15	0	0	3	0	0	0	0	0	3	3	0	0	3	0	0	0	0	1	4	5	0	0	16	0	2	1	0	0	19	19.5	0	0	119	1	6	0	0	1	127	128
08:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0	15	0	1	0	0	0	16	16	1	0	94	4	10	2	0	1	112	113.2
08:45	0	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	0	6	5.2	0	0	18	0	0	0	1	0	19	20.3	0	0	126	1	11	1	2	0	141	144.1
H/TOT	0	0	5	0	0	0	0	0	5	5	1	0	18	0	0	0	0	1	20	20.2	0	0	71	0	4	2	1	0	78	80.3	2	1	449	10	34	3	2	2	503	506.9
09:00	0	0	1	0	0	0	0	0	1	1	0	0	3	0	0	0	0	0	3	3	0	0	17	0	2	2	0	0	21	22	0	0	89	0	10	1	0	2	102	104.5
09:15	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4	0	0	9	0	1	1	0	1	12	13.5	0	0	92	0	13	3	0	1	109	111.5
09:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	4	2	2	1	0	0	9	9.5	0	0	91	1	13	1	1	1	108	110.8
09:45	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	1	1	0	0	10	0	0	0	0	0	10	10	0	0	92	3	10	0	1	2	108	111.3
H/TOT	0	0	2	0	0	0	0	0	2	2	0	0	9	0	0	0	0	0	9	9	0	0	40	2	5	4	0	1	52	55	0	0	364	4	46	5	2	6	427	438.1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2	0	0	15	0	0	0	0	0	15	15	0	0	89	3	9	1	0	0	102	102.5
10:15	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2	0	0	19	0	2	0	0	0	21	21	0	0	103	2	11	2	0	2	120	123
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	7	0	0	0	0	0	7	7	0	1	71	2	11	2	0	0	87	87.4
10:45	0	0	0	0	1	0	0	0	1	1	0	0	1	0	0	0	0	0	1	1	0	0	13	0	0	1	0	0	14	14.5	0	2	99	1	14	2	0	2	120	121.8
H/TOT	0	0	0	0	1	0	0	0	1	1	0	0	3	1	2	0	0	0	6	6	0	0	54	0	2	1	0	0	57	57.5	0	3	362	8	45	7	0	4	429	434.7
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	3	3	0	0	16	17.5	0	2	90	2	11	4	2	0	111	114.4
11:15	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	1	0	0	8	8.5	0	0	91	1	11	3	1	2	109	113.8
11:30	0	0	1	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	1	1	0	1	10	0	2	0	0	0	13	12.4	0	0	71	1	7	3	0	0	82	83.5
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	2	2	0	0	14	15	0	0	92	4	10	4	0	1	111	114
H/TOT	0	0	3	0	0	0	0	0	3	3	0	0	0	0	1	0	0	0	1	1	0	1	36	1	7	6	0	0	51	53.4	0	2	344	8	39	14	3	3	413	425.7
12:00	0	0	0	0	1	0	0	0	1	1	0	0	1	0	1	0	0	0	2	2	0	0	8	0	0	1	0	0	9	9.5	0	0	100	2	16	2	0	0	120	121
12:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	2	0	11	0	3	0	0	0	16	14.4	0	0	88	1	12	3	0	1	105	107.5
12:30	0	0	1	0	0	0	0	0	1	1	0	0	5	0	0	0	0	0	5	5	0	0	11	0	2	0	0	0	13	13	0	1	80	1	15	2	0	0	99	99.4
12:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	3	3	0	0	21	1	7	0	0	0	29	29	0	1	93	0	10	0	0	2	106	107.4
H/TOT	0	0	1	0	1	0	0	0	2	2	0	0	10	0	2	0	0	0	12	12	2	0	51	1	12	1	0	0	67	65.9	0	2	361	4	53	7	0	3	430	435.3
13:00	0	0	1	0	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	12	0	1	1	0	0	14	14.5	0	0	91	1	11	1	1	0	105	106.8
13:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	10	0	0	0	0	0	10	10	0	2	89	0	9	4	0	1	105	106.8
13:30	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4	1	0	13	0	0	0	0	0	14	13.2	0	0	117	1	21	1	0	1	141	142.5
13:45	0	0	1	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	1	1	0	0	15	0	2	1	0	0	18	18.5	0	0	102	1	15	2	0	2	122	125
H/TOT	0	0	2	0	1	0	0	0	3	3	0	0	6	0	1	0	0	0	7	7	1	0	50	0	3	2	0	0	56	56.2	0	2	399	3	56	8	1	4	473	481.1
14:00	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	13	0	1	1	0	0	15	15.5	0	0	91	1	5	0	0	0	97	97
14:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	3.3	0	0	15	0	2	0	0	0	17	17	0	0	104	1	8	3	1	2	119	123.8
14:30	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2	2	1	0	15	0	3	0	0	0	19	18.2	3	0	100	3	6	0	0	0	112	109.6
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	1	0	0	0	18	18	0	2	124	2	12	3	1	2	146	149.6
H/TOT	0	0	2	0	0	0	0	0	2	2	0	0	3	0	0	0	1	0	4	5.3	1	0	60	0	7	1	0	0	69	68.7	3	2	419	7	31	6	2	4	474	480
15:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	14	0	3	1	0	0	18	18.5	1	0	123	2	16	2	0	0	144	144.2
15:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	1	16	0	1	0	0	0	18	17.4	1	1	115	2	6	4	0	2	131	133.6
15:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	2.5	0	0	11	0	5	2	0	0	18	19	0	0	116	2	6	1	1	0	126	127.8
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	8	0	0	1	0	0	9	9.5	0	0	134	2	14	2	0	2	154	157
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	6	0	1	1	0	0	8	8.5	0	1	49	0	9	4	0	0	63	64.4	2	1	488	8	42	9	1	4	555	562.6
16:00	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2	2	0	0	13	0	4	0	0	0	17	17	0	0	114	0	14	1	0	0	129	129.5
16:15	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	1	12	13	0	1	121	1	11	1	1	1	137	139.2
16:30	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	6	6	1	0	8	0	2	0	0	0	11	10.2	1	2	133	1	8	1	1	0	147	146.8
16:45	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	1	1	0	0	6	0	0	0	0	0	6	6	0	1	103	2	7	0	0	1	114	114.4
H/TOT	0	0	3	0	0	0	0	0	3	3	0	0	8	0	1	0	0	0	9	9	1	0	38	0	6	0	0	1	46	46.2	1	4	471	4	40	3	2	2	527	529.9
17:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	1	0	14	0	2	1	0	0	18	17.7	0	1	123	2	12	1	0	1	140	140.9
17:15	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2	2	0	0	17	0	4	0	0	0	21	21	0	1	111	0	8	0	0	2	122	123.4
17:30	0	0	1	0	0	0	0	0	1	1	0	0	3	0	0	0	0	0	3	3	0	0	17	0	0	0	0	0	17	17	0	1	125	1	9	1	0	0	137	136.9
17:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0	6	0	1	0	0	1	8	9	0	0	112	3	6	0	0	1	122	123
H/TOT	0	0	2	0	0	0	0	0	2	2	0	0	10	0	0	0	0	0	10	10	1	0	54	0	7	1	0	1	64	64.7	0	3	471	6	35	2	0	4	521	524.2
18:00	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6	3	0	105	2	8	0	0	0	118	115.6
18:15	0	0	1	0	0	0	0	0	1	1	0	0	3	0	0	0	0	0	3	3	0	0	9	0	2	0	0	0	11	11	1	1	81	1	5	0	0	2	91	91.6
18:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	6	0	1	0	0	0	7	7	0	3	94	3	1	0	0	0	101	99.2
18:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	1	0	10	0	0	0	0	0	11	10.2	0	2	77	0	3	0	0	2	84	84.8
H/TOT	0	0	2	0	0	0	0	0	2	2	0	0	7	0	0	0	0	0	7	7	1	0	31	0	3	0	0	0	35	34.2	4	6	357	6	17	0	0	4	394	391.2
19:00	0	0	1	0	0	0	0	0	1	1	0	0	4	0	0	0	0	0	4	4	0	0	20	0	1	0	0	0	21	21	0	1	77	1	8	0	0	0	87	86.4
19:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	1	0	11	1	2	0	0	0	15	14.2	0	0	66	0	4	0	0	2	72	74
19:30	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4	1	0	13	0	0	0	0	0	14	13.2	0	0	76	1	2	0	0	0	79	79
19:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	7	1	1	0	0	0	9	9	0	0	57	0	3	0	0	2	62	64
H/TOT	0	0	1	0	0	0	0	0	1	1	0	0	11	0	0	0	0	0	11	11	2	0	51	2	4	0	0	0	59	57.4	0	1	276	2	17	0	0	4	300	303.4
20:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	2	0	8	0	0	0	0	0	10	8.4	0	2	53	0	1	0	0	0	56	54.8
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	6	0	0	0	0	0	8	6.6	0	2	60	1	0	0	0	2	65	65.8
20:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	3	3	0	0	4	1	3	0	0	0	8	8	0	3	50	1	4	0	0	0	58	56.2
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	7	6.4	1	1	38	1	1	0	0	2	44	44.6
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	4	4	3	2	24	1	3	0	0	0	33	29.4	1	8	201	3	6	0	0	4	223	221.4
21:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	4	2	0	0	0	0	6	6	0	0	50	1	4	2	0	0	57	58
21:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	9	0	0	0	0	0	9	9	0	1	38	0	2	0	0	2	43	44.4
21:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	1	3	0	0	0	0	0	4	3.4	1	0	37	0	1	0	0	1	40	40.2
21:45	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	1	1	0	0	5	0	0	0	0	0	5	5	0	0	19	0	0	0	0	1	20	21
H/TOT	0	0	1	0	0	0	0	0	1	1	0	0	5	0	0	0	0	0	5	5	0	1	21	2	0	0	0	0	24	23.4	1	1	144	1	7	2	0	4	160	163.6
22:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	1	7	0	0	0	0	0	8	7.4	0	0	22	0	0	0	0	2	24	26
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	7	6.4	0	1	16	0	0	0	0	1	18	18.4
22:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	3	0	0	0	0	0	3	3	0	0	28	0	0	0	0	2	30	32
22:45	0	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	0	0	2	1.4	0	0	20	1	0	0	0	0	21	21
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	3	17	0	0	0	0	0	20	18.2	0	1	86	1	0	0	0	5	93	97.4
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3	2.2	0	0	14	0	0	0	0	2	16	18
23:15	0	0	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	0	3	3	0	0	6	0	0	0	0	0	6	6
23:30	0	0	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	0	2	2	0	0	3	0	0	0	0	1	4	5
23:45	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	0	0	1	1	0	0	3	1	0	0	0	1	5	6
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	8	0	0	0	0	0	9	8.2	0	0	26	1	0	0	0	4	31	35
24 TOT	0	0	32	0	4	0	0	0	36	36	1	0	120	1	11	1	1	1	136	138	14	8	695	9	79	23	1	3	832	831.8	21	39	5650	86	517	76	15	69	6473	6559.3



IDASO

Survey Name: 25591 - Carrickmines, Co. Dublin
Site: Site 1
Location: Glenamuck Road North Roundabout
Date: Tue 27-May-2025

Arm A - Glenamuck Road North
Arm B - Access To Luas Carrickmines Park and Ride
Arm C - M50 On Slip
Arm D - R842

	B => A									
TIME	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
00:00	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	1	0	0	0	1	1
06:15	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	1	0	0	0	1	1
07:00	0	0	1	0	0	0	0	0	1	1
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	5	0	0	0	0	1	6	7
07:45	0	0	2	0	0	0	0	0	2	2
H/TOT	0	0	8	0	0	0	0	1	9	10
08:00	0	0	2	0	0	0	0	0	2	2
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	3	0	0	0	0	1	4	5
08:45	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	6	0	0	0	0	1	7	8
09:00	0	0	1	0	0	0	0	0	1	1
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	3	0	0	0	0	0	3	3
09:45	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	5	0	0	0	0	0	5	5
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	2	0	0	0	0	0	2	2
10:30	0	0	1	0	0	0	0	0	1	1
10:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	3	0	0	0	0	0	3	3
11:00	0	0	2	0	0	0	0	0	2	2
11:15	0	0	1	0	0	0	0	0	1	1
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	4	0	0	0	0	0	4	4
12:00	0	0	0	0	0	0	0	0	0	0
12:15	0	0	2	0	0	0	0	0	2	2
12:30	0	0	1	0	0	0	0	0	1	1
12:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	3	0	0	0	0	0	3	3
13:00	0	0	1	0	1	0	0	0	2	2
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	0	2	0	0	0	0	0	2	2
H/TOT	0	0	3	0	1	0	0	0	4	4
14:00	0	0	0	0	0	0	0	0	0	0
14:15	0	0	1	0	1	0	0	0	2	2
14:30	0	0	4	0	1	0	0	0	5	5
14:45	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	6	0	2	0	0	0	8	8
15:00	0	0	1	0	0	0	0	0	1	1
15:15	0	0	3	0	0	0	0	0	3	3
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	3	1	0	0	0	0	4	4
H/TOT	0	0	7	1	0	0	0	0	8	8
16:00	0	0	4	0	0	0	0	0	4	4
16:15	0	0	0	0	1	0	0	0	1	1
16:30	0	0	4	0	0	0	0	0	4	4
16:45	0	0	3	0	0	0	0	0	3	3
H/TOT	0	0	11	0	1	0	0	0	12	12
17:00	0	0	1	0	0	0	0	0	1	1
17:15	0	0	5	0	0	0	0	0	5	5
17:30	0	0	5	0	0	0	0	0	5	5
17:45	0	0	3	0	0	0	0	0	3	3
H/TOT	0	0	14	0	0	0	0	0	14	14
18:00	0	0	4	0	1	0	0	0	5	5
18:15	0	0	3	0	0	0	0	0	3	3
18:30	0	0	7	0	0	0	0	0	7	7
18:45	0	0	4	0	0	0	0	0	4	4
H/TOT	0	0	18	0	1	0	0	0	19	19
19:00	0	0	4	0	0	0	0	0	4	4
19:15	0	0	3	0	0	0	0	0	3	3
19:30	0	0	4	0	0	0	0	0	4	4
19:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	11	0	0	0	0	0	11	11
20:00	0	0	4	0	0	0	0	0	4	4
20:15	0	0	0	0	0	0	0	0	0	0
20:30	0	0	3	0	0	0	0	0	3	3
20:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	7	0	0	0	0	0	7	7
21:00	0	0	2	0	0	0	0	0	2	2
21:15	0	0	1	1	0	0	0	0	2	2
21:30	0	0	4	0	0	0	0	0	4	4
21:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	7	1	0	0	0	0	8	8
22:00	0	0	3	0	0	0	0	0	3	3
22:15	0	0	0	0	0	0	0	0	0	0
22:30	0	0	2	0	0	0	0	0	2	2
22:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	5	0	0	0	0	0	5	5
23:00	0	0	1	0	0	0	0	0	1	1
23:15	0	0	0	1	0	0	0	0	1	1
23:30	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	1	0	0	0	0	2	2
24 TOT	0	0	119	3	6	0	0	2	130	132

	B => B									
TIME	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
00:00	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
24 TOT	0	0	0	0	0	0	0	0	0	0

	B => C									
TIME	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
00:00	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0
00:30	0	0	1	0	0	0	0	0	1	1
00:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	0	1	1
01:00	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0
06:30	0	0	1	0	0	0	0	0	1	1
06:45	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	2	0	0	0	0	0	2	2
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	1	0	0	0	0	0	1	1
07:30	0	0	1	0	0	0	0	0	1	1
07:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	2	0	0	0	0	0	2	2
08:00	0	0	2	0	0	0	0	0	2	2
08:15	0	0	3	0	0	0	0	0	3	3
08:30	0	0	4	0	0	0	0	0	4	4
08:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	9	0	0	0	0	0	9	9
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	1	0	0	0	1	1
09:30	0	0	1	0	0	0	0	0	1	1
09:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	1	0	0	0	2	2
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	2	0	0	0	0	0	2	2
10:30	0	0	1	0	0	0	0	0	1	1
10:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	3	0	0	0	0	0	3	3
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	1	0	0	0	1	1
11:30	0	0	2	0	2	1	0	0	5	5.5
11:45	0	0	2	0	1	0	0	0	3	3
H/TOT	0	0	4	0	4	1	0	0	9	9.5
12:00	0	0	2	0	0	0	0	0	2	2
12:15	0	0	1	0	0	0	0	0	1	1
12:30	0	0	1	0	0	0	0	0	1	1
12:45	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	5	0	0	0	0	0	5	5
13:00	0	0	2	0	0	0	0	0	2	2
13:15	0	0	1	0	0	0	0	0	1	1
13:30	0	0	2	0	0	0	0	0	2	2
13:45	0	0	2	0	0	0	0	0	2	2
H/TOT	0	0	7	0	0	0	0	0	7	7
14:00	0	0	3	0	0	0	0	0	3	3
14:15	0	0	3	0	0	0	0	0	3	3
14:30	0	0	5	0	0	0	1	0	6	7.3
14:45	0	0	0	0	2	1	0	0	3	3.5
H/TOT	0	0	11	0	2	1	1	0	15	16.8
15:00	0	0	6	0	0	0	0	0	6	6
15:15	0	0	7	0	0	0	0	0	7	7
15:30	0	0	4	0	1	0	0	0	5	5
15:45	0	0	7	0	1	0	0	0	8	8
H/TOT	0	0	24	0	2	0	0	0	26	26
16:00	0	0	8	0	0	0	0	0	8	8
16:15	0	0	3	0	0	0	0	0	3	3
16:30	0	0	2	0	0	0	0	0	2	2
16:45	0	0	11	0	0	0	0	0	11	11
H/TOT	0	0	24	0	0	0	0	0	24	24
17:00	0	0	10	1	0	0	0	0	11	11
17:15	0	0	11	0	0	0	0	0	11	11
17:30	0	0	10	0	0	0	0	0	10	10
17:45	0	0	9	0	0	0	0	0	9	9
H/TOT	0	0	40	1	0	0	0	0	41	41
18:00	0	0	12	0	1	0	0	0	13	13
18:15	0	0	11	0	0	0	0	0	11	11
18:30	0	0	17	0	0	0	0	0	17	17
18:45	0	0	9	0	1	0	0	0	10	10
H/TOT	0	0	49	0	2	0	0	0	51	51
19:00	0	0	8	0	0	0	0	0	8	8
19:15	0	0	8	0	0	0	0	0	8	8
19:30	0	0	7	0	0	0	0	0	7	7
19:45	0	0	4	0	0	0	0	0	4	4
H/TOT	0	0	27	0	0	0	0	0	27	27
20:00	0	0	2	0	0	0	0	0	2	2
20:15	0	0	1	0	0	0	0	0	1	1
20:30	0	0	5	0	0	0	0	0	5	5
20:45	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	9	0	0	0	0	0	9	9
21:00	0	0	4	0	0	0	0	0	4	4
21:15	0	0	3	0	0	0	0	0	3	3
21:30	0	0	1	0	0	0	0	0	1	1
21:45	0	0	0	0	1	0	0	0	1	1
H/TOT	0	0	8	0	1	0	0	0	9	9
22:00	0	0	1	0	0	0	0	0	1	1
22:15	0	0	1	0	0	0	0	0	1	1
22:30	0	0	1	0	0	0	0	0	1	1
22:45	0	0	3	0	0	0	0	0	3	3
H/TOT	0	0	6	0	0	0	0	0	6	6
23:00	0	0	5	0	0	0	0	0	5	5
23:15	0	0	4	0	0	0	0	0	4	4
23:30	0	0	0	0	0	0	0	0	0	0
23:45	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	10	0	0	0	0	0	10	10
24 TOT	0	0	242	1	12	2	1	0	258	260.3

	B => D									
TIME	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
00:00	0	0	0	0	0	0	0	0	0	0
00:15	0	0	1	0	1	0	0	0	2	2
00:30	0	0	1	0	0	0	0	0	1	1
00:45	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	3	0	1	0	0	0	4	4
01:00	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0
05:30	0	0	1	0	0	0	0	0	1	1
05:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	0	1	1
06:00	0	0	0	1	0	0	0	0	1	1
06:15	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	0	1	1
07:00	0	0	2	0	1	0	0	0	3	3
07:15	0	0	1	1	0	0	0	0	2	2
07:30	0	0	1	0	0	0	0	0	1	1
07:45	0	0	5	0	0	0	0	0	5	5
H/TOT	0	0	9	1	1	0	0	0	11	11
08:00	0	0	3	0	0	0	0	0	3	3
08:15	0	0	2	0	0	0	0	0	2	2
08:30	0	0	2	0	0	0	0	0	2	2
08:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	7	0	0	0	0	0	7	7
09:00	0	0	1	0	0	0	0	0	1	1
09:15	0	0	1	0	0	1	0	0	2	2.5
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	2	0	0	1	0	0	3	3.5
10:00	0	0	1	0	0	0	0	0	1	1
10:15	0	0	0	0	1	1	0	0	2	2.5
10:30	0	0	2	0	1	0	0	0	3	3
10:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	3	0	2	1	0	0	6	6.5
11:00	0	0	1	1	0	0	0	0	2	2
11:15	0	0	1	0	0	0	0	0	1	1
11:30	0	0	1	0	0	0	0	0	1	1
11:45	0	0	2	0	0	0	0	0	2	2
H/TOT	0	0	5	1	0	0	0	0	6	6
12:00	0	0	1	0	1	1	0	0	3	3.5
12:15	0	0	3	0	0	0	0	0	3	3
12:30	0	0	2	0	0	0	0	0	2	2
12:45	0	0	3	0	1	0	0	0	4	4
H/TOT	0	0	9	0	2	1	0	0	12	12.5
13:00	0	0	2	0	0	0	0	0	2	2
13:15	0	0	1	0	0	0	0	0	1	1
13:30	0	0	1	0	0	0	0	0	1	1
13:45	0	0	2	0	0	0	0	0	2	2
H/TOT	0	0	6	0	0	0	0	0	6	6
14:00	0	0	1	0	0	0	0	0	1	1
14:15	0	0	1	0	0	0	0	0	1	1
14:30	0	0	1	0	0	0	0	0	1	1
14:45	0	0	1	0	2	0	0	0	3	3
H/TOT	0	0	4	0	2	0	0	0	6	6
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	7	0	0	0	0	0	7	7
15:30	0	0	3	1	0	1	0	0	5	5.5
15:45	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	11	1	0	1	0	0	13	13.5
16:00	0	0	3	0	0	0	0	0	3	3
16:15	0	0	1	0	0	0	0	0	1	1
16:30	0	0	3	0	0	0	0	0	3	3
16:45	0	0	6	0	0	0	0	0	6	6
H/TOT	0	0	13	0	0	0	0	0	13	13
17:00	0	0	8	0	0	0	0	0	8	8
17:15	0	0	5	0	0	0	0	0	5	5
17:30	0	0	8	0	1	0	0	0	9	9
17:45	0	0	5	0	0	0	0	0	5	5
H/TOT	0	0	26	0	1	0	0	0	27	27
18:00	0	0	7	0	0	0	0	0	7	7
18:15	0	0	7	0	0	0	0	0	7	7
18:30	0	0	9	0	0	0	0	0	9	9
18:45	0	0	7	0	0	0	0	0	7	7
H/TOT	0	0	30	0	0	0	0	0	30	30
19:00	0	0	4	0	0	0	0	0	4	4
19:15	0	0	5	1	0	0	0	0	6	6
19:30	0	0	4	0	0	0	0	0	4	4
19:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	13	1	0	0	0	0	14	14
20:00	0	0	2	0	0	0	0	0	2	2
20:15	0	0	3	0	0	0	0	0	3	3
20:30	0	0	0	0	0	0	0	0	0	0
20:45	0	0	4	0	0	0	0	0	4	4
H/TOT	0	0	9	0	0	0	0	0	9	9
21:00	0	0	2	0	0	0	0	0	2	2
21:15	0	0	0	0	0	0	0	0	0	0
21:30	0	0	1	0	0	0	0	0	1	1
21:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	3	0	0	0	0	0	3	3
22:00	0	0	1	0	0	0	0	0	1	1
22:15	0	0	1	0	0	0	0	0	1	1
22:30	0	0	1	0	0	0	0	0	1	1
22:45	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	4	0	0	0	0	0	4	4
23:00	0	0	3	0	0	0	0	0	3	3
23:15	0	0	0	0	0	0	0	0	0	0
23:30	0	0	1	0	0	0	0	0	1	1
23:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	4	0	0	0	0	0	4	4
24 TOT	0	0	162	5	9	4	0	0	180	182



IDASO

Survey Name: 25591 - Carrickmines, Co. Dublin
Site: Site 1
Location: Glenamuck Road North Roundabout
Date: Tue 27-May-2025

Arm A - Glenamuck Road North
Arm B - Access To Luas Carrickmines Park and Ride
Arm C - M50 On Slip
Arm D - R842

	C => A										C => B										C => C										C => D									
TIME	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
00:00	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	0	0	0	0
00:15	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	0	0	0	0
00:30	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	0	0	0	0
00:45	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	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	0	0	0	0
01:00	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	0	0	0	0
01:15	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	0	0	0	0
01:30	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	0	0	0	0
01:45	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	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	0	0	0	0
02:00	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	0	0	0	0
02:15	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	0	0	0	0
02:30	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	0	0	0	0
02:45	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	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	0	0	0	0
03:00	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	0	0	0	0
03:15	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	0	0	0	0
03:30	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	0	0	0	0
03:45	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	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	0	0	0	0
04:00	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	0	0	0	0
04:15	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	0	0	0	0
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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	0	0	0	0
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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	0	0	0	0
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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	0	0	0	0
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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	0	0	0	0
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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	0	0	0	0
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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	0	0	0	0
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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	0	0	0	0
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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	0	0	0	0
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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	0	0	0	0
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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	0	0	0	0
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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	0	0	0	0
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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	0	0	0	0
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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	0	0	0	0
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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	0	0	0	0
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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	0	0	0	0
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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	0	0	0	0
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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	0	0	0	0
23:00	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	0	0	0	0
23:15	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	0	0	0	0
23:30	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	0	0	0	0
23:45	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	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	0	0	0	0
24 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	0	0	0	0



IDASO

Survey Name: 25591 - Carrickmines, Co. Dublin
Site: Site 1
Location: Glenamuck Road North Roundabout
Date: Tue 27-May-2025

Arm A - Glenamuck Road North
Arm B - Access To Luas Carrickmines Park and Ride
Arm C - M50 On Slip
Arm D - R842

	D => A										D => B									
TIME	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
00:00	0	0	6	0	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0
00:15	0	0	4	0	1	0	0	0	5	5	0	0	1	0	0	0	0	0	1	1
00:30	0	0	7	0	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
00:45	0	0	7	0	1	0	0	0	8	8	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	24	0	4	0	0	0	28	28	0	0	2	0	0	0	0	0	2	2
01:00	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
01:15	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
01:30	0	0	6	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0
01:45	0	0	5	0	0	1	0	0	6	6.5	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	19	0	0	1	0	0	20	20.5	0	0	0	0	0	0	0	0	0	0
02:00	0	0	2	1	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
02:15	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
02:30	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
02:45	0	0	1	1	1	1	0	0	4	4.5	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	7	2	1	1	0	0	11	11.5	0	0	0	0	0	0	0	0	0	0
03:00	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	2	1	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	3	2	0	1	0	0	6	6.5	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0
04:15	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
04:30	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
04:45	0	0	2	1	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	5	1	0	1	0	0	7	7.5	0	0	0	0	0	0	0	0	0	0
05:00	0	0	6	1	1	3	0	0	11	12.5	0	0	0	0	0	0	0	0	0	0
05:15	0	0	2	1	1	3	0	1	8	10.5	0	0	0	0	0	0	0	0	0	0
05:30	0	0	9	0	0	0	0	0	9	9	0	0	1	0	0	0	0	0	1	1
05:45	0	0	17	1	3	1	0	1	23	24.5	0	0	2	1	0	0	0	0	3	3
H/TOT	0	0	34	3	5	7	0	2	51	56.5	0	0	3	1	0	0	0	0	4	4
06:00	0	0	22	2	2	1	0	1	28	29.5	0	0	0	0	0	0	0	0	0	0
06:15	1	0	36	0	4	0	0	1	42	42.2	0	0	5	0	0	0	0	0	5	5
06:30	0	0	52	0	15	2	0	1	70	72	0	0	10	0	0	0	0	0	10	10
06:45	1	1	80	0	16	2	0	1	101	101.6	0	0	11	0	1	0	0	0	12	12
H/TOT	2	1	190	2	37	5	0	4	241	245.3	0	0	26	0	1	0	0	0	27	27
07:00	1	0	61	3	18	4	0	1	88	90.2	0	0	18	0	2	0	0	0	20	20
07:15	0	0	100	3	29	0	0	1	133	134	0	0	15	0	0	0	0	1	16	17
07:30	1	1	120	0	24	6	1	2	155	159.9	0	0	26	1	0	0	0	0	27	27
07:45	1	4	152	0	29	4	1	1	192	193.1	0	0	25	0	0	0	0	0	25	25
H/TOT	3	5	433	6	100	14	2	5	568	577.2	0	0	84	1	2	0	0	1	88	89
08:00	1	0	132	1	26	6	1	1	168	172.5	0	0	26	0	0	0	0	0	26	26
08:15	1	1	108	3	17	5	0	3	138	142.1	0	0	24	0	1	0	0	0	25	25
08:30	2	1	106	3	15	0	0	1	128	126.8	0	0	22	0	0	0	0	0	22	22
08:45	0	0	116	2	22	5	1	1	147	151.8	0	0	11	0	0	0	0	0	11	11
H/TOT	4	2	462	9	80	16	2	6	581	593.2	0	0	83	0	1	0	0	0	84	84
09:00	0	2	124	0	25	6	0	2	159	162.8	0	0	5	0	0	1	0	0	6	6.5
09:15	0	1	132	3	20	6	2	0	164	169	0	0	5	0	1	0	0	0	6	6
09:30	0	1	96	1	23	3	1	2	127	131.2	0	0	6	0	0	1	0	0	7	7.5
09:45	1	1	102	1	13	1	0	2	121	122.1	0	0	5	0	0	0	0	0	5	5
H/TOT	1	5	454	5	81	16	3	6	571	585.1	0	0	21	0	1	2	0	0	24	25
10:00	0	0	94	2	14	2	0	1	113	115	0	0	5	0	0	0	0	0	5	5
10:15	0	0	103	2	18	7	1	1	132	137.8	0	0	4	0	1	0	0	0	5	5
10:30	1	1	85	1	7	3	1	1	100	102.4	0	0	7	0	0	0	0	0	7	7
10:45	1	0	98	4	15	3	2	1	124	128.3	0	0	5	0	0	0	0	0	5	5
H/TOT	2	1	380	9	54	15	4	4	469	483.5	0	0	21	0	1	0	0	0	22	22
11:00	0	1	112	2	21	3	0	1	140	141.9	0	0	4	0	0	0	0	0	4	4
11:15	0	2	112	2	15	5	0	1	137	139.3	0	0	1	0	2	0	0	0	3	3
11:30	0	1	103	2	13	5	0	1	125	127.9	0	0	6	0	1	1	0	0	8	8.5
11:45	0	1	90	2	12	2	0	1	108	109.4	0	0	8	0	0	0	0	0	8	8
H/TOT	0	5	417	8	61	15	0	4	510	518.5	0	0	19	0	3	1	0	0	23	23.5
12:00	0	3	121	3	10	5	0	1	143	144.7	0	0	5	0	0	0	0	0	5	5
12:15	0	1	141	1	13	2	0	1	159	160.4	0	0	3	0	1	0	0	0	4	4
12:30	0	0	141	1	6	0	0	0	148	148	0	0	3	1	0	0	0	0	4	4
12:45	0	2	120	3	5	2	1	0	133	134.1	0	0	5	0	1	0	0	0	6	6
H/TOT	0	6	523	8	34	9	1	2	583	587.2	0	0	16	1	2	0	0	0	19	19
13:00	1	2	126	2	8	2	0	1	142	142	0	0	2	0	0	0	0	0	2	2
13:15	0	0	128	0	15	2	0	1	146	148	0	0	4	0	0	0	0	0	4	4
13:30	0	1	109	1	8	1	1	1	122	124.2	0	0	3	0	0	0	0	0	3	3
13:45	0	0	115	2	12	4	1	1	135	139.3	0	0	4	0	1	1	0	0	6	6.5
H/TOT	1	3	478	5	43	9	2	4	545	553.5	0	0	13	0	1	1	0	0	15	15.5
14:00	0	0	120	2	5	1	1	2	131	134.8	0	0	6	0	2	0	0	0	8	8
14:15	1	0	122	2	14	3	1	1	144	147	0	0	0	0	1	0	0	0	1	1
14:30	0	0	99	1	16	5	0	1	122	125.5	0	0	3	0	0	0	0	0	3	3
14:45	0	1	115	2	12	2	0	1	133	134.4	0	0	0	0	1	0	0	0	1	1
H/TOT	1	1	456	7	47	11	2	5	530	541.7	0	0	9	0	4	0	0	0	13	13
15:00	0	3	118	2	7	2	0	1	133	133.2	0	0	4	1	0	0	0	0	5	5
15:15	1	0	127	4	8	1	0	1	142	142.7	0	0	4	0	1	0	0	0	5	5
15:30	0	1	132	2	9	2	0	1	147	148.4	0	0	4	0	1	0	0	0	5	5
15:45	1	0	135	1	7	0	0	1	145	145.2	0	0	8	0	0	0	0	0	8	8
H/TOT	2	4	512	9	31	5	0	4	567	569.5	0	0	20	1	2	0	0	0	23	23
16:00	0	0	153	0	13	0	0	1	167	168	0	0	4	0	0	0	0	0	4	4
16:15	1	1	142	1	5	1	1	1	153	154.4	0	0	1	0	0	0	0	0	1	1
16:30	0	0	152	1	4	1	0	1	159	160.5	0	0	4	0	0	0	0	0	4	4
16:45	0	0	151	3	6	1	0	1	162	163.5	0	0	4	0	0	0	0	0	4	4
H/TOT	1	1	598	5	28	3	1	4	641	646.4	0	0	13	0	0	0	0	0	13	13
17:00	1	0	164	3	11	0	0	1	180	180.2	0	0	2	1	0	0	0	0	3	3
17:15	2	0	158	2	6	1	0	1	170	169.9	0	0	6	0	2	0	0	0	8	8
17:30	3	1	182	0	6	1	0	1	194	192.5	1	0	7	0	0	0	0	0	8	7.2
17:45	4	1	165	1	5	0	0	1	177	174.2	0	0	4	0	0	0	0	0	4	4
H/TOT	10	2	669	6	28	2	0	4	721	716.8	1	0	19	1	2	0	0	0	23	22.2
18:00	0	1	157	3	7	0	0	1	169	169.4	0	0	8	0	0	0	0	0	8	8
18:15	0	1	136	1	4	1	0	0	143	142.9	0	0	5	0	0	0	0	0	5	5
18:30	3	0	131	2	3	0	0	2	141	140.6	0	0	4	0	1	0	0	0	5	5
18:45	0	3	105	3	5	0	0	1	117	116.2	0	0	2	0	0	0	0	0	2	2
H/TOT	3	5	529	9	19	1	0	4	570	569.1	0	0	19	0	1	0	0	0	20	20
19:00	0	0	122	2	4	0	0	2	130	132	0	0	2	1	0	0	0	0	3	3
19:15	2	0	91	0	3	0	0	1	97	96.4	0	0	1	0	1	0	0	0	2	2
19:30	1	0	117	2	5	0	0	1	126	126.2	0	0	2	0	0	0	0	0	2	2
19:45	0	0	65	2	2	0	0	1	70	71	0	0	0	0	1	0	0	0	1	1
H/TOT	3	0	395	6	14	0	0	5	423	425.6	0	0	5	1	2	0	0	0	8	8
20:00	2	2	67	2	3	0	0	1	77	75.2	0	0	1	0	0	0	0	0	1	1
20:15	0	1	57	0	2	1	0	1	62	62.9	0	0	3	0	0	0	0	0	3	3
20:30	3	0	67	2	2	0	0	1	75	73.6	0	0	3	0	0	0	0	0	3	3
20:45	0	0	51	1	2	0	0	1	55	56	0	0	4	0	0	0	0	0	4	4
H/TOT	5	3	242	5	9	1	0	4	269	267.7	0	0	11	0	0	0	0	0	11	11
21:00	0	3	47	0	3	0	0	1	54	53.2	0	0	0	0	0	0	0	0	0	0
21:15	2	1	58	1	4	0	0	1	67	65.8	0	0	1	0	0	0	0	0	1	1
21:30	0	0	45	0	1	0	0	1	47	48	0	0	1	0	0	0	0	0	1	1
21:45	0	1	39	0	2	0	0	1	43	43.4	0	0	1	0	0	0	0	0	1	1
H/TOT	2	5	189	1	10	0	0	4	211	210.4	0	0	3	0	0	0	0	0	3	3
22:00	0	0	38	0	1	0	0	1	40	41	0	0	1	0	0	0	0	0	1	1
22:15	0	1	28	0	1	1	0	1	32	32.9	0	0	0	0	0	0	0	0	0	0
22:30	1	0	26	0	2	0	0	1	30	30.2	0	0	2	0	0	0	0	0	2	2
22:45	0	0	30	1	0	0	0	1	32	33	0	0	3	0	0	0	0	0	3	3
H/TOT	1	1	122	1	4	1	0	4	134	137.1	0	0	6	0	0	0	0	0	6	6
23:00	0	1	19	1	0	0	0	1	22	22.4	0	0	4	0	0	0	0	0	4	4
23:15	0	0	23	0	0	0	0	1	24	25	0	0	2	0	0	0	0	0	2	2
23:30	0	0	14	0	0	0	0	1	15	16	0	0	0	0	0	0	0	0	0	0
23:45	0	0	10	0	1	1	0	0	12	12.5	0	0	0	0	1	0	0	0	1	1
H/TOT	0	1	66	1	1	1	0	3	73	75.9	0	0	6	0	1	0	0	0	7	7
24 TOT	41	51	7207	110	691	135	17	78	8330	8434.2	1	0	399	6	24	4	0	1	435	437.2

	D => C										D => D									
TIME	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
00:00	0	0	12	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0
00:15	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
00:30	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
00:45	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	22	0	0	0	0	0	22	22	0	0	0	0	0	0	0	0	0	0
01:00	0	0	5	0	0	1	0	0	6	6.5	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
01:45	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	10	0	0	1	0	0	11	11.5	0	0	0	0	0	0	0	0	0	0
02:00	0	1	3	0	0	0	0	0	4	3.4	0	0	0	0	0	0	0	0	0	0
02:15	0	0	6	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0
02:30	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
02:45	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	13	0	0	0	0	0	14	13.4	0	0	0	0	0	0	0	0	0	0
03:00	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	1	0	0	1	1.5	0	0	0	0	1	0	0	0	1	1
03:30	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	4	0	0	1	0	0	5	5.5	0	0	0	0	1	0	0	0	1	1
04:00	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
04:15	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
04:30	0	0	6	0	2	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
04:45	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	11	0	2	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0
05:00	0	1	1	0	1	0	0	1	4	4.4	0	0	0	0	0	0	0	0	0	0
05:15	0	0	2	0	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
05:30	0	0	3	0	2	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
05:45	0	0	8	1	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	14	1	4	0	0	1	21	21.4	0	0	0	0	0	0	0	0	0	0
06:00	0	0	6	1	1	1	1	0	10	11.8	0	0	0	0	0	0	0	0	0	0
06:15	0	0	10	1	2	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0
06:30	0	0	21	2	2	0	0	0	25	25	0	0	0	0	0	0	0	0	0	0
06:45	0	0	15	0	11	3	0	0	29	30.5	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	52	4	16	4	1	0	77	80.3	0	0	0	0	0	0	0	0	0	0
07:00	0	0	21	0	12	0	1	0	34	35.3	0	0	0	0	0	0	0	0	0	0
07:15	0	0	22	2	9	1	1	0	35	36.8	0	0	0	0	0	0	0	0	0	0
07:30	0	0	37	2	6	2	1	0	48	50.3	0	0	0	0	0	0	0	0	0	0
07:45	0	0	59	1	14	1	0	0	75	75.5	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	139	5	41	4	3	0	192	197.9	0	0	0	0	0	0	0	0	0	0
08:00	0	0	61	3	4	7	0	0	75	78.5	0	0	0	0	0	0	0	0	0	0
08:15	0	1	92	2	7	6	0	1	109	112.4	0	0	0	0	0	0	0	0	0	0
08:30	0	1	82	3	3	3	1	0	93	95.2	0	0	0	0	0	0	0	0	0	0
08:45	0	0	59	0	3	5	1	0	68	71.8	0	0	0	0	0	0	0	0	0	0
H/TOT	0	2	294	8	17	21	2	1	345	357.9	0	0	0	0	0	0	0	0	0	0
09:00	0	0	66	3	5	3	0	0	77	78.5	0	0	0	0	0	0	0	0	0	0
09:15	0	0	50	1	5	6	1	0	63	67.3	0	0	0	0	0	0	0	0	0	0
09:30	0	0	35	2	11	0	0	0	48	48	0	0	0	0	0	0	0	0	0	0
09:45	0	1	44	0	7	2	0	0	54	54.4	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	195	6	28	11	1	0	242	248.2	0	0	0	0	0	0	0	0	0	0
10:00	0	0	41	1	7	3	0	0	52	53.5	0	0	0	0	0	0	0	0	0	0
10:15	0	0	36	1	9	0	0	0	46	46	0	0	0	0	0	0	0	0	0	0
10:30	0	0	37	0	6	1	2	0	46	49.1	0	0	0	0	0	0	0	0	0	0
10:45	0	1	54	0	4	0	1	0	60	60.7	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	168	2	26	4	3	0	204	209.3	0	0	0	0	0	0	0	0	0	0
11:00	0	0	56	1	4	1	0	0	62	62.5	0	0	0	0	0	0	0	0	0	0
11:15	0	0	57	4	9	2	0	0	72	73	0	0	0	0	0	0	0	0	0	0
11:30	0	0	69	3	12	2	1	0	87	89.3	0	0	0	0	0	0	0	0	0	0
11:45	0	0	82	1	5	3	1	0	92	94.8	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	264	9	30	8	2	0	313	319.6	0	0	0	0	0	0	0	0	0	0
12:00	0	0	63	0	7	3	1	0	74	76.8	0	0	0	0	0	0	0	0	0	0
12:15	0	1	90	0	7	2	1	0	101	102.7	0	0	1	0	0	0	0	0	1	1
12:30	0	0	93	1	8	0	1	0	103	104.3	0	0	0	0	0	0	0	0	0	0
12:45	0	0	94	1	2	3	0	0	100	101.5	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	340	2	24	8	3	0	378	385.3	0	0	1	0	0	0	0	0	1	1
13:00	0	1	97	0	10	2	0	0	110	110.4	0	0	0	0	0	0	0	0	0	0
13:15	0	0	84	1	12	3	0	0	100	101.5	0	0	0	0	0	0	0	0	0	0
13:30	0	1	91	0	8	2	0	0	102	102.4	0	0	0	0	0	0	0	0	0	0
13:45	0	0	92	1	10	3	2	2	110	116.1	0	0	0	0	0	0	0	0	0	0
H/TOT	0	2	364	2	40	10	2	2	422	430.4	0	0	0	0	0	0	0	0	0	0
14:00	0	0	104	2	12	0	2	0	120	122.6	0	0	0	0	0	0	0	0	0	0
14:15	0	0	109	0	10	0	0	2	121	123	0	0	0	0	0	0	0	0	0	0
14:30	0	0	94	0	8	0	2	1	105	108.6	0	0	0	0	0	0	0	0	0	0
14:45	0	1	103	1	6	2	1	0	114	115.7	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	410	3	36	2	5	3	460	469.9	0	0	0	0	0	0	0	0	0	0
15:00	0	0	111	0	13	1	0	0	125	125.5	0	0	0	0	0	0	0	0	0	0
15:15	0	0	103	2	8	1	0	0	114	114.5	0	0	0	0	0	0	0	0	0	0
15:30	0	0	106	0	9	0	0	0	115	115	0	0	0	0	0	0	0	0	0	0
15:45	0	0	113	1	10	0	0	1	125	126	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	433	3	40	2	0	1	479	481	0	0	0	0	0	0	0	0	0	0
16:00	0	1	119	3	13	0	0	0	136	135.4	0	0	0	0	0	0	0	0	0	0
16:15	0	0	96	0	10	1	1	0	108	109.8	0	0	0	0	0	0	0	0	0	0
16:30	0	0	115	1	6	1	0	1	124	125.5	0	0	0	0	0	0	0	0	0	0
16:45	0	2	81	0	7	1	0	0	91	90.3	0	0	0	0	0	0	0	0	0	0
H/TOT	0	3	411	4	36	3	1	1	459	461	0	0	0	0	0	0	0	0	0	0
17:00	0	1	95	1	5	2	0	0	104	104.4	0	0	0	0	0	0	0	0	0	0
17:15	0	0	106	0	2	0	0	0	108	108	0	0	0	0	0	0	0	0	0	0
17:30	0	0	92	1	4	0	0	0	97	97	0	0	0	0	0	0	0	0	0	0
17:45	0	1	98	1	3	0	0	0	103	102.4	0	0	0	0	0	0	0	0	0	0
H/TOT	0	2	391	3	14	2	0	0	412	411.8	0	0	0	0	0	0	0	0	0	0
18:00	0	0	104	0	4	0	0	0	108	108	0	0	0	0	0	0	0	0	0	0
18:15	0	1	84	3	3	0	0	0	91	90.4	0	0	0	0	0	0	0	0	0	0
18:30	0	0	85	1	4	0	0	0	90	90	0	0	0	0	0	0	0	0	0	0
18:45	0	1	79	0	3	0	1	0	84	84.7	0	0	0	0	0	0	0	0	0	0
H/TOT	0	2	352	4	14	0	1	0	373	373.1	0	0	0	0	0	0	0	0	0	0
19:00	0	0	62	0	3	0	0	0	65	65	0	0	0	0	0	0	0	0	0	0
19:15	0	0	72	0	3	0	0	0	75	75	0	0	0	0	0	0	0	0	0	0
19:30	0	0	67	0	1	0	0	0	68	68	0	0	0	0	0	0	0	0	0	0
19:45	0	2	61	1	5	0	0	0	69	67.8	0	0	0	0	0	0	0	0	0	0
H/TOT	0	2	262	1	12	0	0	0	277	275.8	0	0	0	0	0	0	0	0	0	0
20:00	0	0	46	0	6	1	0	0	53	53.5	0	0	0	0	0	0	0	0	0	0
20:15	0	2	58	0	0	0	0	0	60	58.8	0	0	0	0	0	0	0	0	0	0
20:30	0	0	49	2	2	0	0	0	53	53	0	0	0	0	0	0	0	0	0	0
20:45	0	0	36	1	2	0	0	0	39	39	0	0	0	0	0	0	0	0	0	0
H/TOT	0	2	189	3	10	1	0	0	205	204.3	0	0	0	0	0	0	0	0	0	0
21:00	0	1	41	0	5	0	0	0	47	46.4	0	0	1	0	0	0	0	0	1	1
21:15	0	0	23	1	1	1	0	0	26	26.5	0	0	0	0	0	0	0	0	0	0
21:30	0	0	24	0	0	0	0	0	24	24	0	0	0	0	0	0	0	0	0	0
21:45	0	0	25	0	3	0	0	0	28	28	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	113	1	9	1	0	0	125	124.9	0	0	1	0	0	0	0	0	1	1
22:00	0	0	18	0	0	0	0	0	18	18	0	0	1	0	0	0	0	0	1	1
22:15	0	0	19	0	1	0	0	0	20	20	0	0	0	0	0	0	0	0	0	0
22:30	0	0	13	0	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0
22:45	0	0	15	0	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	65	0	1	0	0	0	66	66	0	0	1	0	0	0	0	0	1	1
23:00	0	1	15	0	0	0	0	0	16	15.4	0	0	0	0	0	0	0	0	0	0
23:15	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
23:30	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
23:45	0	1	5	1	0	0	0	0	7	6.4	0	0	0	0	0	0	0	0	0	0
H/TOT	0	2	29	1	0	0	0	0	32	30.8	0	0	0	0	0	0	0	0	0	0
24 TOT	0	24	4545	62	400	83	24	9	5147	5214.3	0	0	3	0	1	0	0	0	4	4



IDASO

Survey Name: 25591 - Carrickmines, Co. Dublin
Site: Site 2
Location: Glenamuck Road North/Castle View Junction
Date: Tue 27-May-2025

Arm A - Glenamuck Road North
Arm B - Glenamuck Road North
Arm C - Castle View

	A => A										A => B										A => C									
TIME	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
00:00	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	7	0	1	2	0	0	10	11	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	1	0	0	4	4.5	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	16	0	3	3	0	0	22	23.5	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	4	2.6	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	5	4.4	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	2	12	1	0	0	0	0	16	14	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
02:45	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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
03:30	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
03:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
04:00	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
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	1	0	0	6	6.5	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	11	0	1	3	0	0	15	16.5	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	4	1	1	1	0	0	7	7.5	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	1	0	4	0	1	0	0	0	6	5.2	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	18	2	1	0	0	0	21	21	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	29	3	3	1	0	0	37	36.7	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	1	18	19	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	17	0	4	0	0	1	22	23	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	25	1	6	1	0	0	33	33.5	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	32	1	7	0	0	2	42	44	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	91	2	17	1	0	4	115	119.5	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	2	0	59	3	7	0	1	0	72	71.7	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	65	0	8	0	0	2	75	77	0	0	1	0	0	0	0	0	1	1
07:30	0	0	0	0	0	0	0	0	0	0	3	0	80	0	10	2	0	0	95	93.6	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	1	0	124	1	10	1	1	2	140	143	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	6	0	328	4	35	3	2	4	382	385.3	0	0	1	0	0	0	0	0	1	1
08:00	0	0	0	0	0	0	0	0	0	0	1	1	141	4	8	1	0	0	156	155.1	0	0	1	0	0	0	0	0	1	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	138	1	8	1	0	2	150	152.5	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	1	0	111	4	11	2	0	1	130	131.2	0	0	1	0	0	0	0	0	1	1
08:45	0	0	0	0	0	0	0	0	0	0	1	0	148	1	10	1	3	0	164	167.6	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	3	1	538	10	37	5	3	3	600	606.4	0	0	2	0	0	0	0	0	2	2
09:00	0	0	0	0	0	0	0	0	0	0	0	0	109	0	12	3	0	2	126	129.5	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	104	0	14	4	0	2	124	128	0	0	1	0	0	0	0	0	1	1
09:30	0	0	0	0	0	0	0	0	0	0	0	0	96	3	16	2	1	1	119	122.3	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	103	3	10	0	1	2	119	122.3	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	412	6	52	9	2	7	488	502.1	0	0	1	0	0	0	0	0	1	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	104	4	10	1	0	0	119	119.5	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	120	3	12	2	0	2	139	142	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	1	77	2	12	2	0	0	94	94.4	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	2	107	1	16	3	0	2	131	133.3	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	3	408	10	50	8	0	4	483	489.2	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	2	101	2	13	7	2	0	127	131.9	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	102	1	11	4	1	2	121	126.3	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	1	82	1	11	3	0	0	98	98.9	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	97	5	12	7	0	1	122	126.5	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	3	382	9	47	21	3	3	468	483.6	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	112	1	17	2	0	0	132	133	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	2	0	100	1	15	3	0	1	122	122.9	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	1	99	1	17	2	0	0	120	120.4	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	1	117	1	18	0	0	2	139	140.4	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	2	2	428	4	67	7	0	3	513	516.7	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	104	1	13	2	1	0	121	123.3	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	2	100	0	10	3	0	1	116	117.3	0	0	1	0	0	1	0	0	2	2.5
13:30	0	0	0	0	0	0	0	0	0	0	1	0	133	1	21	1	0	1	158	158.7	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	119	1	17	3	0	2	142	145.5	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	2	456	3	61	9	1	4	537	544.8	0	0	1	0	0	1	0	0	2	2.5
14:00	0	0	0	0	0	0	0	0	0	0	0	0	111	1	5	1	0	0	118	118.5	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	118	1	10	3	2	2	136	142.1	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	4	0	117	3	9	0	0	0	133	129.8	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	2	141	2	13	3	1	2	164	167.6	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	4	2	487	7	37	7	3	4	551	558	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	1	0	140	2	19	4	0	0	166	167.2	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	1	2	132	3	8	3	0	2	151	152.5	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	134	1	10	5	1	0	151	154.8	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	137	2	18	2	0	2	161	164	0	0	3	0	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	2	2	543	8	55	14	1	4	629	638.5	0	0	3	0	0	0	0	0	3	3
16:00	0	0	0	0	0	0	0	0	0	0	0	0	132	0	14	1	0	0	147	147.5	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	1	130	1	11	1	1	2	147	150.2	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	2	2	147	1	11	1	1	0	165	164	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	1	114	2	8	0	0	1	126	126.4	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	2	4	523	4	44	3	2	3	585	588.1	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	1	1	142	2	13	2	0	1	162	162.6	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	1	128	1	12	0	0	2	144	145.4	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	1	144	2	9	1	0	0	157	156.9	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	121	1	8	0	0	2	132	134	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	1	3	535	6	42	3	0	5	595	598.9	0	0	1	0	0	0	0	0	1	1
18:00	0	0	0	0	0	0	0	0	0	0	3	0	114	2	7	0	0	0	126	123.6	0	0	1	0	0	0	0	0	1	1
18:15	0	0	0	0	0	0	0	0	0	0	1	1	91	1	7	0	0	2	103	103.6	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	3	103	3	2	0	0	0	111	109.2	0	0	1	0	0	0	0	0	1	1
18:45	0	0	0	0	0	0	0	0	0	0	1	2	89	0	3	0	0	2	97	97	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	5	6	397	6	19	0	0	4	437	433.4	0	0	2	0	0	0	0	0	2	2
19:00	0	0	0	0	0	0	0	0	0	0	0	1	102	1	10	0	0	0	114	113.4	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	1	0	80	1	5	0	0	2	89	90.2	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	1	0	92	1	2	0	0	0	96	95.2	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	66	1	4	0	0	2	73	75	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	2	1	340	4	21	0	0	4	372	373.8	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	2	2	61	0	1	0	0	0	66	63.2	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	1	3	65	1	1	0	0	2	73	72.4	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	3	57	2	7	0	0	0	69	67.2	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	1	2	42	1	1	0	0	2	49	49	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	4	10	225	4	10	0	0	4	257	251.8	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	55	3	4	2	0	0	64	65	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	1	47	0	2	0	0	2	52	53.4	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	1	1	40	0	0	0	0	1	43	42.6	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	1	27	28	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	1	2	168	3	6	2	0	4	186	189	0	0	1	0	0	0	0	0	1	1
22:00	0	0	0	0	0	0	0	0	0	0	0	1	30	0	0	0	0	2	33	34.4	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	2	22	0	0	0	0	1	25	24.8	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	32	0	0	0	0	2	34	36	0	0	0	0	1	0	0	0	1	1
22:45	0	0	0	0	0	0	0	0	0	0	0	1	20	1	0	0	0	0	22	21.4	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	104	1	0	0	0	5	114	116.6	0	0	1	0	1	0	0	0	2	2
23:00	0	0	0	0	0	0	0	0	0	0	1	0	16	0	0	0	0	2	19	20.2	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	1	6	7	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	1	5	6	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	32	1	0	0	0	4	38	41.2	0	0	0	0	0	0	0	0	0	0
24 TOT	0	0	0	0	0	0	0	0	0	0	36	47	6474	96	607	99	17	73	7449	7536.6	0	0	13	0	1	1	0	0	15	15.5



IDASO

Survey Name: 25591 - Carrickmines, Co. Dublin
Site: Site 2
Location: Glenamuck Road North/Castle View Junction
Date: Tue 27-May-2025

Arm A - Glenamuck Road North
Arm B - Glenamuck Road North
Arm C - Castle View

	B => A										B => B										B => C									
TIME	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
00:00	0	0	5	0	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	5	0	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	7	0	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	7	0	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	24	0	4	0	0	0	28	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	3	0	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
01:15	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	6	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	5	0	0	1	0	0	6	6.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	19	0	0	1	0	0	20	20.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	2	1	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
02:15	0	0	2	0	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
02:30	0	0	2	0	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
02:45	0	0	1	1	1	1	0	0	4	4.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	7	2	1	1	0	0	11	11.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	1	0	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
03:15	0	0	0	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	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
03:45	0	0	2	1	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
H/TOT	0	0	3	2	0	1	0	0	6	6.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	1	0	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
04:30	0	0	2	0	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
04:45	0	0	2	1	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
H/TOT	0	0	5	1	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	0	0
05:00	0	0	6	0	1	3	0	0	10	11.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	2	2	1	3	0	1	9	11.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	9	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	17	1	3	1	0	1	23	24.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	34	3	5	7	0	2	51	56.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	22	2	3	1	0	1	29	30.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	1	0	36	0	4	0	0	1	42	42.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	51	0	15	2	0	1	69	71	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	1	1	81	0	16	2	0	1	102	102.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	1	190	2	38	5	0	4	242	246.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	1	0	63	2	18	4	0	1	89	91.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	103	4	29	0	0	1	137	138	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	1	1	129	0	24	6	1	3	165	170.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	1	4	161	0	29	4	1	1	201	202.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	3	5	456	6	100	14	2	6	592	602.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	1	0	133	1	27	5	1	1	169	173	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
08:15	1	1	113	2	15	6	0	3	141	145.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	2	1	105	4	15	0	0	2	129	128.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	117	2	24	5	1	1	150	154.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	4	2	468	9	81	16	2	7	589	602.2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
09:00	0	1	126	0	25	6	0	2	160	164.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	2	131	3	20	6	2	0	164	168.4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
09:30	0	1	100	1	21	3	1	2	129	133.2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
09:45	1	1	99	1	15	1	0	2	120	121.1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	1	5	456	5	81	16	3	6	573	587.1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
10:00	0	0	93	1	14	2	0	1	111	113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	103	3	17	6	1	1	131	136.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	1	1	86	1	8	4	1	1	103	105.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	1	0	100	4	15	2	2	1	125	128.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
H/TOT	2	1	382	9	54	14	4	4	470	484	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
11:00	0	1	113	2	20	4	0	1	141	143.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	2	112	2	14	5	0	1	136	138.3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
11:30	0	1	104	2	14	5	0	1	127	129.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	1	92	1	13	2	0	1	110	111.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	5	421	7	61	16	0	4	514	523	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
12:00	0	3	120	4	11	4	0	1	143	144.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	1	140	1	13	2	0	1	158	159.4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
12:30	0	0	142	1	6	0	0	0	149	149	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	2	121	1	4	2	1	0	131	132.1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	0	6	523	7	34	8	1	2	581	584.7	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
13:00	1	2	126	4	11	2	0	1	147	147	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	127	0	15	2	0	1	145	147	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
13:30	0	1	111	1	7	1	1	1	123	125.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	118	1	12	4	1	1	137	141.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	3	482	6	45	9	2	4	552	560.5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
14:00	0	0	118	3	5	1	1	2	130	133.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	1	0	122	1	16	3	1	1	145	148	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	105	1	17	5	0	1	129	132.5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
14:45	0	1	113	3	12	2	0	1	132	133.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	1	458	8	50	11	2	5	536	547.7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
15:00	0	3	122	1	7	2	0	1	136	136.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	1	0	131	5	8	1	0	1	147	147.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	1	128	2	9	2	0	1	143	144.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	1	0	142	2	6	0	0	1	152	152.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	4	523	10	30	5	0	4	578	580.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	154	0	14	0	0	1	169	170	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
16:15	1	1	147	1	6	1	1	1	159	160.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	153	1	3	1	0	1	159	160.5	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	4	4
16:45	0	0	158	2	6	1	0	1	168	169.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	1	612	4	29	3	1	4	655	660.4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	5	5
17:00	1	0	167	3	11	0	0	1	183	183.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	2	0	165	3	6	1	0	1	178	177.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	3	1	183	0	6	1	0	1	195	193.5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
17:45	4	1	172	1	5	0	0	1	184	181.2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	10	2	687	7	28	2	0	4	740	735.8	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
18:00	0	1	162	3	7	0	0	1	174	174.4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
18:15	0	1	140	1	4	1	0	0	147	146.9	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
18:30	3	0	134	2	4	0	0	2	145	144.6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
18:45	0	3	111	1	5	0	0	1	121	120.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	3	5	547	7	20	1	0	4	587	586.1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
19:00	0	0	125	4	4	0	0	1	134	135	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
19:15	2	0	93	0	3	0	0	2	100	100.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	1	0	121	2	4	0	0	1	129	129.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
19:45	0	0	65	2	2	0	0	1	70	71	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	404	8	13	0	0	5	433	435.6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	3	3
20:00	2	2	70	2	3	0	0	1	80	78.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	1	60	0	1	1	0	1	64	64.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	3	0	67	2	2	0	0	1	75	73.6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
20:45	0	0	51	1	2	0	0	1	55	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	5	3	248	5	8	1	0	4	274	272.7	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
21:00	0	3	49	0	4	0	0	1	57	56.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	2	1	58	2	3	0	0	1	67	65.8	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2
21:30	0	0	49	0	0	0	0	1	50	51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
21:45	0	1	37	0	1	0	0	1	40	40.4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2
H/TOT	2	5	193	2	8	0	0	4	214	213.4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	5	5
22:00	0	0	40	0	1	0	0	1	42	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	1	28	0	1	1	0	1	32	32.9	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
22:30	1	0	26	0	2	0	0	1	30	30.2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
22:45	0	0	31	1	0	0	0	1	33	34	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	1	1	125	1	4	1	0	4	137	140.1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
23:00	0	1	21	1	0	0	0	1	24	24.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	23	1	0	0	0	1	25	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	13	0	0	0	0	1	14	15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
23:45	0	0	9	0	1	1	0	0	11	11.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	66	2	1	1	0	3	74	76.9	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
24 TOT	41	51	7333	113	695	134	17	80	8464	8569.7	0	0	0	0	0	0	0	0	0	0	0	0	29	0	6	0	0	0	35	35



IDASO

Survey Name: 25591 - Carrickmines, Co. Dublin
Site: Site 2
Location: Glenamuck Road North/Castle View Junction
Date: Tue 27-May-2025

Arm A - Glenamuck Road North
Arm B - Glenamuck Road North
Arm C - Castle View

	C => A										C => B										C => C									
TIME	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	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
00:15	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
00:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
00:45	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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
01:00	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
01:15	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
01:30	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
01:45	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
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
02:00	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
02:15	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
02:30	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
02:45	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
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
03:00	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
03:15	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
03:30	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
03:45	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
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
04:00	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
04:15	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
04:30	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
04:45	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
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
05:00	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
05:15	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
05:30	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
05:45	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
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
06:00	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
06:15	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
06:30	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
06:45	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
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
07:00	0	0	1	0	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
07:15	0	0	1	0	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
07:30	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
07:45	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
H/TOT	0	0	2	0	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
08:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
08:15	0	0	1	0	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
08:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	0	1	1	0	0	4	0	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
09:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
09:45	0	0	2	0	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
H/TOT	0	0	2	0	0	0	0	0	2	2	0	0	1	0	0	0	0	0	1	1	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
10:15	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
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
10:45	0	0	0	0	1	0	0	0	1	1	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	1	0	0	0	1	1	0	0	1	0	0	0	0	0	1	1	0	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	0	0	0	0	0	0	0	0	0	0
11:15	0	0	2	0	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
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
11:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	2	0	0	0	0	0	2	2	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
12:00	0	0	1	0	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
12:15	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
12:30	0	0	1	0	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
12:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	2	0	0	0	0	0	2	2	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0
13:30	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
13:45	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	2	0	0	0	0	0	2	2	0	0	3	0	1	1	0	0	5	5.5	0	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
14:15	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
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
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
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
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
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
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
15:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	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	0	0	1	1	0	0	0	0	0	0	0	0	0	0
16:00	0	0	1	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
16:45	0	0	2	0	0	0	0	0	2	2	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	4	0	0	0	0	0	4	4	0	0	2	0	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	1	0	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
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
17:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	1	1	0	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	0	0	0	0	0	0	0	0	0	0
18:15	0	0	1	0	1	0	0	0	2	2	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	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	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	1	0	0	0	2	2	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
19:15	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
19:30	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
19:45	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
H/TOT	0	0	1	0	0	0	0	0	1	1	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
20:15	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
20:30	0	0	1	0	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
20:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	0	1	1	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
21:00	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
21:15	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
21:30	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	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	0	1	1	0	0	2	0	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
22:00	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
22:15	0	0	1	0	1	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
22:30	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
22:45	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
H/TOT	0	0	2	0	1	0	0	0	3	3	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
23:00	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
23:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
23:30	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
23:45	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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
24 TOT	0	0	22	0	3	0	0	0	25	25	0	0	28	0	4	1	0	0	33	33.5	0	0	0	0	0	0	0	0	0	0



IDASO

Survey Name: 25591 - Carrickmines, Co. Dublin
Site: Site 3
Location: N11/Cherrywood Road/Bray Road Junction
Date: Tue 27-May-2025

Arm A - N11 Mainline (Northbound)
Arm B - Bray Road
Arm C - Cherrywood Road
Arm D - Bray Road
Arm E - N11 Mainline
Arm F - N11 Mainline (Southbound)
Arm G - N11 Slip Road (Southbound)

TIME	A => A P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
24 TOT	0	0	0	0	0	0	0	0	0	0

TIME	A => B P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	1	0	0	0	0	0	1	1
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	1	0	0	0	0	0	1	1
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
17:00	0	0	2	0	0	0	0	0	2	2
17:15	0	0	1	0	0	0	0	0	1	1
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	3	0	0	0	0	0	3	3
18:00	0	0	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	0	1	0.2
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	1	0.2
19:00	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
24 TOT	1	0	5	0	0	0	0	0	6	5.2

TIME	A => C P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	0	3	0	0	0	0	0	3	3
00:15	0	0	0	0	0	0	0	0	0	0
00:30	0	0	3	0	0	0	0	0	3	3
00:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	6	0	0	0	0	0	6	6
01:00	0	0	0	0	0	0	0	0	0	0
01:15	0	0	1	0	0	0	0	0	1	1
01:30	0	0	2	0	0	0	0	0	2	2
01:45	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	4	0	0	0	0	0	4	4
02:00	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0
03:45	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	1	0	0	0	0	0	1	1
04:00	0	0	0	0	0	0	0	0	0	0
04:15	0	0	1	0	0	0	0	0	1	1
04:30	0	0	1	0	0	0	0	0	1	1
04:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	2	0	0	0	0	0	2	2
05:00	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	1	0	0	0	0	1	1
05:45	0	0	1	1	0	1	0	0	3	3.5
H/TOT	0	0	1	2	0	1	0	0	4	4.5
06:00	0	0	1	0	0	1	0	0	2	2.5
06:15	0	0	0	0	0	0	0	0	0	0
06:30	0	0	4	0	1	0	0	0	5	5
06:45	0	0	3	0	0	0	0	0	3	3
H/TOT	0	0	8	0	1	1	0	0	10	10.5
07:00	0	0	1	0	1	0	0	0	2	2
07:15	1	0	2	0	1	0	0	0	4	3.2
07:30	0	0	3	0	1	0	0	0	4	4
07:45	0	0	2	0	1	0	0	0	3	3
H/TOT	1	0	8	0	4	0	0	0	13	12.2
08:00	0	0	1	0	0	1	0	0	2	2.5
08:15	0	0	1	0	0	0	0	0	1	1
08:30	1	0	7	0	0	0	1	0	9	9.5
08:45	0	0	4	0	1	0	0	0	5	5
H/TOT	1	0	13	0	1	1	1	0	17	18
09:00	0	0	3	0	1	1	0	0	5	5.5
09:15	0	0	1	1	0	0	0	0	2	2
09:30	0	0	1	0	1	0	0	0	2	2
09:45	0	0	2	0	1	1	1	0	5	6.8
H/TOT	0	0	7	1	3	2	1	0	14	16.3
10:00	0	0	4	0	1	0	0	0	5	5
10:15	0	0	8	0	0	0	0	0	8	8
10:30	0	0	15	1	2	1	1	0	20	21.8
10:45	0	0	13	0	2	0	0	0	15	15
H/TOT	0	0	40	1	5	1	1	0	48	49.8
11:00	0	1	15	0	1	0	0	0	17	16.4
11:15	0	0	20	0	0	1	0	0	21	21.5
11:30	0	0	8	0	1	0	0	0	9	9
11:45	0	0	8	0	3	1	0	0	12	12.5
H/TOT	0	1	51	0	5	2	0	0	59	59.4
12:00	0	0	13	0	2	0	0	0	15	15
12:15	0	0	13	0	3	0	1	0	17	18.3
12:30	0	0	12	0	1	1	1	0	15	16.8
12:45	0	0	11	0	2	0	0	0	13	13
H/TOT	0	0	49	0	8	1	2	0	60	63.1
13:00	0	1	17	0	2	1	0	0	21	20.9
13:15	1	0	24	0	0	0	1	0	26	26.5
13:30	0	0	16	0	4	0	0	0	20	20
13:45	0	0	22	0	1	2	0	0	25	26
H/TOT	1	1	79	0	7	3	1	0	92	93.4
14:00	0	0	18	0	1	0	1	0	20	21.3
14:15	0	0	15	1	2	0	0	0	18	18
14:30	1	0	12	0	0	0	1	0	14	14.5
14:45	0	0	16	0	3	0	0	0	19	19
H/TOT	1	0	61	1	6	0	2	0	71	72.8
15:00	0	0	15	0	2	1	1	0	19	20.8
15:15	0	0	14	0	3	0	0	0	17	17
15:30	0	0	18	0	4	1	0	0	23	23.5
15:45	0	0	24	0	1	0	0	0	25	25
H/TOT	0	0	71	0	10	2	1	0	84	86.3
16:00	0	0	22	0	4	0	0	0	26	26
16:15	0	1	28	0	2	0	0	0	31	30.4
16:30	0	0	22	1	2	0	0	0	25	25
16:45	0	0	35	0	2	0	0	0	37	37
H/TOT	0	1	107	1	10	0	0	0	119	118.4
17:00	0	0	28	0	1	1	0	0	30	30.5
17:15	0	1	29	0	1	0	0	0	31	30.4
17:30	0	2	25	0	0	1	0	0	28	27.3
17:45	0	0	27	0	1	0	0	0	28	28
H/TOT	0	3	109	0	3	2	0	0	117	116.2
18:00	0	0	28	3	2	0	0	0	33	33
18:15	0	0	29	0	0	0	0	0	29	29
18:30	0	0	31	0	0	0	0	0	31	31
18:45	0	0	18	1	0	0	0	0	19	19
H/TOT	0	0	106	4	2	0	0	0	112	112
19:00	0	0	15	0	2	0	0	0	17	17
19:15	0	0	11	0	0	0	0	0	11	11
19:30	0	1	16	0	0	0	0	0	17	16.4
19:45	0	0	8	0	0	0	0	0	8	8
H/TOT	0	1	50	0	2	0	0	0	53	52.4
20:00	0	0	16	0	1	0	0	0	17	17
20:15	1	0	9	0	0	0	0	0	10	9.2
20:30	0	0	6	0	0	0	0	0	6	6
20:45	0	0	10	0	0	0	0	0	10	10
H/TOT	1	0	41	0	1	0	0	0	43	42.2
21:00	0	0	6	0	0	0	0	0	6	6
21:15	0	0	9	0	0	0	0	0	9	9
21:30	0	0	5	0	1	0	0	0	6	6
21:45	0	0	4	0	0	0	0	0	4	4
H/TOT	0	0	24	0	1	0	0	0	25	25
22:00	0	0	9	0	0	0	0	0	9	9
22:15	0	0	5	0	1	0	0	0	6	6
22:30	0	0	4	0	1	0	0	0	5	5
22:45	0	0	3	0	0	0	0	0	3	3
H/TOT	0	0	21	0	2	0	0	0	23	23
23:00	0	0	3	0	0	0	0	0	3	3
23:15	0	0	2	0	0	0	0	0	2	2
23:30	0	0	2	0	0	0	0	0	2	2
23:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	7	0	0	0	0	0	7	7
24 TOT	5	7	866	10	71	16	9	0	984	995.5

TIME	A => D P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0
06:15	1	0	0	0	0	0	0	0	1	0.2
06:30	0	0	0	0	0	0	0	0	0	0
06:45	4	0	0	0	0	0	0	0	4	0.8
H/TOT	5	0	0	0	0	0	0	0	5	1
07:00	1	0	1	0	0	0	0	0	2	1.2
07:15	0	0	1	0	0	0	0	0	1	1
07:30	1	0	0	0	0	0	0	0	1	0.2
07:45	2	0	1	0	0	0	0	0	3	1.4
H/TOT	4	0	3	0	0	0	0	0	7	3.8
08:00	2	0	0	0	0	0	0	0	2	0.4
08:15	4	0	0	0	0	0	0	0	4	0.8
08:30	1	0	1	0	0	0	0	0	2	1.2
08:45	1	0	2	0	0	0	0	0	3	2.2
H/TOT	8	0	3	0	0	0	0	0	11	4.6
09:00	0	0	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	0	1	0.2
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	1	0.2
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	1	0	0	1	0	0	2	2.5
10:30	0	0	1	0	0	0	0	0	1	1
10:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	2	0	0	1	0	0	3	3.5
11:00	0	0	1	0	0	0	0	0	1	1
11:15	0	0	3	0	1	0	0	0	4	4
11:30	0	0	1	0	0	0	0	0	1	1
11:45	0	0	0	0	2	0	0	0	2	2
H/TOT	0	0	5	0	3	0	0	0	8	8
12:00	0	0	0	0	1	0	0	0	1	1
12:15	0	0	1	0	0	0	0	0	1	1
12:30	0	0	0	0	1	0	0	0	1	1
12:45	0	0	2	0	0	0	0	0	2	2
H/TOT	0	0	3	0	2	0	0	0	5	5
13:00	0	0	0	0	1	0	0	0	1	1
13:15	0	0	2	0	0	0	0	0	2	2
13:30	0	0	1	0	0	0	0	0	1	1
13:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	3	0	1	0	0	0	4	4
14:00	1	0	1	0	1	0	0	0	3	2.2
14:15	0	0	1	0	0	0	0	0	1	1
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	0	2	0	0	0	0	0	2	2
H/TOT	1	0	4	0	1	0	0	0	6	5.2
15:00	0	0	1	0	0	0	0	0	1	1
15:15	0	0	2	0	0	0	0	0	2	2
15:30	0	0	1	0	2	0	0	0	3	3
15:45	0	0	2	0	0	0	0	0	2	2
H/TOT	0	0	6	0	2	0	0	0	8	8
16:00	0	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	0	1	0.2
16:30	0	0	1	0	0	0	0	0	1	1
16:45	0	0	2	0	0	0	0	0	2	2
H/TOT	1	0	3	0	0	0	0	0	4	3.2
17:00	0	0	0	1	0	0	0	0	1	1
17:15	1	0	0	0	0	0	0	0	1	0.2
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	2	0	0	0	0	0	2	2
H/TOT	1	0	2	1	0	0	0	0	4	3.2
18:00	0	0	3	0	1	0	0	0	4	4
18:15	0	0	0	0	1	0	0	0	1	1
18:30	1	0	1	0	0	0	0	0	2	1.2
18:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	4	0	2	0	0	0	7	6.2
19:00	0	0	0	0	1	0	0	0	1	1
19:15	0	0	0	0	0	0	0	0	0	0
19:30	0	0	1	0	0	0	0	0	1	1
19:45	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	2	0	1	0	0	0	3	3
20:00	0	0	1	0	0	0	0	0	1	1
20:15	0	0	0	0	1	0	0	0	1	1
20:30	0	0	1	0	0	0	0	0	1	1
20:45	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	3	0	1	0	0	0	4	4
21:00	0	0	1	0	0	0	0	0	1	1
21:15	0	0	1	0	0	0	0	0	1	1
21:30	0	0	1	0	0	0	0	0	1	1
21:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	3	0	0	0	0	0	3	3
22:00	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
24 TOT	22	0	46	1	13	1	0	0	83	65.9



IDASO

Survey Name: 25591 - Carrickmines, Co. Dublin
Site: Site 3
Location: N11/Cherrywood Road/Bray Road Junction
Date: Tue 27-May-2025

Arm A - N11 Mainline (Northbound)
Arm B - Bray Road
Arm C - Cherrywood Road
Arm D - Bray Road
Arm E - N11 Mainline
Arm F - N11 Mainline (Southbound)
Arm G - N11 Slip Road (Southbound)

	A => E										A => F										A => G									
TIME	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
00:00	0	0	12	2	1	0	0	1	16	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	15	1	0	1	1	2	20	23.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	13	1	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	6	1	1	0	1	2	11	14.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	46	5	2	1	2	5	61	69.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	5	0	1	0	0	1	7	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	5	2	1	0	0	1	9	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	6	2	0	1	0	0	9	9.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	6	0	0	0	0	1	7	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	22	4	2	1	0	3	32	35.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	1	0	2	1	0	0	4	4.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	3	1	2	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	7	1	2	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	4	2	0	1	0	2	9	11.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	15	4	6	2	0	2	29	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	2	0	0	1	0	1	4	5.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	4	1	0	2	0	0	7	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	3	1	3	1	1	0	9	10.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	10	2	0	0	0	2	14	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	19	4	3	4	1	3	34	40.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	8	0	2	0	1	0	12	12.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	8	0	2	1	0	0	11	11.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	16	0	4	0	0	0	20	20	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	0.6
04:45	0	0	16	0	6	1	0	1	24	25.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	48	0	14	2	1	1	67	69.7	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	0.6
05:00	0	0	20	0	6	1	0	2	29	31.5	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.4
05:15	0	2	32	0	5	3	0	2	44	46.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	1	79	1	12	2	1	4	100	105.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	1	94	1	14	2	0	3	115	118.4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
H/TOT	0	4	225	2	37	8	1	11	288	301.9	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0.6
06:00	0	3	161	2	27	1	1	2	197	199	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	3	265	3	59	1	2	2	335	338.3	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0.8
06:30	0	6	385	3	62	1	1	4	462	464.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	1	4	375	4	65	6	1	7	463	471.1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.4
H/TOT	1	16	1186	12	213	9	5	15	1457	1472.6	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	6	1.2
07:00	0	3	355	6	48	5	0	8	425	433.7	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
07:15	0	5	388	4	45	6	1	3	452	456.3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0.6
07:30	1	2	443	7	51	8	0	12	524	538	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0.6
07:45	0	6	364	6	40	7	3	10	436	449.8	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
H/TOT	1	16	1550	23	184	26	4	33	1837	1877.8	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	8	1.6
08:00	0	10	442	4	46	7	2	9	520	529.1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.4
08:15	0	8	388	2	37	12	0	8	455	464.2	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0.8
08:30	0	4	371	2	36	5	0	9	427	436.1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
08:45	0	3	379	3	27	13	1	5	431	442	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
H/TOT	0	25	1580	11	146	37	3	31	1833	1871.4	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	8	1.6
09:00	0	2	368	9	43	13	5	3	443	457.8	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
09:15	0	2	373	9	52	9	4	6	455	469.5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
09:30	0	1	385	7	32	12	2	6	445	459	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	1	0	386	6	45	7	0	3	448	453.7	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
H/TOT	1	5	1512	31	172	41	11	18	1791	1840	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0.6
10:00	0	3	374	13	39	7	3	7	446	458.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	256	4	28	5	2	7	302	314.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	1	294	5	27	12	1	4	344	354.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	1	259	1	24	4	2	3	294	301	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
H/TOT	0	5	1183	23	118	28	8	21	1386	1428.4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
11:00	0	0	244	4	26	9	1	6	290	301.8	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.4
11:15	0	0	237	4	23	6	1	3	274	281.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	1	253	1	24	12	1	4	296	306.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	244	3	31	4	4	6	292	305.2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.4
H/TOT	0	1	978	12	104	31	7	19	1152	1195	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0.8
12:00	0	0	229	5	22	8	1	2	267	274.3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
12:15	0	2	244	4	22	3	1	4	280	285.6	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
12:30	0	1	217	0	18	6	1	4	247	254.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	4	251	3	26	10	3	4	301	311.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	7	941	12	88	27	6	14	1095	1126.1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.4
13:00	0	0	239	2	39	4	2	3	289	296.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	1	254	4	30	5	0	3	297	301.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	225	9	16	9	0	6	265	275.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	233	4	26	4	2	4	273	281.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	951	19	111	22	4	16	1124	1155.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	3	229	1	26	6	3	5	273	283.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	1	216	5	27	4	2	6	261	271	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	2	210	7	13	8	2	5	247	257.4	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.4
14:45	0	0	249	6	22	7	0	4	288	295.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	6	904	19	88	25	7	20	1069	1107	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.4
15:00	0	0	181	5	14	3	0	4	207	212.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	1	188	6	25	5	3	4	232	241.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	190	2	21	3	0	6	222	229.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	1	204	11	17	1	1	4	239	244.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	2	763	24	77	12	4	18	900	928	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	1	202	3	15	4	0	5	230	236.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	202	4	19	2	1	5	233	240.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	1	198	7	11	5	0	5	227	233.9	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
16:45	0	0	202	4	20	1	0	6	233	239.5	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.4
H/TOT	0	2	804	18	65	12	1	21	923	950.1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0.6
17:00	0	4	227	6	13	2	0	5	257	260.6	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0.6
17:15	0	0	247	3	19	4	0	6	279	287	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
17:30	0	1	241	2	14	2	0	3	263	266.4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
17:45	0	2	245	2	15	1	0	5	270	274.3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0.6
H/TOT	0	7	960	13	61	9	0	19	1069	1088.3	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	8	1.6
18:00	0	4	241	4	9	3	0	6	267	272.1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
18:15	0	0	257	3	7	1	0	4	272	276.5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
18:30	0	0	215	5	7	0	0	8	235	243	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	4	213	6	15	0	0	5	243	245.6	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
H/TOT	0	8	926	18	38	4	0	23	1017	1037.2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0.6
19:00	1	1	196	1	11	0	0	4	214	216.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	1	183	1	7	3	0	4	199	203.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	2	163	5	7	1	0	5	183	187.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	157	6	11	1	0	5	180	185.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	4	699	13	36	5	0	18	776	793.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	109	2	2	2	0	1	116	118	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
20:15	0	3	97	3	5	3	0	5	116	120.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	3	137	2	3	0	0	1	146	145.2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
20:45	0	3	102	3	2	3	0	6	119	124.7	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
H/TOT	0	9	445	10	12	8	0	13	497	508.6	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0.6
21:00	0	1	127	3	4	1	0	2	138	139.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	1	87	2	2	1	0	5	98	102.9	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.4
21:30	0	0	85	3	1	0	0	1	90	91	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	79	0	2	0	0	6	87	93	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	2	378	8	9	2	0	14	413	426.8	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.4
22:00	0	0	71	0	0	1	0	2	74	76.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	1	47	1	1	0	0	3	53	55.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	37	0	2	1	0	2	42	44.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	38	1	1	1	0	4	45	49.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	193	2	4	3	0	11	214	225.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	38	1	1	1	0	2	43	45.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	26	2	3	0	0	2	33	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	30	4	2	2	0	2	40	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	13	1	0	1	0	3	18	21.5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
H/TOT	0	0	107	8	6	4	0	9	134	145	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
24 TOT	4	122	16435	295	1596	323	65	358	19198	19726	0	0	0	0	0	0	0	0	0	0	58	1	0	0	0	0	0	0	59	12



IDASO

Survey Name: 25591 - Carrickmines, Co. Dublin
Site: Site 3
Location: N11/Cherrywood Road/Bray Road Junction
Date: Tue 27-May-2025

Arm A - N11 Mainline (Northbound)
Arm B - Bray Road
Arm C - Cherrywood Road
Arm D - Bray Road
Arm E - N11 Mainline
Arm F - N11 Mainline (Southbound)
Arm G - N11 Slip Road (Southbound)

	B => A										B => B									
TIME	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	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
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	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
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	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
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	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
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	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
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	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
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	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
07:00	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
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	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
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	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
10:45	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
11:00	0	0	0	0	0	0	0	0	0	0	0	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
11:30	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	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
12:00	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
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	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
14:15	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
14:45	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
15:00	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
15:30	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
H/TOT	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
16:15	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
16:45	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
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
17:45	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
18:00	0	0	0	0	0	0	0	0	0	0	0	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
18:30	0	0	0	0	0	0	0	0	0	0	0	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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	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
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	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
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	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
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	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
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	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
24 TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	B => C										B => D									
TIME	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	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
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	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
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	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
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	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
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	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
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	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
06:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	3	1.4
06:15	0	0	1	0	0	1	0	0	2	2.5	1	0	0	0	0	1	0	0	2	1.7
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	2	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	2	0.4
H/TOT	0	0	3	0	0	1	0	0	4	4.5	5	0	0	0	1	1	0	0	7	3.5
07:00	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	5	1.8
07:15	0	0	2	0	0	0	0	0	2	2	2	0	1	0	0	0	0	0	3	1.4
07:30	0	0	3	0	0	0	0	0	3	3	2	0	0	0	0	0	0	0	2	0.4
07:45	0	0	5	0	0	0	0	0	5	5	2	0	1	0	0	0	0	0	3	1.4
H/TOT	0	0	10	0	0	0	0	0	10	10	10	0	3	0	0	0	0	0	13	5
08:00	0	0	7	0	2	0	0	0	9	9	3	0	2	0	1	0	0	0	6	3.6
08:15	1	0	9	0	2	0	0	0	12	11.2	6	0	3	0	0	0	0	0	9	4.2
08:30	0	0	13	0	1	0	0	0	14	14	1	0	2	0	0	0	0	0	3	2.2
08:45	0	0	13	1	6	0	0	0	20	20	1	0	2	0	1	0	0	0	4	3.2
H/TOT	1	0	42	1	11	0	0	0	55	54.2	11	0	9	0	2	0	0	0	22	13.2
09:00	0	0	12	1	0	1	0	0	14	14.5	2	0	1	0	0	0	0	0	3	1.4
09:15	0	0	15	0	1	1	0	0	17	17.5	0	0	4	0	1	0	0	0	5	5
09:30	0	0	6	0	4	0	0	0	10	10	0	0	4	0	0	0	0	0	4	4
09:45	0	0	5	0	0	0	0	0	5	5	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	38	1	5	2	0	0	46	47	2	0	10	0	1	0	0	0	13	11.4
10:00	0	0	9	1	0	0	0	0	10	10	0	0	4	0	0	0	0	0	4	4
10:15	0	0	3	0	2	0	0	0	5	5	0	0	1	0	0	0	0	0	1	1
10:30	0	0	0	0	1	0	0	0	1	1	0	0	1	0	0	0	0	0	1	1
10:45	0	0	0	0	1	0	0	0	1	1	0	0	3	0	0	0	0	0	3	3
H/TOT	0	0	12	1	4	0	0	0	17	17	0	0	9	0	0	0	0	0	9	9
11:00	0	0	1	0	1	0	0	0	2	2	0	0	3	0	0	0	0	0	3	3
11:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
11:30	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	1	1
11:45	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	5	0	1	0	0	0	6	6	0	0	5	0	0	0	0	0	5	5
12:00	0	0	2	0	2	0	0	0	4	4	0	0	2	0	0	0	0	0	2	2
12:15	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
12:30	0	0	1	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	1	1
12:45	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	4	0	3	0	0	0	7	7	0	0	2	0	1	0	0	0	3	3
13:00	0	0	5	0	0	0	0	0	5	5	1	0	1	0	0	0	0	0	2	1.2
13:15	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2	2
13:30	0	0	7	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0
13:45	0	0	2	0	0	0	0	0	2	2	0	0	1	0	0	1	0	0	2	2.5
H/TOT	0	0	15	0	0	0	0	0	15	15	1	0	4	0	0	1	0	0	6	5.7
14:00	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	1	1
14:15	0	0	6	0	1	0	0	0	7	7	0	0	1	0	0	0	0	0	1	1
14:30	0	0	2	0	0	0	0	0	2	2	0	0	3	1	0	0	0	0	4	4
14:45	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	12	0	1	0	0	0	13	13	0	0	5	1	0	0	0	0	6	6
15:00	0	0	2	0	0	0	0	0	2	2	0	0	2	0	0	0	0	0	2	2
15:15	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
15:30	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
15:45	1	0	1	0	0	0	0	0	2	1.2	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	6	0	0	0	0	0	7	6.2	0	0	2	0	0	0	0	0	2	2
16:00	0	0	2	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	1	0.2
16:15	0	0	2	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	1	0.2
16:30	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
16:45	0	0	3	0	1	0	0	0	4	4	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	10	0	1	0	0	0	11	11	2	0	1	0	0	0	0	0	3	1.4
17:00	0	0	2	0	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
17:15	0	0	3	0	1	0	0	0	4	4	1	0	0	0	0	0	0	0	1	0.2
17:30	0	0	12	0	1	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0
17:45	0	0	4	0	0	0	0	0	4	4	1	0	0	0	0	0	0	0	1	0.2
H/TOT	0	0	21	0	3	0	0	0	24	24	2	0	0	0	0	0	0	0	2	0.4
18:00	0	0	4	0	0	0	0	0	4	4	2	0	0	0	0	0	0	0	2	0.4
18:15	0	0	3	0	1	1	0	0	5	5.5	0	0	0	0	0	0	0	0	0	0
18:30	0	0	6	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0
18:45	0	0	3	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	1	0.2
H/TOT	0	0	16	0	1	1	0	0	18	18.5	3	0	0	0	0	0	0	0	3	0.6
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	2	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	1	0.2
19:45	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	3	0	0	0	0	0	3	3	1	0	1	0	0	0	0	0	2	1.2
20:00	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
20:15	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
20:45	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	5	0	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	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	0	1	1	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	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
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	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	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
24 TOT	2	0	203	4	31	4	0	0	244	244.4	37	0	51	1	5	2	0	0	96	67.4



IDASO

Survey Name: 25591 - Carrickmines, Co. Dublin
Site: Site 3
Location: N11/Cherrywood Road/Bray Road Junction
Date: Tue 27-May-2025

Arm A - N11 Mainline (Northbound)
Arm B - Bray Road
Arm C - Cherrywood Road
Arm D - Bray Road
Arm E - N11 Mainline
Arm F - N11 Mainline (Southbound)
Arm G - N11 Slip Road (Southbound)

	B => E										B => F										B => G									
TIME	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	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
00:15	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
00:30	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
00:45	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
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
01:00	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
01:15	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
01:30	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
01:45	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
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
02:00	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
02:15	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
02:30	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
02:45	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
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
03:00	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
03:15	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
03:30	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
03:45	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
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
04:00	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
04:15	0	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
04:30	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
04:45	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
H/TOT	0	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
05:00	0	0	1	0	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
05:15	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	0	0
05:30	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
05:45	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
H/TOT	0	0	1	1	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
06:00	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
06:15	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
06:30	0	0	1	0	1	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
06:45	0	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
H/TOT	0	0	1	0	2	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
07:00	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
07:15	0	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
07:30	0	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
07:45	0	0	9	1	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	9	1	3	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	6	0	0	0	0	1	7	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	4	0	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
08:45	0	0	1	0	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
H/TOT	0	0	11	0	1	0	0	1	13	14	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
09:00	0	0	8	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	2	0	1	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
09:30	0	0	2	0	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
09:45	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
H/TOT	0	0	12	0	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	0
10:00	0	0	3	0	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
10:15	0	0	3	0	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
10:30	0	0	1	0	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
10:45	0	0	1	0	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
H/TOT	0	0	8	0	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	1	0	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
11:15	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
11:30	0	0	3	0	2	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	2	0	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
H/TOT	0	0	6	0	2	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	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
12:15	0	0	1	0	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
12:30	0	0	1	0	1	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
12:45	0	0	1	0	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
H/TOT	0	0	3	0	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
13:00	0	0	4	0	0	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
13:15	0	0	3	0	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
13:30	0	0	2	0	1	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
13:45	0	0	1	0	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
H/TOT	0	0	10	0	1	0	0	0	11	11	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	0	1	1	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	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	5	0	0	0	0	1	6	7	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
H/TOT	0	0	7	0	0	0	0	1	8	9	0	0	0	0	0	0	0	0	0	0	0	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
15:15	0	0	1	0	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
15:30	0	0	1	0	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
15:45	0	0	2	0	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
H/TOT	0	0	4	0	0	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
16:00	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
16:15	0	0	1	0	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
16:30	0	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
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
H/TOT	0	0	1	0	1	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
17:00	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
17:15	0	0	2	0	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
17:30	0	0	2	0	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
17:45	0	0	2	0	2	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
H/TOT	0	0	6	0	2	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	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	0	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	0	0	0	0	0	0	0	0	0	0
18:30	0	0	2	0	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
18:45	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
H/TOT	0	0	2	0	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
19:00	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
19:15	0	0	4	0	0	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
19:30	0	0	1	0	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
19:45	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
H/TOT	0	0	6	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
20:00	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
20:15	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
20:30	0	0	1	0	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
20:45	0	0	1	0	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
H/TOT	0	0	2	0	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
21:00	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
21:15	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
21:30	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
21:45	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
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
22:00	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
22:15	0	0	2	0	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
22:30	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
22:45	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
H/TOT	0	0	2	0	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
23:00	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
23:15	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
23:30	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
23:45	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
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
24 TOT	0	0	91	2	16	0	0	2	111	113	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.4



IDASO

Survey Name: 25591 - Carrickmines, Co. Dublin
Site: Site 3
Location: N11/Cherrywood Road/Bray Road Junction
Date: Tue 27-May-2025

Arm A - N11 Mainline (Northbound)
Arm B - Bray Road
Arm C - Cherrywood Road
Arm D - Bray Road
Arm E - N11 Mainline
Arm F - N11 Mainline (Southbound)
Arm G - N11 Slip Road (Southbound)

	C => A										C => B										C => C										C => D									
TIME	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
00:00	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	0	0	0	0
00:15	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	0	0	0	0
00:30	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	0	0	0	0
00:45	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	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	0	0	0	0
01:00	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	0	0	0	0
01:15	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	0	0	0	0
01:30	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	0	0	0	0
01:45	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	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	0	0	0	0
02:00	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	0	0	0	0
02:15	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	0	0	0	0
02:30	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	0	0	0	0
02:45	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	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	0	0	0	0
03:00	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	0	0	0	0
03:15	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	0	0	0	0
03:30	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	0	0	0	0
03:45	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	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	0	0	0	0
04:00	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	0	0	0	0
04:15	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	0	0	0	0
04:30	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	0	0	0	0
04:45	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	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	0	0	0	0
05:00	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	0	0	0	0
05:15	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	0	0	0	0
05:30	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	0	0	0	0
05:45	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	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	0	0	0	0
06:00	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	0	0	0	0
06:15	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	0	0	0	0
06:30	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	0	0	0	0	1	0.2
06:45	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	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	1	0	0	0	0	0	0	0	1	0.2
07:00	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	0	0	0	0
07:15	1	0	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1.2
07:30	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	0	0	0	0	1	0.2
07:45	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	1	0	0	0	0	0	0	0	1	0.2
H/TOT	1	0	0	0	0	0	0	0	1	0.2	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	0	0	0	4	1.6
08:00	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	2	0	0	0	0	0	0	0	2	0.4
08:15	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	0	0	0	0
08:30	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	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	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	2	0	0	0	0	0	0	0	2	0.4
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	3	0	0	0	0	0	3	3
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	1	0	0	0	0	0	1	1
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	1	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	3	3
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	7	0	1	0	0	0	8	8
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	1	0	0	0	0	0	0	0	1	0.2
10:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	3	2.2
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	0	0	0	0	1	0	0	0	1	1
10:45	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	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	1	0	2	0	0	0	5	3.4
11:00	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	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	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
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	1	0	0	0	1	1
11:45	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	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	1	0	1	0	0	0	2	2
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	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	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
12:30	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	1	0	0	0	0	0	1	1
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	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	2	0	0	0	0	0	2	2
13:00	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	0	0	0	0
13:15	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	1	0	0	0	0	0	1	1
13:30	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	1	0	0	0	0	0	1	1
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	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	2	0	0	0	0	0	2	2
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	1	0	1	0	0	0	2	2
14:15	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	2	0	0	0	0	0	2	2
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	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	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	3	0	1	0	0	0	4	4
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	1	0	0	0	0	0	1	1
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	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	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	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	1	0	0	0	0	0	1	1
16:00	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	1	0	1	0	0	0	2	2
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	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	1	0	0	0	0	0	1	1
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	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	2	0	1	0	0	0	3	3
17:00	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	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1.2
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	1	0	0	0	0	0	1	1
17:45	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	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3	2.2
18:00	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	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1.2
18:30	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	0	0	0	0	1	0.2
18:45	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	1	0	0	0	0	0	0	0	1	0.2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	4	1.6
19:00	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	1	0	0	0	0	0	1	1
19:15	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	2	0	0	0	0	0	0	0	2	0.4
19:30	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	1	0	0	0	0	0	1	1
19:45	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	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	2	0	2	0	0	0	0	0	4	2.4
20:00	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	0	0	0	0
20:15	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	0	0	0	0
20:30	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	0	0	0	0
20:45	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	1	0	0	0	0	0	0	0	1	0.2
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	1	0	0	0	0	0	0	0	1	0.2
21:00	1	0	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	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	2	0	0	0	0	0	0	0	2	0.4
21:30	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	0	0	0	0
21:45	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	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	1	0.2	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	0	0	0	2	0.4
22:00	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	0	0	0	0
22:15	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	0	0	0	0
22:30	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	0	0	0	0
22:45	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	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	0	0	0	0
23:00	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	0	0	0	0
23:15	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	0	0	0	0
23:30	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	0	0	0	0
23:45	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	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	0	0	0	0
24 TOT	2	0	0	0	0	0	0	0	2	0.4	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	17	0	25	0	6	0	0	0	48	34.4



IDASO

Survey Name: 25591 - Carrickmines, Co. Dublin
Site: Site 3
Location: N11/Cherrywood Road/Bray Road Junction
Date: Tue 27-May-2025

Arm A - N11 Mainline (Northbound)
Arm B - Bray Road
Arm C - Cherrywood Road
Arm D - Bray Road
Arm E - N11 Mainline
Arm F - N11 Mainline (Southbound)
Arm G - N11 Slip Road (Southbound)

	C => E										C => F										C => G									
TIME	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	0	1	0	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
00:15	0	0	1	1	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
00:30	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
00:45	0	0	2	0	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
H/TOT	0	0	4	1	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	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	0	0
01:15	0	1	0	0	0	0	0	0	1	0.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	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
01:45	0	0	1	0	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
H/TOT	0	1	1	1	0	0	0	0	3	2.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	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	0	0
02:15	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
02:30	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
02:45	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
H/TOT	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	0	0
03:00	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
03:15	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	0	0
03:30	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
03:45	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
H/TOT	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	0	0
04:00	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	0	0
04:15	0	0	2	0	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
04:30	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
04:45	0	0	2	1	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
H/TOT	0	0	4	2	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	2	0	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
05:15	0	0	1	0	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
05:30	0	0	4	0	3	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	6	0	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	13	0	4	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	4	0	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	9	1	1	1	0	0	12	12.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	9	1	1	3	0	0	14	15.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	16	0	9	0	0	0	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	38	2	12	4	0	0	56	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	26	0	2	0	0	0	28	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	1	16	0	6	0	0	1	24	24.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	47	0	4	2	0	0	53	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	43	0	2	1	0	0	46	46.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	132	0	14	3	0	1	151	152.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	60	1	4	0	0	0	65	65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	1	71	1	1	1	0	0	75	74.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	1	62	1	4	0	1	0	69	69.7	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.4
08:45	0	1	83	1	2	2	0	0	89	89.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	3	276	4	11	3	1	0	298	299	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.4
09:00	0	1	50	1	5	1	1	0	59	60.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	59	0	3	2	0	0	64	65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	34	1	5	3	0	0	43	44.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	35	0	9	1	0	0	45	45.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	178	2	22	7	1	0	211	215.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	33	1	3	3	0	0	40	41.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	27	0	7	1	0	0	35	35.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	26	2	1	0	0	0	29	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	32	0	3	1	1	1	38	40.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	118	3	14	5	1	1	142	146.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	26	1	3	0	0	0	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	31	0	2	0	0	0	33	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	26	1	6	0	0	0	33	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	28	0	3	0	1	0	32	33.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	111	2	14	0	1	0	128	129.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	25	0	5	3	0	0	33	34.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	28	0	3	1	1	0	33	34.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	25	0	3	0	0	0	28	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	32	1	2	3	1	0	39	41.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	110	1	13	7	2	0	133	139.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	1	42	0	3	0	0	0	46	45.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	1	3	23	0	3	0	0	0	30	27.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	37	0	2	0	1	0	40	41.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	26	1	3	0	0	0	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	4	128	1	11	0	1	0	146	144.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	32	0	4	0	1	0	37	38.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	23	0	4	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
14:30	0	0	39	0	6	0	1	0	46	47.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	43	0	4	0	1	0	48	49.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	137	0	18	0	3	0	158	161.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	38	0	6	0	0	0	44	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	30	0	1	1	0	0	32	32.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	34	0	4	0	0	0	38	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	30	1	0	0	0	0	31	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	132	1	11	1	0	0	145	145.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	35	0	5	0	0	0	40	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	38	0	0	1	0	0	39	39.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	24	0	6	0	0	0	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	1	0	30	1	1	1	0	0	34	33.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	127	1	12	2	0	0	143	143.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	30	0	1	0	0	0	31	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	21	0	2	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	41	0	2	0	0	0	43	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	21	0	1	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
H/TOT	0	0	113	0	6	0	0	0	119	119	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	21	2	2	0	0	0	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	18	0	2	1	0	0	21	21.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	24	0	1	0	0	0	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	33	1	2	0	0	0	36	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	96	3	7	1	0	0	107	107.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	1	25	1	1	0	0	0	28	27.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	24	0	0	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
19:30	0	0	12	0	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	0
19:45	0	0	25	0	2	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
H/TOT	0	1	86	1	4	0	0	0	92	91.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	16	0	0	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	14	0	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	1	17	0	1	0	0	0	19	18.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	22	0	1	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	69	0	2	0	0	0	72	71.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	18	0	1	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
21:15	0	0	14	0	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	15	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
21:45	0	0	6	1	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	53	1	1	0	0	0	55	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	9	0	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	0
22:15	0	0	8	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	3	0	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
22:45	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	20	0	1	0	0	1	22	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	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
23:15	0	0	2	1	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
23:30	0	0	2	0	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
23:45	0	0	2	0	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
H/TOT	0	0	6	1	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 TOT	2	12	1952	29	177	33	10	3	2218	2241.7	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.4



IDASO

Survey Name: 25591 - Carrickmines, Co. Dublin
Site: Site 3
Location: N11/Cherrywood Road/Bray Road Junction
Date: Tue 27-May-2025

Arm A - N11 Mainline (Northbound)
Arm B - Bray Road
Arm C - Cherrywood Road
Arm D - Bray Road
Arm E - N11 Mainline
Arm F - N11 Mainline (Southbound)
Arm G - N11 Slip Road (Southbound)

	D => A										D => B										D => C										D => D									
TIME	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	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	0	0	0	0
00:15	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	0	0	0	0
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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	0	0	0	0
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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	0	0	0	0
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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	0	0	0	0
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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	0	0	0	0
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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	0	0	0	0
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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	0	0	0	0
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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	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0
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H/TOT	1	0	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	7	0	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	1	0	0	0	0	0	2	1.2	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
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H/TOT	1	0	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3	2.2	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
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16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1.2	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	1	0.2	1	0	0	0	0	0	0	0	1	0.2	2	0	1	0	0	0	0	0	3	1.4	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	3	2.2	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.4	1	0	7	1	0	0	0	0	9	8.2	0	0	0	0	0	0	0	0	0	0
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18:15	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	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	0	0	1	0	0	0	0	0	1	1	0	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	0	0	1	0	1	0	0	0	2	2	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	3	0	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
19:00	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	0	0	0	0
19:15	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	0	0	0	0
19:30	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	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	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	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
20:00	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	0	0	0	0
20:15	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	0	0	0	0
20:30	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	0	0	0	0
20:45	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	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	0	0	0	0
21:00	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	0	0	0	0
21:15	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	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0
21:30	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	0	0	0	0
21:45	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	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	0	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0
22:00	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	0	0	0	0
22:15	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	0	0	0	0
22:30	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	0	0	0	0
22:45	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	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	0	0	0	0
23:00	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	0	0	0	0
23:15	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	0	0	0	0
23:30	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	0	0	0	0
23:45	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	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	0	0	0	0
24 TOT	3	0	0	0	0	0	0	0	3	0.6	4	0	2	1	1	0	0	0	8	4.8	6	0	38	1	6	1	0	0	52	47.7	0	0	0	0	0	0	0	0	0	0



IDASO

Survey Name: 25591 - Carrickmines, Co. Dublin
Site: Site 3
Location: N11/Cherrywood Road/Bray Road Junction
Date: Tue 27-May-2025

Arm A - N11 Mainline (Northbound)
Arm B - Bray Road
Arm C - Cherrywood Road
Arm D - Bray Road
Arm E - N11 Mainline
Arm F - N11 Mainline (Southbound)
Arm G - N11 Slip Road (Southbound)

	D => E										D => F										D => G									
TIME	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
00:00	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
00:15	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
00:30	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
00:45	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
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
01:00	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
01:15	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
01:30	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
01:45	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
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
02:00	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
02:15	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
02:30	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
02:45	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
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
03:00	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
03:15	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
03:30	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
03:45	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
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
04:00	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
04:15	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
04:30	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
04:45	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
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
05:00	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
05:15	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
05:30	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
05:45	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
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
06:00	0	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
06:15	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
06:30	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
06:45	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
H/TOT	0	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
07:00	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
07:15	0	0	3	0	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
07:30	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
07:45	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
H/TOT	0	0	3	0	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
08:00	0	0	3	0	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
08:15	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
08:30	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
08:45	0	0	1	0	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
H/TOT	0	0	4	0	0	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
09:00	0	0	1	0	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
09:15	0	0	1	0	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
09:30	0	0	4	0	0	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
09:45	0	0	2	0	1	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
H/TOT	0	0	8	0	2	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
10:00	0	0	2	0	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
10:15	0	0	2	0	0	1	0	0	3	3.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	6	0	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	3	0	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
H/TOT	0	0	13	0	1	1	0	0	15	15.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	4	0	0	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
11:15	0	0	3	0	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
11:30	0	0	1	0	1	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
11:45	0	0	1	0	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
H/TOT	0	0	9	0	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	0
12:00	0	0	4	0	2	0	0	0	6	6	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	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	2	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
12:45	0	0	1	0	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
H/TOT	0	0	5	0	4	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	4	0	0	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
13:15	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
13:30	0	0	2	0	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
13:45	0	0	1	0	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
H/TOT	0	0	7	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	4	0	2	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	2	0	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
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
14:45	0	0	4	1	0	1	0	0	6	6.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	10	1	2	1	0	0	14	14.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	3	0	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
15:15	0	0	2	0	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
15:30	0	0	1	0	1	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
15:45	0	0	1	0	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
H/TOT	0	0	7	0	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	2	0	1	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
16:15	0	0	3	0	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
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
16:45	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	10	0	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	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
17:15	0	0	1	0	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
17:30	0	0	5	0	0	0	0	0	5	5	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	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	6	0	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	2	0	1	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
18:15	0	0	1	0	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
18:30	0	0	1	0	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
18:45	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
H/TOT	0	0	4	0	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	1	0	1	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
19:15	0	0	2	0	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
19:30	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
19:45	0	0	2	0	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
H/TOT	0	0	5	0	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	1	0	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
20:15	0	0	1	0	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
20:30	0	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
20:45	0	0	3	0	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
H/TOT	0	0	5	0	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	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
21:15	0	0	1	0	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
21:30	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
21:45	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
H/TOT	0	0	1	0	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
22:00	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
22:15	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
22:30	0	0	1	0	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
22:45	0	0	1	0	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
H/TOT	0	0	2	0	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
23:00	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
23:15	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
23:30	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
23:45	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
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
24 TOT	0	0	99	1	17	2	0	0	119	120	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2



IDASO

Survey Name:	25591 - Carrickmines, Co. Dublin
Site:	Site 3
Location:	N11/Cherrywood Road/Bray Road Junction
Date:	Tue 27-May-2025

Arm A - N11 Mainline (Northbound)
Arm B - Bray Road
Arm C - Cherrywood Road
Arm D - Bray Road
Arm E - N11 Mainline
Arm F - N11 Mainline (Southbound)
Arm G - N11 Slip Road (Southbound)

	E => A										E => B										E => C										E => D									
TIME	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	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	0	0	0	0
00:15	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	0	0	0	0
00:30	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	0	0	0	0
00:45	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	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	0	0	0	0
01:00	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	0	0	0	0
01:15	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	0	0	0	0
01:30	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	0	0	0	0
01:45	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	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	0	0	0	0
02:00	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	0	0	0	0
02:15	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	0	0	0	0
02:30	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	0	0	0	0
02:45	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	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	0	0	0	0
03:00	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	0	0	0	0
03:15	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	0	0	0	0
03:30	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	0	0	0	0
03:45	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	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	0	0	0	0
04:00	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	0	0	0	0
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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	0	0	0	0
05:00	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	0	0	0	0
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05:45	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	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	0	0	0	0
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06:45	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	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	0	0	0	0
07:00	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	0	0	0	0
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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	0	0	0	0
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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	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	0	0	0	0
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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	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	0	0	0	0
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10:45	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	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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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	0	0	0	0
11:45	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	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	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0
13:00	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	0	0	0	0
13:15	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	0	0	0	0
13:30	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	0	0	0	0
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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	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	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	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	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	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	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	0	0	0	0
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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	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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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	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	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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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	0	0	0	0
19:00	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	0	0	0	0
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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	0	0	0	0
20:00	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	0	0	0	0
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20:45	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	0	0	0	1	0.2	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	0	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0
21:00	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	0	0	0	0
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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	0	0	0	0
22:00	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	0	0	0	0
22:15	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	0	0	0	0
22:30	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	0	0	0	0
22:45	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	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	0	0	0	0
23:00	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	0	0	0	0
23:15	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	0	0	0	0
23:30	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	0	0	0	0
23:45	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	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	0	0	0	0
24 TOT	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	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0



IDASO

Survey Name: 25591 - Carrickmines, Co. Dublin
Site: Site 3
Location: N11/Cherrywood Road/Bray Road Junction
Date: Tue 27-May-2025

Arm A - N11 Mainline (Northbound)
Arm B - Bray Road
Arm C - Cherrywood Road
Arm D - Bray Road
Arm E - N11 Mainline
Arm F - N11 Mainline (Southbound)
Arm G - N11 Slip Road (Southbound)

	E => E										E => F										E => G									
TIME	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	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
00:15	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
00:30	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
00:45	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
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
01:00	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
01:15	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
01:30	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
01:45	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
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
02:00	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
02:15	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
02:30	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
02:45	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
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
03:00	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
03:15	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
03:30	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
03:45	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
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
04:00	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
04:15	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
04:30	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
04:45	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
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
05:00	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
05:15	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
05:30	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
05:45	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
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
06:00	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
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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
07:00	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
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
07:30	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
07:45	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
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
08:00	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
08:15	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
08:30	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
08:45	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
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
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
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
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
09:45	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
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
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
10:15	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
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
10:45	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
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
11:00	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
11:15	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
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
11:45	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
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
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
12:15	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
12:30	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
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
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
13:00	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
13:15	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
13:30	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
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
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
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
14:15	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
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
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
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
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
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
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
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
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
16:00	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
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
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
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
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
17:00	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
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
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
17:45	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
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
18:00	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
18:15	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
18:30	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
18:45	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
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
19:00	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
19:15	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
19:30	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
19:45	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
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
20:00	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
20:15	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
20:30	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
20:45	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
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
21:00	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
21:15	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
21:30	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
21:45	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
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
22:00	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
22:15	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
22:30	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
22:45	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
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
23:00	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
23:15	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
23:30	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
23:45	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
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
24 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



IDASO

Survey Name: 25591 - Carrickmines, Co. Dublin
Site: Site 3
Location: N11/Cherrywood Road/Bray Road Junction
Date: Tue 27-May-2025

Arm A - N11 Mainline (Northbound)
Arm B - Bray Road
Arm C - Cherrywood Road
Arm D - Bray Road
Arm E - N11 Mainline
Arm F - N11 Mainline (Southbound)
Arm G - N11 Slip Road (Southbound)

	F => A										F => B										F => C										F => D									
TIME	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	0	21	0	2	1	0	1	25	26.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	18	0	3	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	0	0	0
00:30	0	0	18	0	2	0	0	1	21	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	8	0	0	1	0	2	11	13.5	0	0	0	0	0	0	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	65	0	7	2	0	4	78	83	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	14	0	1	1	0	0	16	16.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	12	0	0	1	0	0	13	13.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	10	0	1	0	0	1	12	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	8	0	1	2	0	0	11	12	0	0	0	0	0	0	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	44	0	3	4	0	1	52	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	10	0	0	0	0	1	11	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	15	0	1	0	1	0	17	18.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	6	0	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	6	0	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	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	37	0	2	1	1	1	42	44.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	4	1	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	4	0	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	5	0	5	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	5	0	1	1	1	0	8	9.8	0	0	0	0	0	0	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	18	1	8	1	1	0	29	30.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	7	0	1	1	0	0	9	9.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	3	0	0	0	0	2	5	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	5	0	1	1	0	0	7	7.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	3	0	1	0	0	2	6	8	0	0	0	0	0	0	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	18	0	3	2	0	4	27	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	11	0	1	1	1	1	15	17.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	10	1	0	0	0	1	12	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	9	0	1	0	0	4	14	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	11	0	2	1	0	2	16	18.5	0	0	0	0	0	0	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	41	1	4	2	1	8	57	67.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	19	0	2	0	1	3	25	29.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	27	1	5	3	0	3	39	43.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	1	50	0	6	2	0	6	65	71.4	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	0	0	0
06:45	0	0	48	1	10	3	0	3	65	69.5	0	0	0	0	0	0	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	1	144	2	23	8	1	15	194	213.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	1	73	0	7	3	0	3	87	90.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	1	85	0	9	5	2	3	105	112.5	0	0	0	0	0	0	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	72	1	11	0	0	2	86	88	0	0	0	0	0	0	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	1	114	2	18	4	0	3	142	146.4	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	0	0	0
H/TOT	0	3	344	3	45	12	2	11	420	437.8	0	0	0	0	0	0	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	1	142	2	11	4	1	0	161	163.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	1	173	3	12	0	0	0	189	188.4	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	0	0	0
08:30	0	0	129	0	10	3	1	5	148	155.8	0	0	0	0	0	0	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	129	4	11	3	0	1	148	150.5	0	0	0	0	0	0	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	2	573	9	44	10	2	6	646	658.4	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	0	0	0
09:00	0	0	148	6	13	4	1	0	172	175.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	1	151	5	16	1	2	4	180	186.5	0	0	0	0	0	0	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	112	0	23	4	1	4	144	151.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	104	4	11	10	1	6	136	148.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	515	15	63	19	5	14	632	661.4	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	0	0	0
10:00	0	0	103	2	8	3	2	2	120	126.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	142	4	17	4	2	3	172	179.6	0	0	0	0	0	0	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	117	4	16	6	2	1	146	152.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	144	6	26	4	2	2	184	190.6	0	0	0	0	0	0	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	506	16	67	17	8	8	622	648.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	1	139	6	17	3	2	1	169	173.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	4	148	2	28	8	1	2	193	197.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	3	166	3	21	6	0	1	200	202.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	160	6	20	3	2	2	193	199.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	8	613	17	86	20	5	6	755	772.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	1	176	4	20	3	1	0	205	207.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	175	5	19	1	0	4	204	208.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	178	6	20	1	2	3	210	216.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	1	204	4	18	6	0	2	235	239.4	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	0	0	0
H/TOT	0	2	733	19	77	11	3	9	854	871.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	2	175	2	26	6	0	2	213	216.8	0	0	0	0	0	0	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	3	191	5	23	7	3	3	235	243.6	0	0	0	0	0	0	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	3	214	3	24	4	1	1	250	252.5	0	0	0	0	0	0	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	3	224	7	14	10	0	1	259	263.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	11	804	17	87	27	4	7	957	976.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	1	246	4	19	5	2	1	278	283.5	0	0	0	0	0	0	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	223	4	31	4	1	2	265	270.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	221	1	23	8	1	0	254	259.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	2	198	5	26	2	3	0	236	239.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	3	888	14	99	19	7	3	1033	1052.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	240	3	29	5	1	2	280	285.8	0	0	0	0	0	0	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	2	267	2	43	12	1	1	328	335.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	3	274	6	42	5	2	3	335	341.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	2	268	6	40	3	0	1	320	321.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	7	1049	17	154	25	4	7	1263	1283.5	0	0	0	0	0	0	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	7	298	4	40	0	0	2	351	348.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	2	280	0	43	3	0	1	329	330.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	4	304	3	36	6	0	0	353	353.6	0	0	0	0	0	0	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	3	318	2	41	2	0	0	366	365.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	16	1200	9	160	11	0	3	1399	1397.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	2	344	5	31	3	1	0	386	387.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	5	306	7	40	2	0	2	362	362	0	0	0	0	0	0	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	5	336	2	19	4	0	0	366	365	0	0	0	0	0	0	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	8	301	6	22	3	1	2	343	343	0	0	0	0	0	0	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	20	1287	20	112	12	2	4	1457	1457.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	10	282	7	16	1	0	2	318	314.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	4	304	4	17	2	0	0	331	329.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	3	260	5	17	1	0	2	288	288.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	262	6	13	3	0	2	286	289.5	0	0	0	0	0	0	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	17	1108	22	63	7	0	6	1223	1222.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	1	223	4	15	2	0	0	245	245.4	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	0	0	0
19:15	0	0	207	4	16	1	0	1	229	230.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	213	5	10	1	0	0	229	229.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	150	0	5	1	0	0	156	156.5	0	0	0	0	0	0	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	1	793	13	46	5	0	1	859	861.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	1	199	3	2	1	1	1	208	210.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	3	191	3	10	0	0	1	208	207.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	1	2	148	5	11	0	0	0	167	165	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	1	129	4	4	0	0	1	139	139.4	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	0	0	0
H/TOT	1	7	667	15	27	1	1	3	722	721.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	1	117	1	5	2	0	0	126	126.4	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	0	0	0
21:15	0	0	123	1	4	0	0	0	128	128	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	1	0	105	1	2	0	0	0	109	108.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	2	75	0	3	1	0	0	81	80.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	3	420	3	14	3	0	0	444	442.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	87	0	2	0	0	1	90	91	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	1	86	1	3	0	0	0	91	90.4	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	0	0	0
22:30	0	0	78	0	3	0	0	1	82	83	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	77	0	4	0	0	0	81	81	0	0	0	0	0	0	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	1	328	1	12	0	0	2	344	345.4	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	0	0	0
23:00	0	0	53	0	1	0	0	0	54	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	55	0	2	0	0	0	57	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	28	0	4	1	0	1	34	35.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	23	1	3	1	0	2	30	32.5	0	0	0	0	0	0	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	159	1	10	2	0	3	175	179	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 TOT	2	103	12354	215	1216	221	47	126	14284	14518	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



IDASO

Survey Name: 25591 - Carrickmines, Co. Dublin
Site: Site 3
Location: N11/Cherrywood Road/Bray Road Junction
Date: Tue 27-May-2025

Arm A - N11 Mainline (Northbound)
Arm B - Bray Road
Arm C - Cherrywood Road
Arm D - Bray Road
Arm E - N11 Mainline
Arm F - N11 Mainline (Southbound)
Arm G - N11 Slip Road (Southbound)

	F => E										F => F										F => G									
TIME	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	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
00:15	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
00:30	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
00:45	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
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
01:00	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
01:15	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
01:30	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
01:45	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
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
02:00	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
02:15	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
02:30	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
02:45	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
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
03:00	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
03:15	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
03:30	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
03:45	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
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
04:00	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
04:15	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
04:30	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
04:45	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
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
05:00	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
05:15	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
05:30	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
05:45	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
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
06:00	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
06:15	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
06:30	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
06:45	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
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
07:00	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
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
07:30	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
07:45	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
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
08:00	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
08:15	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
08:30	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
08:45	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
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
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
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
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
09:45	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
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
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
10:15	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
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
10:45	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
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
11:00	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
11:15	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
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11:45	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
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
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
12:15	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
12:30	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
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
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
13:00	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
13:15	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
13:30	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
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
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
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
14:15	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
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
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
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
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
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
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
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
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
16:00	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
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
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
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
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
17:00	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
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
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
17:45	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
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
18:00	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
18:15	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
18:30	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
18:45	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
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
19:00	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
19:15	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
19:30	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
19:45	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
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
20:00	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
20:15	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
20:30	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
20:45	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
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
21:00	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
21:15	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
21:30	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
21:45	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
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
22:00	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
22:15	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
22:30	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
22:45	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
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
23:00	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
23:15	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
23:30	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
23:45	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
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
24 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



IDASO

Survey Name: 25591 - Carrickmines, Co. Dublin
Site: Site 3
Location: N11/Cherrywood Road/Bray Road Junction
Date: Tue 27-May-2025

Arm A - N11 Mainline (Northbound)
Arm B - Bray Road
Arm C - Cherrywood Road
Arm D - Bray Road
Arm E - N11 Mainline
Arm F - N11 Mainline (Southbound)
Arm G - N11 Slip Road (Southbound)

	G => A									
TIME	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
00:00	0	0	16	0	0	0	0	0	16	16
00:15	1	0	13	0	1	1	0	0	16	15.7
00:30	0	0	7	0	0	0	0	1	8	9
00:45	0	0	7	0	0	0	0	2	9	11
H/TOT	1	0	43	0	1	1	0	3	49	51.7
01:00	0	0	3	0	0	0	0	0	3	3
01:15	0	0	4	0	0	0	0	0	4	4
01:30	0	0	4	0	0	0	0	0	4	4
01:45	0	0	5	0	1	0	0	1	7	8
H/TOT	0	0	16	0	1	0	0	1	18	19
02:00	0	0	3	0	1	0	0	0	4	4
02:15	0	0	5	0	0	0	0	0	5	5
02:30	0	0	0	0	0	1	0	0	1	1.5
02:45	0	0	4	0	0	0	0	1	5	6
H/TOT	0	0	12	0	1	1	0	1	15	16.5
03:00	0	0	2	0	0	0	0	0	2	2
03:15	0	0	7	0	2	0	0	0	9	9
03:30	0	0	1	0	0	0	0	0	1	1
03:45	0	0	2	0	1	0	0	1	4	5
H/TOT	0	0	12	0	3	0	0	1	16	17
04:00	0	0	2	0	1	1	0	0	4	4.5
04:15	0	0	4	0	1	1	0	0	6	6.5
04:30	0	0	2	0	0	0	0	0	2	2
04:45	1	0	4	0	0	0	0	1	6	6.2
H/TOT	1	0	12	0	2	2	0	1	18	19.2
05:00	0	0	5	0	1	0	0	0	6	6
05:15	0	0	3	0	0	0	0	0	3	3
05:30	0	0	10	0	4	1	0	1	16	17.5
05:45	1	0	11	0	1	1	0	0	14	13.7
H/TOT	1	0	29	0	6	2	0	1	39	40.2
06:00	1	0	8	0	4	4	0	0	17	18.2
06:15	0	0	17	0	6	2	0	1	26	28
06:30	1	0	38	0	7	1	0	2	49	50.7
06:45	2	0	46	0	22	4	0	2	76	78.4
H/TOT	4	0	109	0	39	11	0	5	168	175.3
07:00	0	0	58	1	13	3	0	3	78	82.5
07:15	5	0	71	1	15	2	0	2	96	95
07:30	1	0	79	3	11	4	0	5	103	109.2
07:45	5	0	95	1	19	2	0	2	124	123
H/TOT	11	0	303	6	58	11	0	12	401	409.7
08:00	3	2	101	1	20	1	0	3	131	130.9
08:15	3	1	126	0	13	6	1	2	152	155.3
08:30	3	0	129	1	11	4	1	5	154	159.9
08:45	2	0	103	1	19	4	1	2	132	135.7
H/TOT	11	3	459	3	63	15	3	12	569	581.8
09:00	0	0	108	2	10	4	1	5	130	138.3
09:15	1	1	89	1	17	7	1	2	119	124.4
09:30	1	0	94	4	16	3	1	4	123	129
09:45	1	0	78	3	13	4	4	3	106	115.4
H/TOT	3	1	369	10	56	18	7	14	478	507.1
10:00	0	1	76	1	10	4	1	4	97	103.7
10:15	0	1	79	0	12	5	0	3	100	104.9
10:30	0	0	106	2	14	4	0	2	128	132
10:45	0	0	98	1	11	6	0	4	120	127
H/TOT	0	2	359	4	47	19	1	13	445	467.6
11:00	1	0	100	2	14	6	2	5	130	139.8
11:15	0	0	104	0	16	6	1	1	128	133.3
11:30	0	1	111	3	12	2	1	4	134	139.7
11:45	0	0	101	1	19	3	1	0	125	127.8
H/TOT	1	1	416	6	61	17	5	10	517	540.6
12:00	0	0	104	0	15	4	2	2	127	133.6
12:15	0	0	104	0	9	4	1	3	121	127.3
12:30	0	0	104	0	18	9	0	3	134	141.5
12:45	1	3	132	3	18	5	1	3	166	170.2
H/TOT	1	3	444	3	60	22	4	11	548	572.6
13:00	1	2	136	1	15	8	1	2	166	171.3
13:15	2	0	155	1	12	2	0	1	173	173.4
13:30	2	0	133	1	16	2	2	6	162	170
13:45	0	1	151	1	12	3	0	3	171	174.9
H/TOT	5	3	575	4	55	15	3	12	672	689.6
14:00	2	3	115	0	15	5	0	3	143	145.1
14:15	0	0	139	2	13	1	0	5	160	165.5
14:30	2	0	123	1	15	3	0	4	148	151.9
14:45	2	0	124	2	22	3	1	3	157	161.2
H/TOT	6	3	501	5	65	12	1	15	608	623.7
15:00	0	0	121	1	17	4	1	9	153	165.3
15:15	0	1	147	2	20	3	2	1	176	180.5
15:30	4	0	126	1	23	4	0	4	162	164.8
15:45	2	0	151	0	18	3	0	4	178	181.9
H/TOT	6	1	545	4	78	14	3	18	669	692.5
16:00	3	1	170	5	24	1	0	4	208	209.5
16:15	0	0	156	1	26	1	1	7	192	200.8
16:30	3	0	215	1	30	4	0	2	255	256.6
16:45	4	3	184	3	17	0	0	9	220	224
H/TOT	10	4	725	10	97	6	1	22	875	890.9
17:00	8	0	207	0	16	4	0	3	238	236.6
17:15	5	4	186	1	11	1	0	8	216	218.1
17:30	12	3	213	1	10	1	0	5	245	239.1
17:45	9	3	209	0	10	0	0	4	235	230
H/TOT	34	10	815	2	47	6	0	20	934	923.8
18:00	7	0	216	1	9	2	0	4	239	238.4
18:15	4	1	188	1	13	1	0	6	214	216.7
18:30	4	0	151	0	5	0	0	6	166	168.8
18:45	4	0	134	1	8	0	0	4	151	151.8
H/TOT	19	1	689	3	35	3	0	20	770	775.7
19:00	0	0	162	2	7	3	0	3	177	181.5
19:15	0	3	114	3	5	1	0	4	130	132.7
19:30	1	2	100	1	6	2	0	3	115	117
19:45	1	0	111	1	4	0	0	3	120	122.2
H/TOT	2	5	487	7	22	6	0	13	542	553.4
20:00	1	1	100	1	7	0	0	4	114	116.6
20:15	2	4	91	1	6	1	0	2	107	105.5
20:30	3	0	73	0	10	2	0	2	90	90.6
20:45	1	0	79	0	2	0	0	2	84	85.2
H/TOT	7	5	343	2	25	3	0	10	395	397.9
21:00	1	1	81	0	1	0	1	3	88	90.9
21:15	0	0	72	0	3	0	0	3	78	81
21:30	0	0	64	0	4	0	0	2	70	72
21:45	0	0	67	0	1	0	0	4	72	76
H/TOT	1	1	284	0	9	0	1	12	308	319.9
22:00	0	0	49	0	1	0	0	2	52	54
22:15	0	0	41	0	1	0	0	4	46	50
22:30	1	0	42	0	2	0	0	2	47	48.2
22:45	1	0	32	0	1	0	0	1	35	35.2
H/TOT	2	0	164	0	5	0	0	9	180	187.4
23:00	0	0	14	0	0	0	0	3	17	20
23:15	0	0	17	0	0	0	0	2	19	21
23:30	0	0	20	0	1	0	0	3	24	27
23:45	0	0	15	0	0	1	0	2	18	20.5
H/TOT	0	0	66	0	1	1	0	10	78	88.5
24 TOT	126	43	7777	69	837	185	29	246	9312	9561.6

	G => B										G => C										G => D									
TIME	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
00:00	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
00:15	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
00:30	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
00:45	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
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
01:00	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
01:15	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
01:30	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
01:45	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
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
02:00	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
02:15	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
02:30	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
02:45	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
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
03:00	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
03:15	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
03:30	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
03:45	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
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
04:00	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
04:15	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
04:30	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
04:45	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
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
05:00	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
05:15	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
05:30	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
05:45	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
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
06:00	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
06:15	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
06:30	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
06:45	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
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
07:00	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
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
07:30	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
07:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0
08:00	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
08:15	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
08:30	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
08:45	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
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
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
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
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
09:45	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
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
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
10:15	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
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
10:45	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
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
11:00	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
11:15	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
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
11:45	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
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
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
12:15	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
12:30	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
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
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
13:00	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
13:15	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
13:30	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
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
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
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
14:15	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
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
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
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
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
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
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
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
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
16:00	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
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
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
16:45	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	0	0	0	1	0.2
H/TOT	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	0	0	0	1	0.2
17:00	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
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
17:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2	1	0	0	0	0	0	0	0	1	0.2
H/TOT	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.4	1	0	0	0	0	0	0	0	1	0.2
18:00	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
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	0	0	0	2	0.4
18:30	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
18:45	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
H/TOT	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	0	0	0	2	0.4
19:00	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
19:15	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
19:30	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
19:45	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
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
20:00	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
20:15	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
20:30	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
20:45	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
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
21:00	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
21:15	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
21:30	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
21:45	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
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
22:00	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
22:15	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
22:30	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
22:45	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
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
23:00	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
23:15	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
23:30	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
23:45	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
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
24 TOT	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0.6	4	0	0	0	0	0	0	0	4	0.8



IDASO

Survey Name: 25591 - Carrickmines, Co. Dublin
Site: Site 3
Location: N11/Cherrywood Road/Bray Road Junction
Date: Tue 27-May-2025

Arm A - N11 Mainline (Northbound)
Arm B - Bray Road
Arm C - Cherrywood Road
Arm D - Bray Road
Arm E - N11 Mainline
Arm F - N11 Mainline (Southbound)
Arm G - N11 Slip Road (Southbound)

	G => E									G => F									G => G								
TIME	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	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
00:15	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
00:30	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
00:45	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
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
01:00	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
01:15	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
01:30	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
01:45	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
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
02:00	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
02:15	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
02:30	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
02:45	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
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
03:00	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
03:15	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
03:30	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
03:45	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
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
04:00	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
04:15	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
04:30	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
04:45	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
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
05:00	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
05:15	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
05:30	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
05:45	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
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
06:00	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
06:15	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
06:30	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
06:45	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
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
07:00	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
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
07:30	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
07:45	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
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
08:00	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
08:15	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
08:30	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
08:45	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
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
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
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
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
09:45	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
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
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
10:15	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
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
10:45	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
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
11:00	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
11:15	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
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
11:45	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
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
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5 Architectural Heritage Impact Assessment

ARCHITECTURAL HERITAGE IMPACT ASSESSMENT

CARRICKMINES – SHANGANAGH RIVER FLOOD RELIEF SCHEME

ARCHITECTURAL HERITAGE ADDENDUM TO AN EIAR

Response to RFI Item 13 (ACP Ref. 321937-25)

August 2026

MOLLOY & ASSOCIATES
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CONTRIBUTIONS

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INSPECTION

The properties and affected sites were inspected in April and May 2026.

EXECUTIVE SUMMARY

This Architectural Heritage Impact Assessment (AHIA) concerns specific architectural heritage concerns raised by An Coimisiún Pleanála (via Dun Laoghaire-Rathdown County Council) in an RFI accompanying ACP Ref. 321937-25, in respect of anticipated impacts accompanying the proposed Flood Relief Scheme for the Carrickmines-Shanganagh Rivers at sites in the townlands of Woodside, Kilgobbin, Carrickmines, Brennanstown, Shankill, Loughlinstown, Shanganagh and Hackettsland.

1.0 INTRODUCTION

1.1 Purpose of the AHIA

Architectural heritage is a unique and irreplaceable material asset, assigned significance by virtue of its origin, setting, composition, materiality and visual contribution to the enrichment of its environment. In this context, any change to the physical or visual setting framing architectural heritage resulting from the delivery of flood relief works, has the potential to adversely affect these sites, with such impacts forming the purpose of this AHIA.

This response to ACP Ref. 321937-25 RFI Item 13, in the form of an Architectural Heritage Impact Assessment (AHIA), describes the effects of flood alleviation measures of the proposed Carrickmines-Shanganagh River Flood Relief Scheme (FRS) from an architectural heritage perspective, where interacting with specific structures of heritage interest listed by the Authority in RFI Items 13a, 13b and 13c; Kilgobbin House, Kilgobbin Road, Dublin 18 (RPS 1684); Priorsland House, Glenamuck Road, Dublin 18 (RPS 1746); Waterfall Cottage (RPS 1770) and its attached Rose Cottage, Cherrywood Road, Dublin 18.

Flood modelling undertaken for the proposed scheme has identified the three heritage properties considered in this study as being located within the predicted extent of the 1% Annual Exceedance Probability (AEP) flood event.

It is accepted that flood alleviation measures will arise in a significant visual change in the character of the public realm, and architectural heritage character of the setting informing the importance of each of the three properties respective setting; impacts which will be assessed in the subject AHIA, however, the balancing of relative impacts arising from visual change when compared with flooding risk, finds that the positive effects of heritage protection ensuing from the latter, is welcomed.

1.2 Format

This AHIA follows guidelines set out in Appendix B of the 'Architectural Heritage Protection Guidelines for Planning Authorities' published by the Department of Environment, Heritage, and Local Government.

1.3 Study area

The study area of the Flood Relief Scheme concerns the Carrickmines-Shanganagh River where it passes through the suburban areas of Sandyford, Leopardstown, Loughlinstown, and Shankill before eventually discharging into the Irish Sea at Killiney Bay. Please refer to Figures 1 to 3 below, and Appendix A2 to the rear of this document, for an indication of location of each property and extent of proposed works.

1.4 Site inspections

The three affected properties of architectural heritage interest; Kilgobbin House, Kilgobbin Road, Dublin 18 (RPS 1684); Priorsland House, Glenamuck Road, Dublin 18 (RPS 1746); Waterfall Cottage (RPS 1770) and its attached Rose Cottage, Cherrywood Road, Dublin 18 form the basis of this study and were all inspected over April - May 2026.

1.5 References

A detailed archaeological and historical background to the study area has been included in a wider cultural heritage impact assessment forming part of the original planning submission.

This AHIA has been written cognisant of policies and objectives for the protection of architectural heritage in the Dún Laoghaire Rathdown County Development Plan (2022-2028); the Record of Protected Structures (RPS) listed in the Dún Laoghaire Rathdown County Development Plan (2022-2028); National Inventory of Architectural Heritage (NIAH) Building Survey.

2.0 DESCRIPTION OF PROPOSED DEVELOPMENT ON ARCHITECTURAL HERITAGE CHARACTER

2.1 Proposed Flood Relief Scheme works to the setting of Kilgobbin House

Please refer to APPENDIX A1.1 Photographic record of affected areas – Kilgobbin House, and APPENDIX A2

Proposed works

The proposal seeks to remove a historic boundary wall to the south of Kilgobbin House where forming the northern boundary of the river, and reconstruct the boundary as proposed in Figure 1 below.

Existing characteristics and interaction with the protected structure

The wall appears on 18th century maps and appears to be at least 18th century in origin further to an inspection. It has been constructed over multiple eras, of local granite with lime-based mortars. Its capping style varies from rounded to cock and hen. Mature vegetation and trees occupy the Kilgobbin House garden side of the wall.

The wall is visible from many vantage points within the protected structure and contributes to the character of its garden setting.

Potential for adverse impact arising from the proposed works

Removal of a historic boundary wall enriching both the approach towards Kilgobbin House due north from the public realm of Kilgobbin Road and also the enclosed character of the house's mature garden will generate a visual and morphological impact, however well its reconstruction is managed.

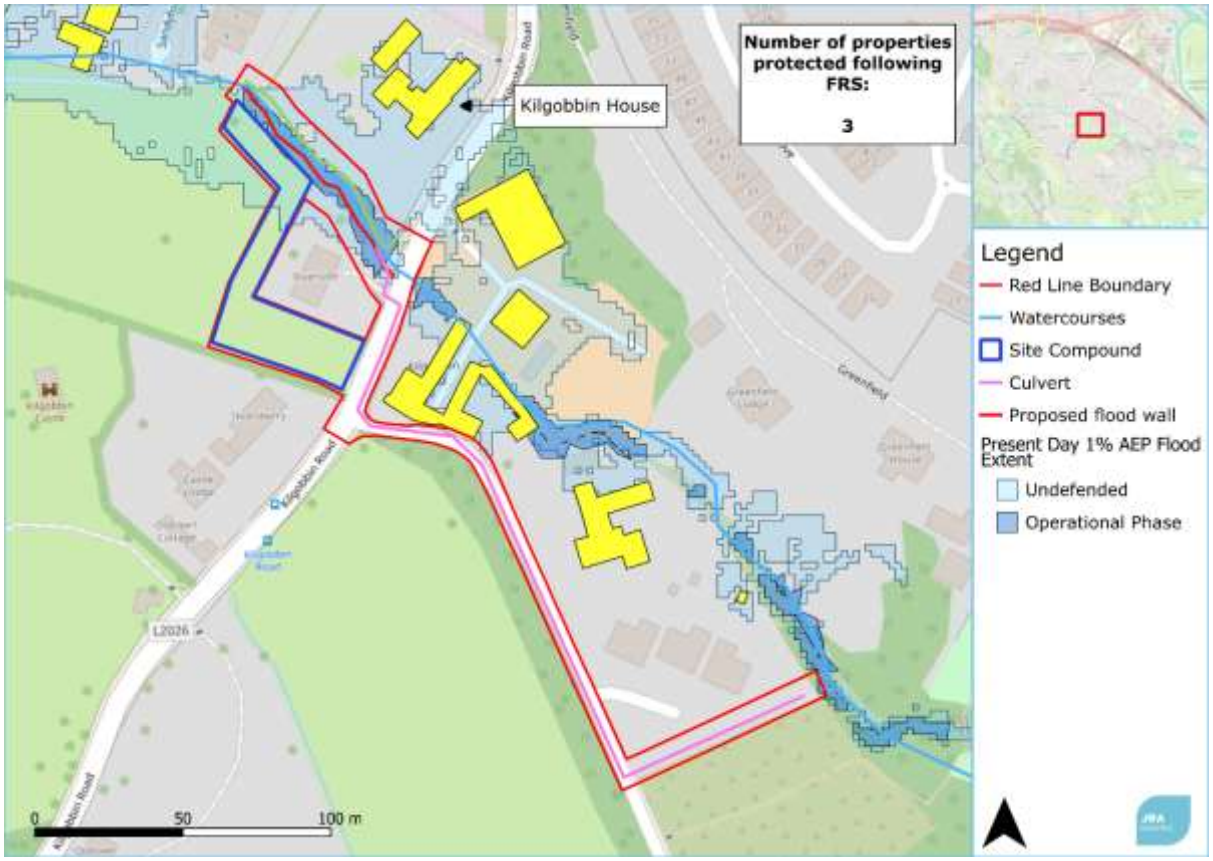


Figure 1 Proposed flood alleviation measures to Kilgobbin House

2.2 Proposed Flood Relief Scheme works to the setting of Priorsland House

Please refer to APPENDIX A1.2 Photographic record of affected areas –Priorsland House and APPENDIX A2

Proposed works

The proposal seeks to remove a berm of semi-mature beech trees planted to align with past river embankment works to the south of Priorsland House.

Existing characteristics and interaction with the protected structure

The tree berm screens the effects of the busy Glenamuck Road roundabout and slip road from the protected structure, ensuring a sense of tranquillity within its parkland gardens. They also have been planted to respect a historic walled embankment, likely dating from the 18th century.

Further, a number of mature, characterful specimen trees enhance the contemporary quality of the tree berm to the southwest of the site's boundary. These trees generate a quality to the entrance gates of Priorsland House as viewed from the public realm.

Potential for adverse impact arising from the proposed works

The proposed flood relief works will remove historic sections of masonry constructed embankments likely constructed by the original owners of the protected structure, as proposed in Figure 2 above.

Whilst the trees are early 20th century in origin and are effective as a screen, their removal and replacement will not have a direct bearing on the character of the house, provided that the renewed composition replicates the existing.

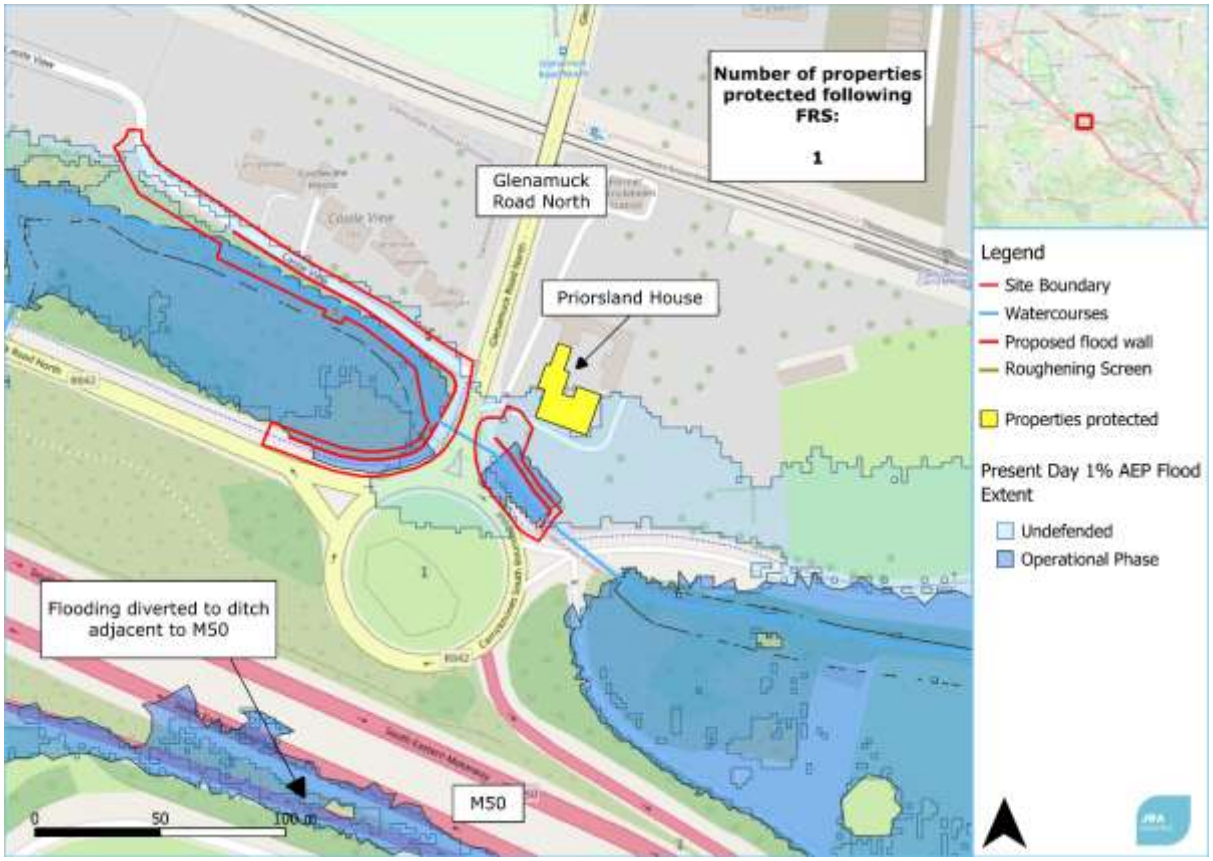


Figure 2 Proposed flood alleviation measures to Priorsland House

2.3 Proposed Flood Relief Scheme works to the setting of Waterfall Cottage and Rose Cottage

Please refer to APPENDIX A1.3 Photographic record of affected areas –Waterfall Cottage and Rose Cottage and APPENDIX A2

Proposed works

Waterfall Cottage

The proposal seeks to remove and replace a late 20th century masonry river embankment to the east of the protected structure, Waterfall Cottage. It is proposed to introduce a wall above the garden level, to provide additional flood protection. The wall will be surmounted by an additional barrier to an overall height of 1100mm, the design of which will be agreed with the owner.

Rose Cottage

Works to Rose Cottage are intended to comprise clearance of vegetation and erection of an overflow inlet structure, extending into the cottage's garden curtilage, but allowing access to a portion of northeast garden below the bridge. The garden to the front elevation of the cottage will be enclosed by a new stone wall, arising in the replacement of the 18th century masonry embankment. A weir will be introduced within the stretch of river to the front of the cottage, with the existing mid-20th century, characterful concrete bridge requiring additional supplementing to accommodate the works.

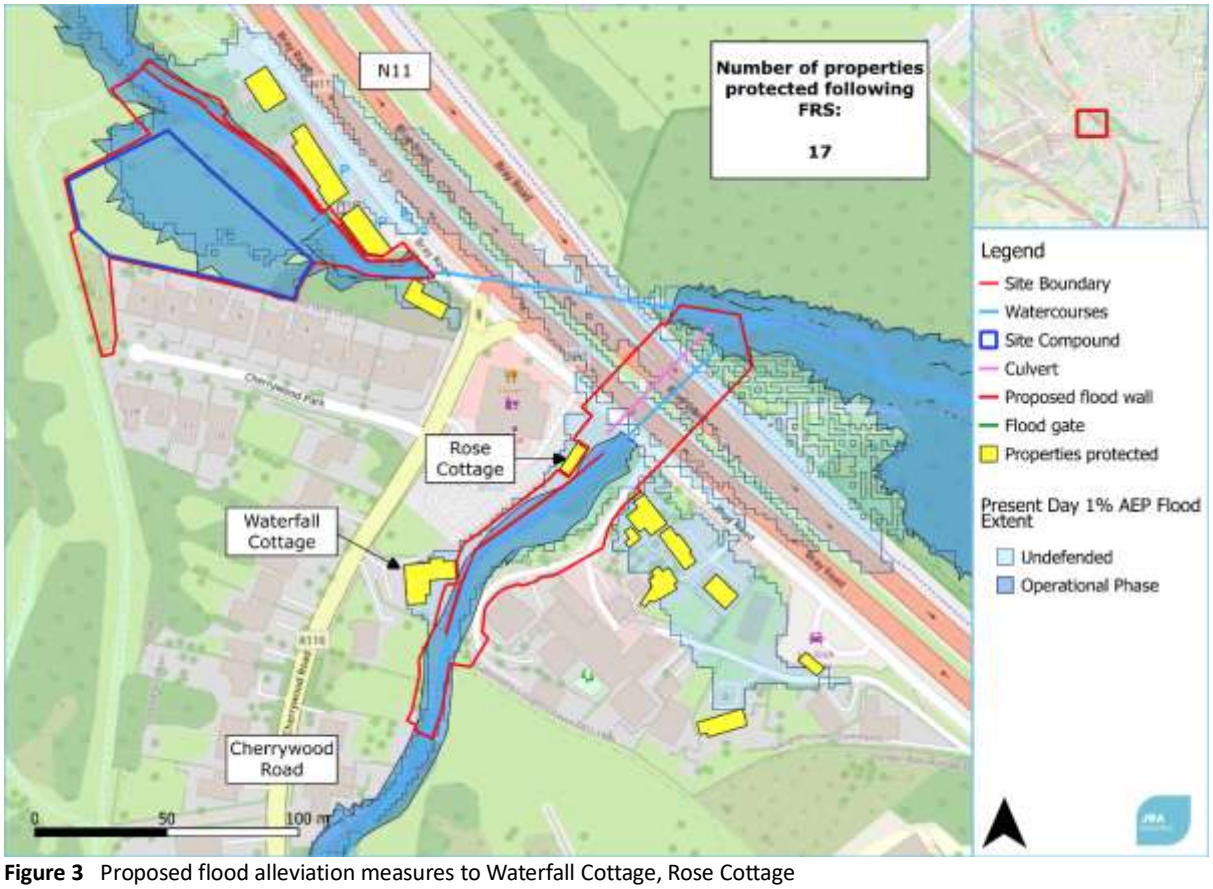


Figure 3 Proposed flood alleviation measures to Waterfall Cottage, Rose Cottage

Existing characteristics and interaction with the protected structure

Waterfall Cottage

At present, Waterfall Cottage's masonry embankment is capped with stone, level with gravelled surfaces, within a mature, carefully landscaped garden. The character of the protected structure is greatly enhanced by the quality of its garden, which is designed to capitalise on its riverside aspect. Cottage windows enjoy an outward vista onto the riverbank and are directly informed by the specific nature of its riverside amenity.

Rose Cottage

Rose Cottage is a vacant dwelling, of 18th century origin, corresponding in form and alignment with Waterfall Cottage. It is positioned in close proximity to the 18th century bridge and was historically accessed from a pedestrian gate adjacent to the bridge, on Bray Road. Its river edge is constructed with a masonry embankment, similar to other embankments noted at Kilgobbin House, Priorsland House. The Cottage's setting is overgrown, but it would have enjoyed a direct visual relationship with the bridge and its masonry embankment. The proposed works will sever the visual and physical relationship between the cottage and the embankment, leading to the bridge.

Potential for adverse impact arising from the proposed works

Waterfall Cottage

The introduction of a flood defence wall as proposed will alter the relationship between the cottage and its riverbank. The introduction of compliant edge protection in the form of railings or a glass screen, will further alter existing character.

Rose Cottage

The proposed flood defence wall to a compliant height of 1100mm will change the cottage's riverside character. Negative effects of the design of the inlet can be mitigated if access is maintained between the cottage and its remaining section of garden to the north.

3.0 RESPONSE TO RFI: PROVISION OF AN ARCHITECTURAL HERITAGE IMPACT ASSESSMENT

3.1 RFI 13a (i) Area 2 – Belarmine & Kilgobbin

'It is proposed to replace boundary walls associated with Kilgobbin House, protected structure ref.no.1684. The proposed flood wall will be constructed with a reinforced concrete core and faced with stone from the original stone wall where possible. It is considered that a record of the wall curtilage of the protected structure should be on file in the form of an elevational drawing and photographic record. In addition, the EIAR, by way of Addendum, should consider the impact of the proposed works on the setting of the protected structure.'

Recommendations

a. It is recommended that a full record is taken of the wall once vegetation is cleared both on the river side, and from within the garden, immediately in advance of commencement of demolition.

b. It is recommended that the works are sequenced to allow for safe storage of salvaged wall masonry within the grounds of Kilgobbin House. Should demolition and reconstruction occur at once, it is possible that the established garden planting might be damaged due to intensive use and access of store areas.

c. It is recommended that salvaged masonry is applied as a skin to the concrete core, both sides of the wall to maintain visual consistency with the existing composition, as informing the setting of the protected structure from within its grounds, and from the public realm of Kilgobbin Road. Where insufficient quantities arise from the demolished wall, authentic granite rubble to be sourced from the general area to supplement quantities and match the existing wall composition.

d. It is recommended that an existing non-return valve discharging from a garden water store area into the river, damaged in recent floods and causing ponding within the garden, be reinstated when flood relief works are in progress.

e. It is recommended, in the interest of protecting the external character of Kilgobbin House and its relationship with the bridge and 18th century farm building ranges to the east of the road, that the integrity of the assemblage- the historic masonry embankments, walls and bridge- remain unaffected by the proposed works.

Architectural Heritage Impact Assessment

Given the certainty of risk of future flooding of this important protected structure, the protection measures proposed, whilst altering the character of the boundary wall to the south, will ensure the long term protection of the property from flood risk. this outcome is a wholly positive outcome for the longevity of the site's architectural character.

Visually, the proposal, in time, will appear as existing, and will not arise in a significant departure from the present character.

It is held that all concerns relating to impact, as would be contained in a traditional Architectural Heritage Impact Assessment of a proposal to execute flood relief and boundary wall reconstruction works at Kilgobbin House will be mitigated in the adoption of all recommendations cited above.

On the whole, the proposed measure are considered benign and positive.

3.2 RFI 13b(i) Area 3 – Glenamuck Road North

'It is proposed to carry out works at Glenamuck Road North, within the curtilage or attendant grounds of Priorsland House, a protected structure (Ref.1746), together with out-office and gates. Clarify how access to carry out the works at Priorsland House will be facilitated and if it is proposed to widen the access (which is narrow) to Priorsland House to facilitate same.'

Recommendations

a. Access for the works can be achieved from the slip road to the south of the house's boundary. An existing metal bridge is in place, which can serve to access the embankment within the garden. The protected setting of the gates, and entrance driveway does not need to form part of the construction area and can remain unaffected by the proposed works.

3.3 RFI 13b(ii) Area 3 – Glenamuck Road North

'The flood defence wall at Priorsland will be, it is stated at section 13.4.4. of the EIAR, a noticeable modern visual intrusion on Priorsland House on its parkland setting, although the length of the proposed wall is mistakenly referenced as 'c13m in length and up to 1.5m in height within Priorsland House'' when the drawings indicate that the proposed wall at Priorsland House will be c.35m in length. Elsewhere, section 14.3.5. of the EIAR, Visual Receptors, states that 'existing trees will be retained which will reduce the potential visual impact', where the effect is assessed as 'slight'. According to the Arborist' s Report, 3 no mature trees will be removed at Priorsland House to facilitate works. The impact assessment on Priorsland House is lacking; the EIAR does not engage to any extent on the impact on Priorsland House. A revised and accurate assessment of impact on Priorsland House is required to be submitted, by way of an addendum to the EIAR'

Recommendations:

b. It is recommended that a full record is taken of historic river embankments once vegetation is cleared and trees are removed from the south side of the river where visible from the parkland garden of Priorsland House

c. It is recommended, in the construction of a flood defence wall, that the side of the wall facing the house is rendered to match the front boundary. It is recommended that capping and design treatment defers to the original, to distinguish it from the original whilst complimenting is as a distinct, new element.

d. It is understood that the existing semi-mature beech tree berm will require removal on account of root interference with a new flood defence wall. It is recommended that a reinstated tree berm aligns visually insofar as possible, with the existing screen to avoid introduction of a change to the setting of the protected structure.

e. It is recommended that established mature trees aligned with the curved entrance walls are protected throughout the works, as their removal as suggested in the arborist's report will have a significant impact on the setting and visual character of the protected structure.

f. It is recommended, to preserve the external setting of the house behind its boundary, that the proposed removal of the opposing an 18th century riverside embankment wall at Castleview, be carefully recorded in advance of demolition but following clearance of vegetation. This narrow road has a direct interaction with the entrance of Priorsland House, with impacts arising from a dramatic change in character of this lane inseparable from those affecting the protected structure.

Architectural Heritage Impact Assessment

As with Kilgobbin House above, where a certainty of flood risk is predicted for Priorsland House, it is the interests of protection of architectural heritage, that such risks are alleviated or eliminated. The subject proposals seek to achieve this aim.

It is held that all concerns relating to visual impact, arising from the modest alteration of the boundary as would be contained in a traditional Architectural Heritage Impact Assessment of a proposal to execute flood relief and boundary wall reconstruction works at Priorsland House, will be mitigated in the adoption of all recommendations cited above.

The CGI/ Verified views prepared of the bridge and walls outside the property will demonstrate the modest change in visual character of the property from within the public realm.

3.4 RFI 13c(i) Area 5 – Lower Brides Glen, N11 and Bray Road

'The assessment of impact on the character and setting of Waterfall Cottage, a protected structure, is lacking in the EIAR. An architectural heritage impact assessment, in accordance with Appendix B of the Architectural Heritage Protection Guidelines for Planning Authorities is necessary. This should be undertaken by a suitably qualified RIAR accredited Conservation Architect. Furthermore, it is considered that the prepared photomontage depicting the proposed wall to the east of Waterfall Cottage is at too great a distance to portray the impact on Waterfall Cottage. Additional photomontages are necessary which will clearly represent closer visualisations of the proposed wall on Waterfall Cottage.'

Response:

Montages, as prepared by JBA Consulting, extracted below, demonstrate the visual change proposed to Waterfall Cottage on account of the introduction of a flood barrier at its riverbank edge. The present character of the building is reliant on its interaction with the waterway, a unique feature which will change when the flood barrier, a physical plinth wall surmounted with visually permeable railing, is installed.



Figure 4 Waterfall Cottage, Montage Baseline view to southwest (Source: JBA Consulting, July 2026)



Figure 5 Waterfall Cottage, proposed montage view to southwest (Source: JBA Consulting, July 2026)

The proposed flood protection is required to safeguard the protected structure from the risk of future

flooding, which is deemed a certainty according to scientific modelling. On that basis, whilst generating a visual change from the structure's characterful interaction with the river, the well-intended long-term benefit to the structure, even if flooding occurs once annually – is considered of unquantifiable benefit for heritage protection. The masonry component of the wall achieves the level of protection required of a flood barrier, with railing above intended to reduce the mass of the wall and maintain visual connection with the river.



Figure 6 Waterfall Cottage, detail of existing character and interaction with embankment to river channel



Figure 7 Waterfall Cottage, detail of proposed change to character in the installation of a flood barrier (Source: JBA Consulting, July 2026)

On the whole, the proposal does not significantly alter the existing character of the protected structure and is considered acceptable.



Figure 8 Rose Cottage, Montage Baseline view to southwest (Source: JBA Consulting, July 2026)



Figure 9 Rose Cottage, proposed montage view to southwest (Source: JBA Consulting, July 2026). Existing ` footbridge to be removed and replaced subject to landowner agreement

Visual change arising from the proposed scheme will have a greater impact on the character of Rose Cottage owing to its proximity to the bridge. Whilst it is accepted that this structure is not included on the Record of Protected Structures, it is a sister building to Waterfall Cottage, evident from the earliest maps. A culvert is proposed within the garden to the east, which will remove its historic connection with the bridge. The existing early 20th century concrete bridge from the garden on the opposing bank will be replaced to match existing, necessitated in the reconstruction of the northern river bank. Notwithstanding these changes, the cottage will endure owing to its protection from flooding, on the whole a positive introduction.

Recommendations:

a. It is recommended that the proposed flood defence aligns visually and materially insofar as possible with the existing walled embankment constructed by the owner, to main visual continuity and character.

Architectural Heritage Impact Assessment

It is held that all concerns relating to impact, as would be contained in a traditional Architectural Heritage Impact Assessment of a proposal to execute flood relief and boundary wall reconstruction works at Waterfall Cottage and Rose Cottage, will be mitigated in the adoption of all recommendations cited above.

3.5 RFI 13c(ii) Area 5 – Lower Brides Glen, N11 and Bray Road

'Clarify the height of the proposed flood wall and railing, by way of additional sections through Waterfall Cottage and Rose Cottage and the adjoining river channel indicating the existing ground level and stone wall at a scale of 1:100. Indicate the height of the proposed wall and railing. Details of proposed railings/ glass panelling options are desirable. '

Response:

Please refer to Appendix A3 attached, where a drawing indicating edge protection of a total height of 1100mm is proposed. The barrier is made up of a plinth wall, constructed in granite to match wall character generally in the vicinity of the cottage, with a simple painted metal railing ontop. Steps leading to the river channel will be reinstated in granite but will have a metal flood gate where meeting garden level.

It is accepted that the current condition where no edge protection is provided, enhances the architectural character of the cottage. However, whilst the proposed provision of a barrier is required to achieve the brief of flood protection, wider obligations at statutory edge protection compliance (falling from a height) must be adhered with. There will be an opportunity post-planning, at detail

design stage, for the owner to review the design with the Local Authority's design team, at which time the design can be adjusted to reflect a range of guarding options.

3.6 RFI 13c(iii) Area 5 – Lower Brides Glen, N11 and Bray Road

'At Bray Road. An arched boundary wall, cultural heritage (CH) reference 10, also indicated to be reference 'ADCO Ref 6' in the EIAR Heritage Chapter, crosses the Shanganagh_010. The arched boundary wall includes a gateway at the northern end. Clarify if any works are proposed to the gateway.'

Response:

It is confirmed that the arched boundary wall, bridge (RPS 654) and letter box (1:018) (both on industrial heritage list) informs the character of Rose Cottage. All will remain unaffected by the proposed works.

It is confirmed that the cast iron pedestrian gate to the south of the bridge and post box is the principal entrance to Rose Cottage's eastern garden, in turn leading to a footbridge accessing the cottage. This gate arrangement will also remain unaffected by the proposed works.

APPENDIX A1

PHOTOGRAPHIC RECORD OF AFFECTED AREAS

APPENDIX A1.1 Photographic record of affected areas –Kilgobbin House

RFI 13a Area 2 – Belarmine & Kilgobbin Kilgobbin House





Images of the boundary wall onto Kilgobbin House, framing the architectural composuition of the protected structure from the public realm. This wall will be unaffected by he proposed development, but will be instrumental in informing the quality of the reconstructed wall within the riverbank.





As above, view from bridge inwards, towards the river and boundary wall condition, which is intended to be replicated.





As above, view from bridge inwards, towards the river channel and flanking boundaries, the character of which is intended to be replicated.



Opposing farm building range to the east side of Kilgobbin Road, which will remain unaffected.



West side of bridge with charchterful stone lintols, which must be reinstated as part of the new masonry wall construction





Bridge masonry composition, which will be replicated in reconstruction.





Southern face of garden boundary wall, which will be dismantled and reconstructed. An accurate record not possible without removal of vegetation.





Wall character from within the garden of the protected structure.





Wall character from within the garden of the protected structure.





Corner of wall at junction with bridge

APPENDIX A1.2 Photographic record of affected areas –Priorsland House

RFI 13b Area 3 – Glenamuck Road North Priorsland House, Glenamuck Road, Dublin 18 (RPS 1746)





Protected structure in its parkland setting





View of protected structure from the roundabout to the south. Note replacement boundary hoarding at sliproad.





View of protected structure from the roundabout to the south. Note replacement boundary hoarding at sliproad.





View of bridge at Castleview, and relationship with curtilage of Priorsland House





View of bridge and wall at Castleview, and relationship with entrance of Priorsland House





As above





Entrance, which will remain unaffected by the proposal





Gated entrance, which will remain unaffected by the proposal



Inside face of entrance wall with mature trees present



Due south towards entrance gate, to rhs of image





View toward entrance gate and mature tree berm





View toward replacement semi-mature trees planted to align with embankment and screen the house from the slip road





View of replacement semi-mature trees planted to align with historic walled embankment and screen the house from the slip road. This historic embankment to be recorded prior to removal. Tree berm to be replanted to reduce effect of new flood defence wall

APPENDIX A1.3 Photographic record of affected areas –Waterfall Cottage and Rose Cottage

RFI 13c Area 5 – Lower Brides Glen, N11 & Bray Road- Waterfall Cottage (RPS 1770) and Rose Cottage



Waterfall Cottage from entrance gates



Charchterful riverside setting of house, with replacement masonry embankment constructed c.2010 by owner.





Characterful riverside setting of the protected structure, with meandering edge





As above





As above



View from opposing embankment garden towards the southern gable of Rose Cottage



View towards the protected bridge structure obscured by vegetation



View towards Rose Cottage from its garden to the southeast of the river channel, with concrete bridge evident



Gated entrance, arched wall, postbox and bridge arrangement from Bray Road will remain unaffected by the proposed works





Existing boundary aligned with slip road, and gated entrance, will remain unaffected by proposed works



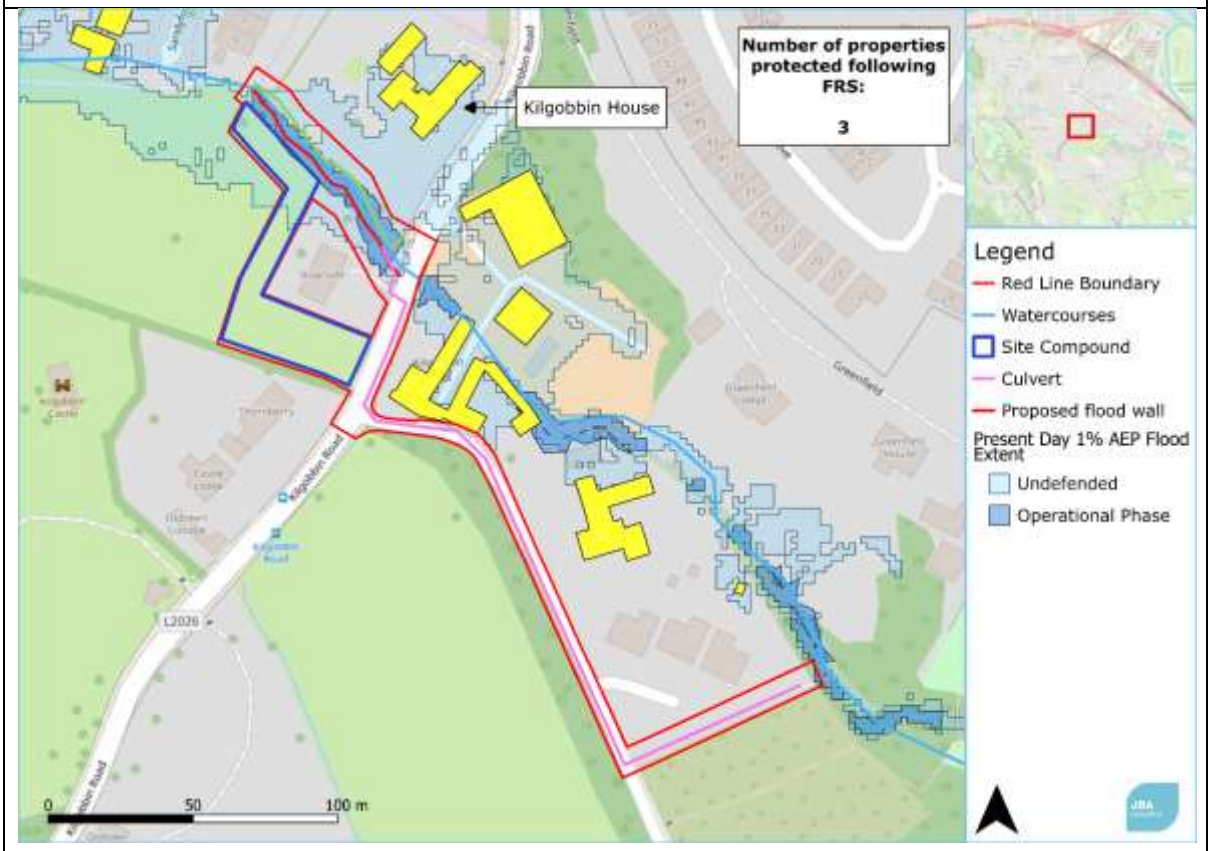


The protected bridge will remain unaffected by the proposed works

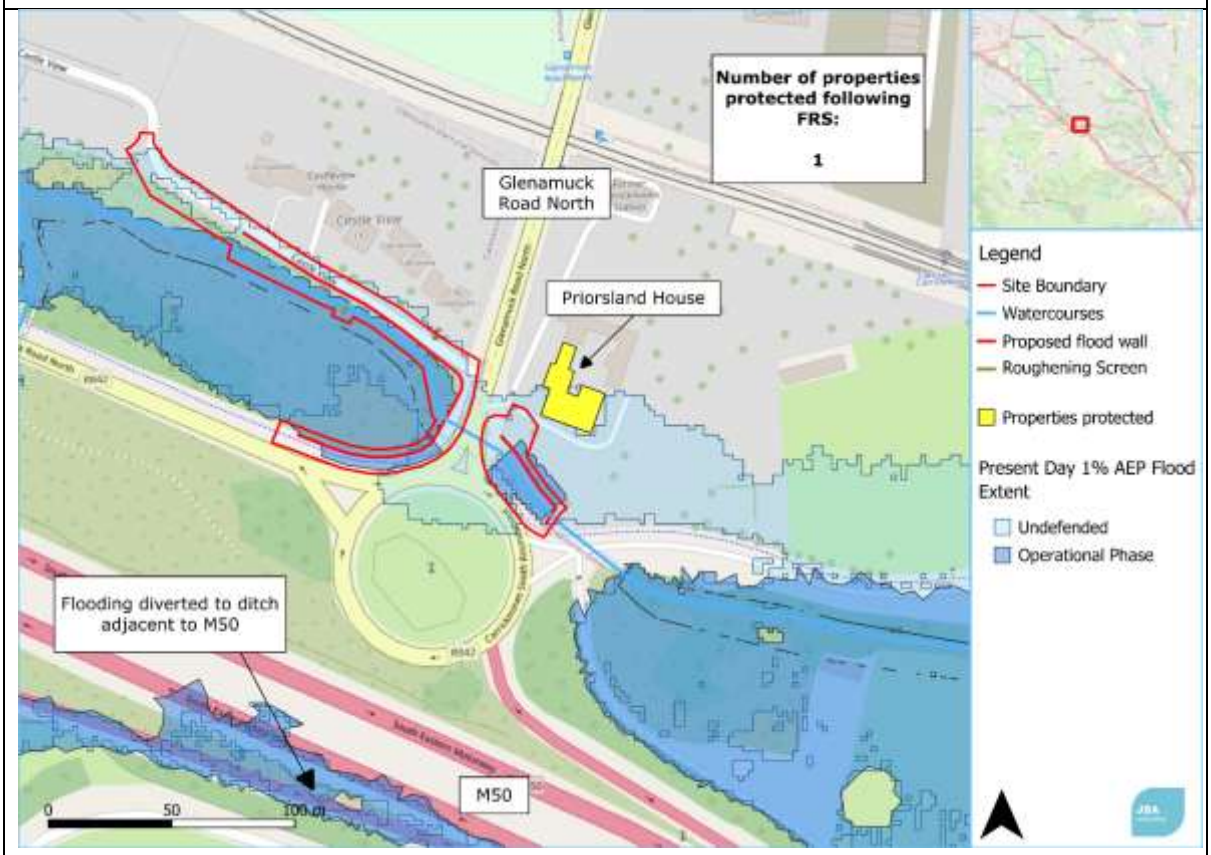
APPENDIX A2

TABLE DEMONSTRATING EXISTING FLOOD RISK OF EACH STUDY PROPERTY BEFORE AND AFTER THE FRS

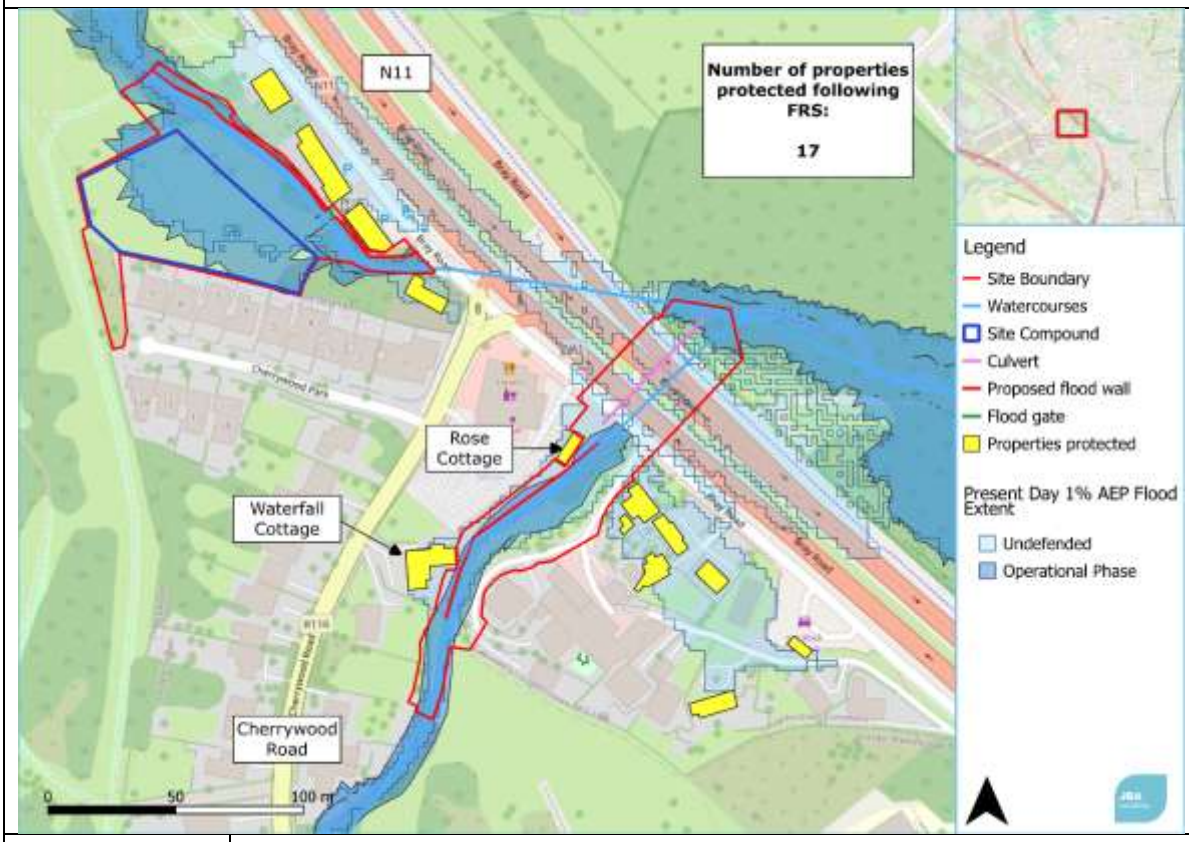
INCLUDING RELEVANT TEXT FROM THE EIAR, AND A SUMMARY OF THE RELEVANT TEXT NOTING THE EFFECTS ON THE CULTURAL HERITAGE ASSET, COMPILED BY **JBA CONSULTING**

Kilgobbin House	
Modelled flood extent maps before and after FRS	
	
Relevant Text from EIAR	Section 2.2.3, Chapter 2 (Examination of Alternatives) of the EIAR: While the existing stone walls at Kilgobbin House are part of its protected curtilage and have cultural heritage value (discussed further in Chapter 13), a flood containment measure was identified as being appropriate for the area. At present during a flood event, flood waters shoot through gaps in the existing stone wall and spill out onto Kilgobbin Road and surrounding residential properties. The possibility of repairing the existing wall was examined, however the condition of the wall means that it could not be relied upon to remain in place during a flood event, due to the differing levels of pressure on either side. The risk of collapse of the wall during a flood event would be too great in this scenario, and would represent both a flooding risk and a health and safety risk, neither of which would be acceptable under the requirements of the FRS. Therefore, removal of the existing wall and construction of a new flood wall is required in this area to resolve flood risk. While it is not possible, due to the requirements of the FRS, to retain the existing stone wall, it is proposed that stones from the wall be recovered and prepared for reuse with the new flood wall. The proposed flood wall will be constructed with a reinforced concrete core and faced with stone from the original stone wall.

	Section 13.4.3, Chapter 13 (Cultural Heritage) of EIAR: The retention of Kilgobbin House curving wall, the low river wall, the bridge and the use of stone cladding in the new flood walls will retain the countryside character of the road. Kilgobbin House (RPS 1684) is of Medium significance (Protected Structure) with a Low magnitude of effect, resulting in a Slight negative effect of the character of the property. A photomontage of the upstream view of the various cultural heritage features from Kilgobbin Bridge, with the above design measures in place, is provided in the LVIA Chapter 13. The images are extracted as follows in Figure 13.32 (existing view) and Figure 13.33. While there will be a visual change, the existing walls are still legible, the new walls are not out of place, nor will they compete with the existing walls. Section 14.3.5, Chapter 14 (LVIA) of EIAR: The receptors are the residents and visitors to Kilgobbin House (RPS 1684), a large, detached residence on Kilgobbin Road. The front and west boundary walls are old, rumbled stone, behind lay mature gardens, with shrub and tree planting. The southern boundary wall of the garden of Kilgobbin House (adjacent to the river) is shown in Photomontage 2 in Appendix 14.1, and below in Figure 14.14. Sensitivity – Main receptors are residents at home. Sensitivity is high. Magnitude – The proposed works include the dismantling, upgrading and reinstating of part of the wall along the western boundary with 'Riverside Cottage'. The proposed wall is expected to be visible from inside the house at an angle and filtered through existing vegetation. The proposed wall will be visible by vehicular traffic and passersby on Kilgobbin Road, however these views will be limited and interim in nature. The proposed wall will be similar in appearance and scale to the existing stone wall. The magnitude of the change is considered negligible. Effect - In accordance with the methodology, the significance of visual effects will be temporary, slight, adverse during construction, and permanent, imperceptible during operation.
Summary	• Kilgobbin House is at risk of flooding, proposed defences will have a positive effect on preventing this flood risk. • Both the LVIA and Cultural Heritage cite a visual change • LVIA states that the impact on the landscape character will be long-term, imperceptible • The Cultural Heritage chapter state "the existing walls are still legible, the new walls are not out of place, nor will they compete with the existing walls."

Priorsland House	
Modelled flood extent maps before and after FRS	
	
Relevant Text from EIAR	Summarised from Options Report: Upstream of the roundabout there is the converging of multiple streams (flow from the Racecourse and Glenamuck Streams to the Ballyogan Stream at Glenamuck). This leads to an increase in flow which spills out of the channel due to low bank levels and two restrictive culverts. The overtopping leads to spill travelling across the road and into the Priorsland House property. Priorsland House is also impacted by out of bank spill coming from the left bank of the watercourse reach, between the two culverts under the spurs of the roundabout. The defences will have a positive effect of preventing flooding of the property. Section 13.4.4, Chapter 13 (Cultural Heritage) of EIAR: Priorsland House (RPS 1746) a mid 19th century house set back from the road and is behind a wall and a shelter belt of trees. The front entrance has an easterly aspect. The present structure is the result of the refronting an earlier structure in the 19th century to maximize the scenic views of the grounds and the 'semirural parkland'. The flood defence wall at Priorsland will be noticeable modern visual intrusion on Priorsland House on its parkland setting. The proposed flood defence wall will be

	clad in natural stone and to mitigate the impact on the visual amenity of the property. Section 14.3.5, Chapter 14 (LVIA) of EIAR: The receptors are the residents of Priorsland, a large, detached residence located on the corner of Glenamuck Road North Roundabout. The garden bounds the Carrickmines River, and contains large mature trees that will be retained. Sensitivity – The main receptors are residents at home. Sensitivity is high. Magnitude – The proposed wall within the garden of Priorsland will be partially visible from indirect or angled views, partially filtered through existing trees. The magnitude of the change is considered low. Effect – The proposed wall will have a slight visual effect by introducing a built element in the view which is currently composed of trees. The existing trees will be retained which will reduce the potential visual impact. In accordance with the methodology, the significance of visual effects will be temporary, slight, adverse during construction, and permanent, slight, adverse during operation.
Summary	• Priorsland House is at risk of flooding, proposed defences will have a positive effect on preventing this flood risk. • Cultural Heritage chapter states "The proposed flood defence wall will be cladded in natural stone and to mitigate the impact on the visual amenity of the property." • LVIA states that the flood defence wall will have a permanent, slight, adverse impact on the landscape character

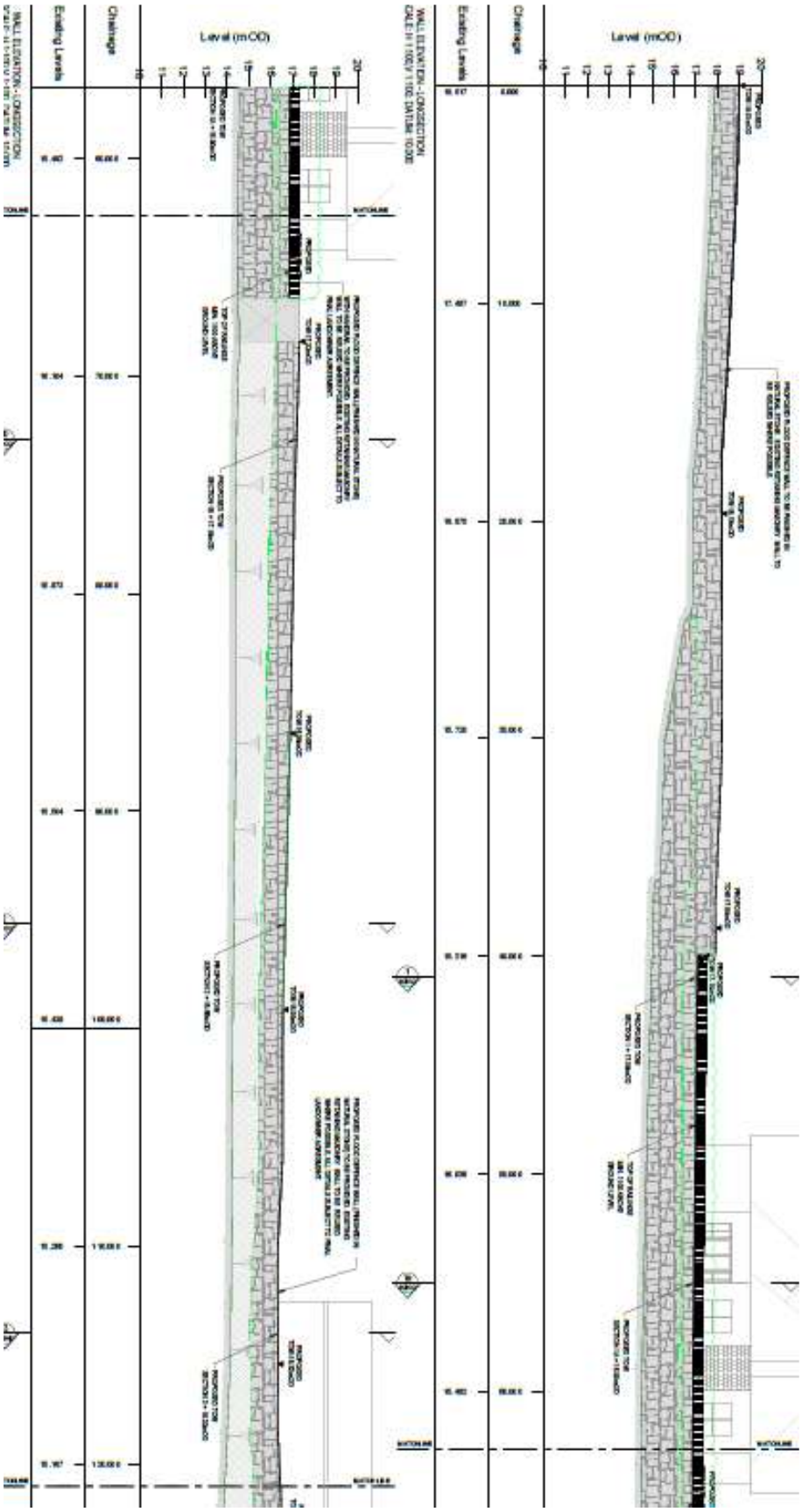
Waterfall Cottage	
Modelled flood extent maps before and after FRS	
	
Relevant Text from EIAR	Section 2.2.3, Chapter 2 (Examination of Alternatives) of the EIAR: The Shanganagh River flows beneath the N11 national road through an approx. 53m long masonry arch culvert, which transitions to a narrower twin box culvert beneath the road. In the present scenario during flood events, this narrowing of the culvert structure acts as a flow constriction on the existing system, which creates a backwater effect at the upstream end of the culvert. This results in flood water spilling out over the N11 road and nearby residential properties.The construction of an additional overflow culvert was identified as the least disruptive and most feasible option for improving conveyance. Section 13.4.5, Chapter 13 (Cultural Heritage) of EIAR The construction of a c. 1.100 m to 1.48 m high flood wall (on the landward side) at Waterfall Cottage will have a permanent negative visual effect and effect on the setting of the structure. However, preventing the future flooding of the structure will have a positive effect on the physical fabric of the structure. Section 14.3.5, Chapter 14 (LVIA) of EIAR: The receptors are the residence of 'Waterfall Cottage' on Cherrywood Road. The residents have direct private views of the river from the house and from their garden, which extends over both sides of the river. The property contains a mature landscaped

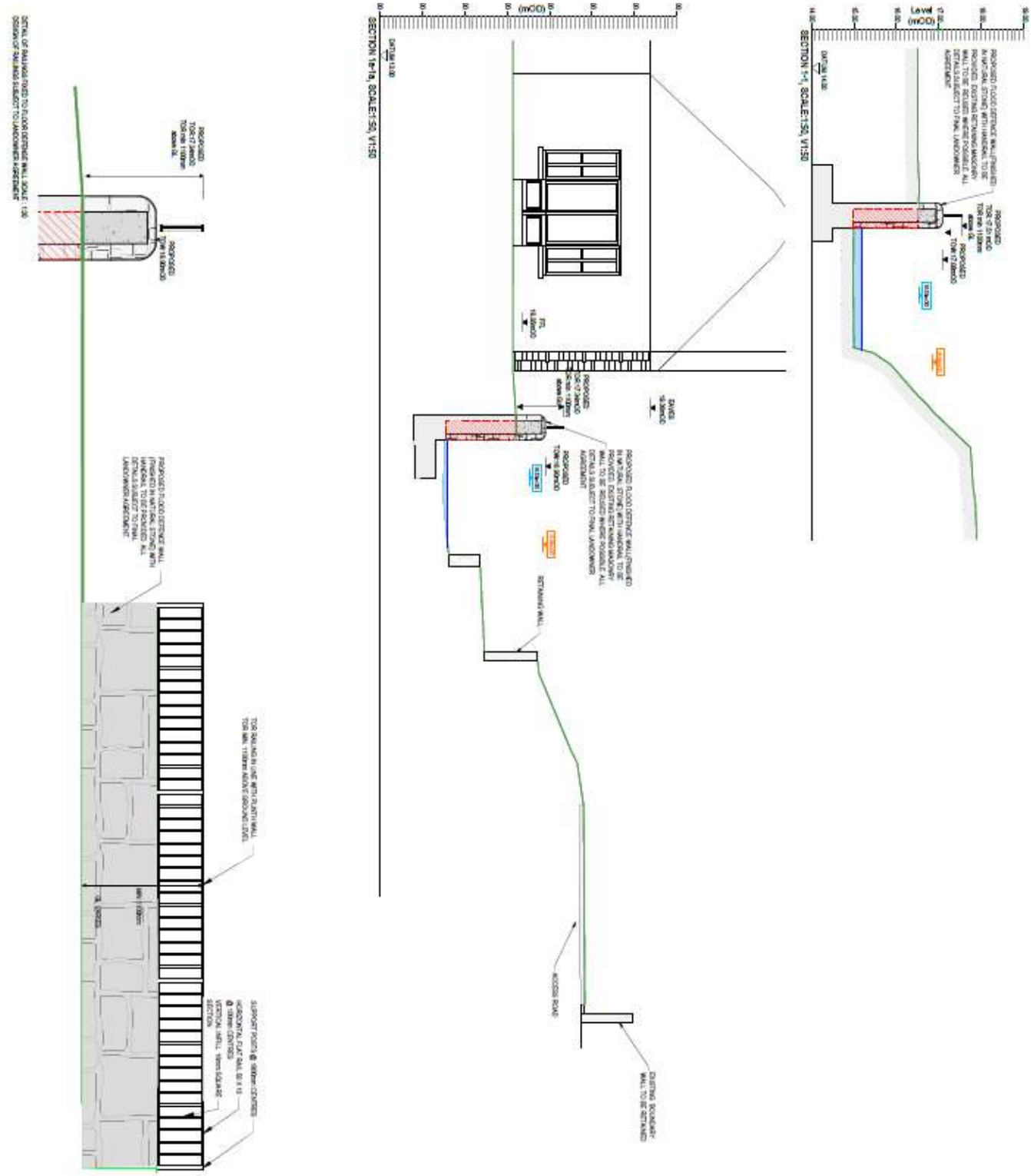
	garden with shrub and tree planting to the side elevations of the property. The neighbouring bank has a grass verge with a block-built wall to the boundary of a small, elevated group of residential and business properties, (LBG 2). 'Waterfall Cottage' and its private garden can be seen in Photomontage 4 in Appendix 14.1, and below in Figure 14.16. Sensitivity – The main receptors are residents at home. Sensitivity is high. Magnitude – Receptors in the residence will have direct views toward the proposed wall from the cottage. There is currently no screening along the river boundary of the property. The view will be partially interrupted by the proposed wall; however the river will remain visible over the wall, through the railing. The visual impact of the wall will alter the vista of the river from the Cottage and the adjoining garden. The magnitude of the change will be medium Effect – In accordance with the methodology, the significance of visual effects will be temporary, moderate, adverse during construction, and permanent, moderate, adverse during operation.
Summary	• Waterfall Cottage is at risk of flooding; the proposed defences have a positive effect on reducing the flood risk • The Cultural Heritage chapter states that "preventing the future flooding will have a positive effect on the physical fabric of the structure" • The LVIA states that visual impact on the landscape character is permanent, moderate, adverse

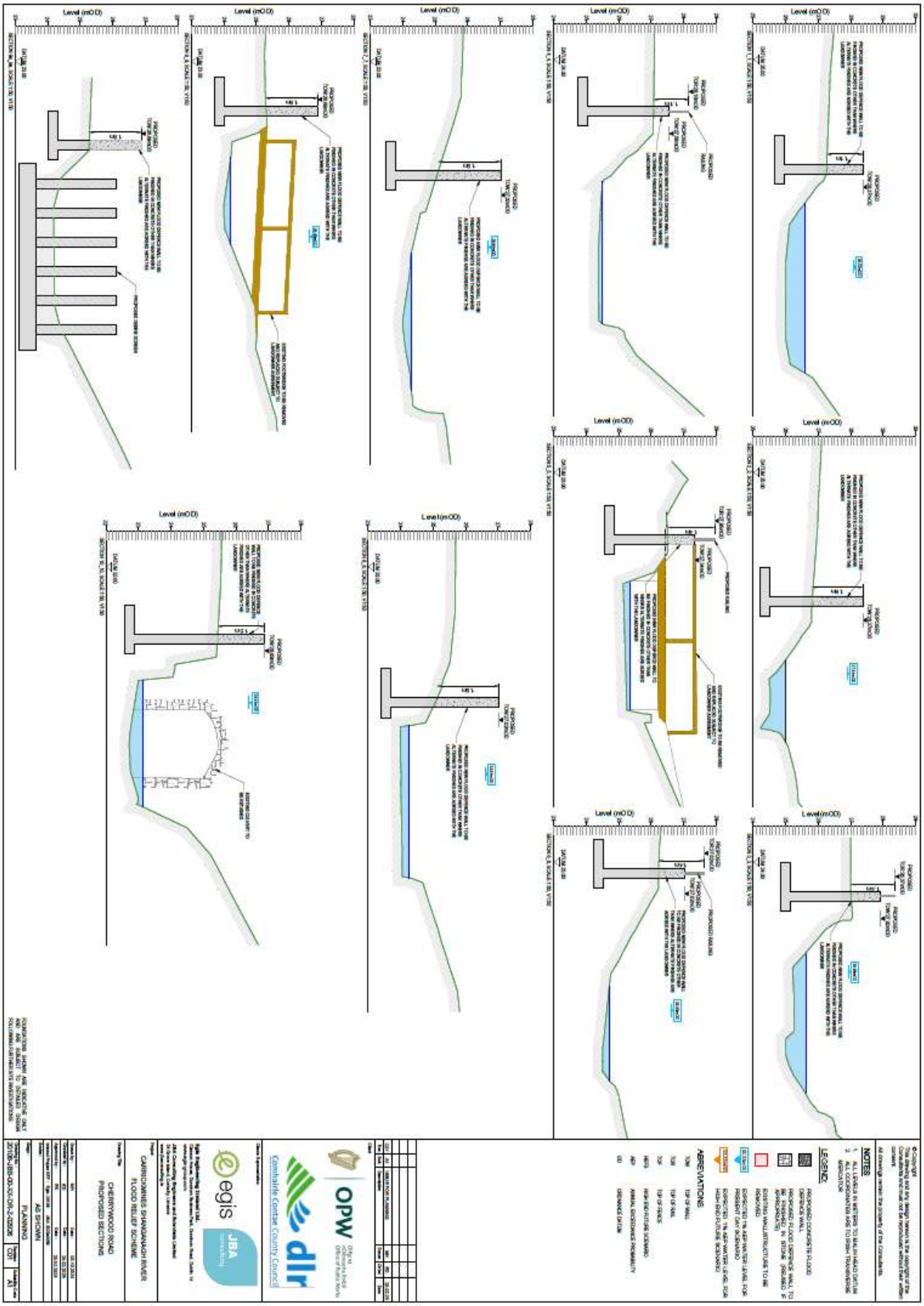
APPENDIX A3

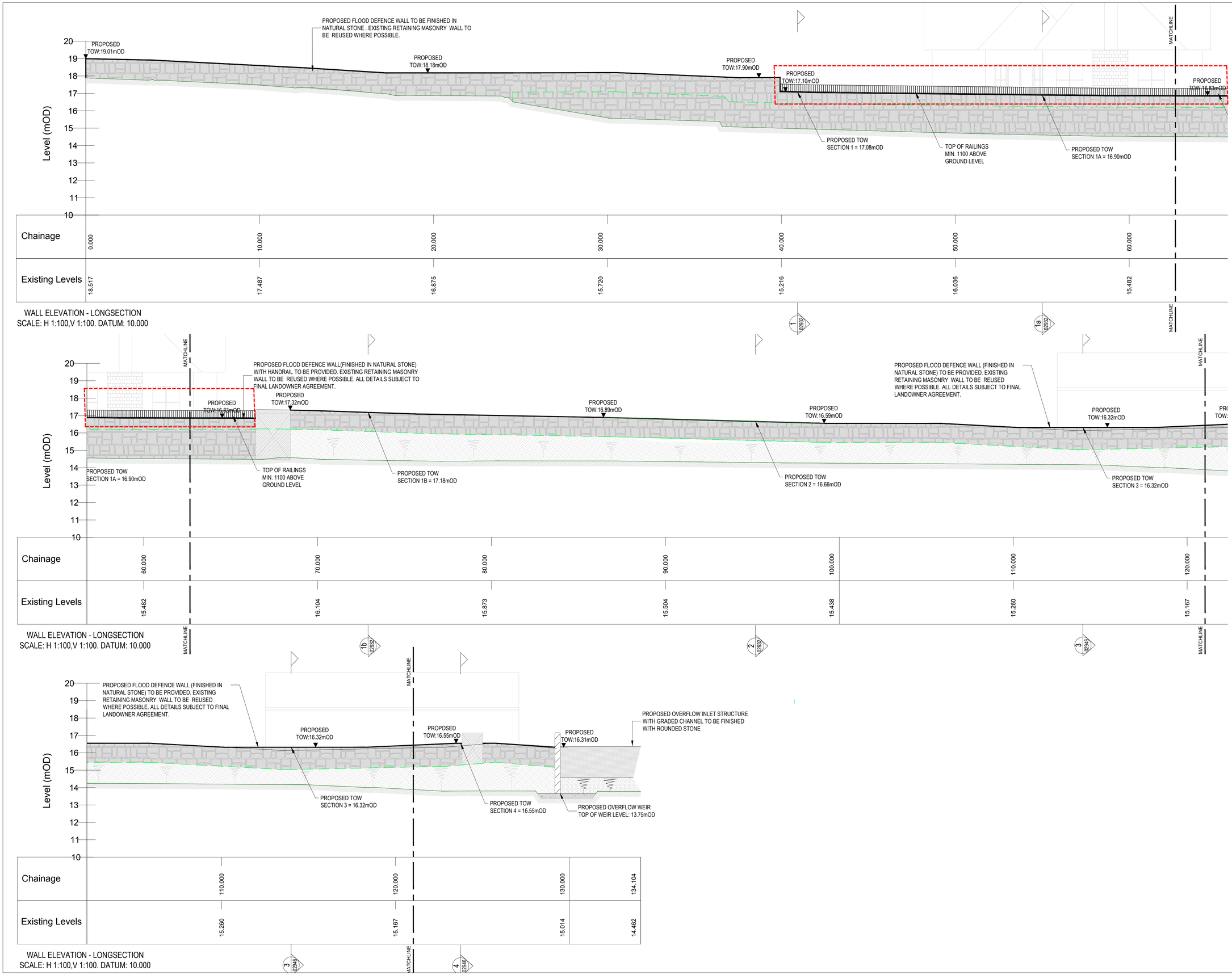
PROPOSED 1100mm EDGE PROTECTION TO WATERFALL COTTAGE

(Included for general information only. Please refer to separate drawing pack for improved legibility)


Existing Levels
Chainage
Level (mOD)
Existing Levels
Chainage
Level (mOD)


SECTION 1=1, SCALE:1:50, V1:50
SECTION 1=1a, SCALE:1:50, V1:50





WALL ELEVATION - LONGSECTION
SCALE: H 1:100,V 1:100. DATUM: 10.000

WALL ELEVATION - LONGSECTION
SCALE: H 1:100,V 1:100. DATUM: 10.000

WALL ELEVATION - LONGSECTION
SCALE: H 1:100,V 1:100. DATUM: 10.000

NOTE

ALL BOUNDARIES, DIMENSIONS AND LEVELS ARE TO BE CHECKED ON SITE BEFORE CONSTRUCTION AND ANY DISCREPANCIES ARE TO BE REPORTED TO THE ARCHITECT.

PARTIAL SERVICE: ANY DISCREPANCIES WITH SITE OR OTHER INFORMATION IS TO BE ADVISED TO THE ARCHITECT AND DIRECTION OR APPROVAL IS TO BE SOUGHT BEFORE THE IMPLEMENTATION OF THE DETAIL.

BLOCK AND SITE PLANS ARE REPRODUCED UNDER LICENSE FROM THE ORDNANCE SURVEY.

DO NOT SCALE THIS DRAWING.

FOR THE PURPOSE OF COORDINATION, ALL RELEVANT PARTIES MUST CHECK THIS INFORMATION PRIOR TO IMPLEMENTATION AND REPORT ANY DISCREPANCIES TO THE ARCHITECT.

NOTES

1. DRAWING BASED ON JBA CONSULTING INFORMATION PROVIDED. MACA INPUTS RELATED TO RAILINGS ONLY AS INDICATED BY RED DASHED BOUNDARY
2. RAILINGS/BALUSTRADES DESIGNED BY A COMPETENT SPECIALIST. DESIGN, FABRICATION, FIXINGS AND INSTALLATION SHALL COMPLY WITH PART K OF THE BUILDING REGULATIONS (TGD K) AND APPLICABLE IRISH/EUROPEAN STANDARDS. SUBMIT DESIGN CALCULATIONS AND SHOP DRAWINGS FOR APPROVAL PRIOR TO FABRICATION.
3. ALL LEVELS IN METERS TO MALIN HEAD DATUM
4. ALL COORDINATES ARE TO IRISH TRANSVERSE MERCATOR

LEGEND:

- PROPOSED CONCRETE FLOOD DEFENCE WALL
- PROPOSED FLOOD DEFENCE WALL TO BE FINISHED IN STONE
- EXISTING GROUND
- GROUND PROFILE BEHIND/HIDDEN
- REFER TO NOTES ABOVE RE. DESIGN OF RAILINGS.

ABREVIATIONS

TOW	TOP OF WALL
TOR	TOP OF RAIL
TOF	TOP OF FENCE
HEFS	HIGH END FUTURE SCENARIO
AEP	ANNUAL EXCEEDANCE PROBABILITY
OD	ORDNANCE DATUM

REV	DATE	DESCRIPTION	CHKD	DRN
A	24.08.2026	ISSUED FOR INFORMATION	MM	MOD

PLANNING

MOLLOY & ASSOCIATES
architecture . conservation . access
MARLAY, PROBY SQ. BLACKROCK, CO. DUBLIN
t: 01-2894612 f: 01-2800883 e: info@molloyassociates.ie

CLIENT
OPW / DLR COUNTY COUNCIL

PROJECT
CARRICKMINES SHANGANAGH RIVER FLOOR RELIEF SCHEME

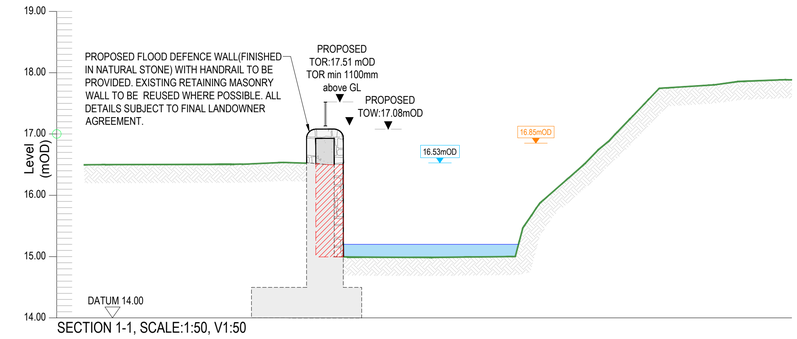
JOB NUMBER:	2604
DATE	AUGUST 2026
SCALE:	AS SHOWN
DRAWN	MOD
CHECKED	MM
STATUS	PLANNING

DRAWING
LOWER BRIDES GLEN & N11 OVERFLOW PROPOSED ELEVATIONS

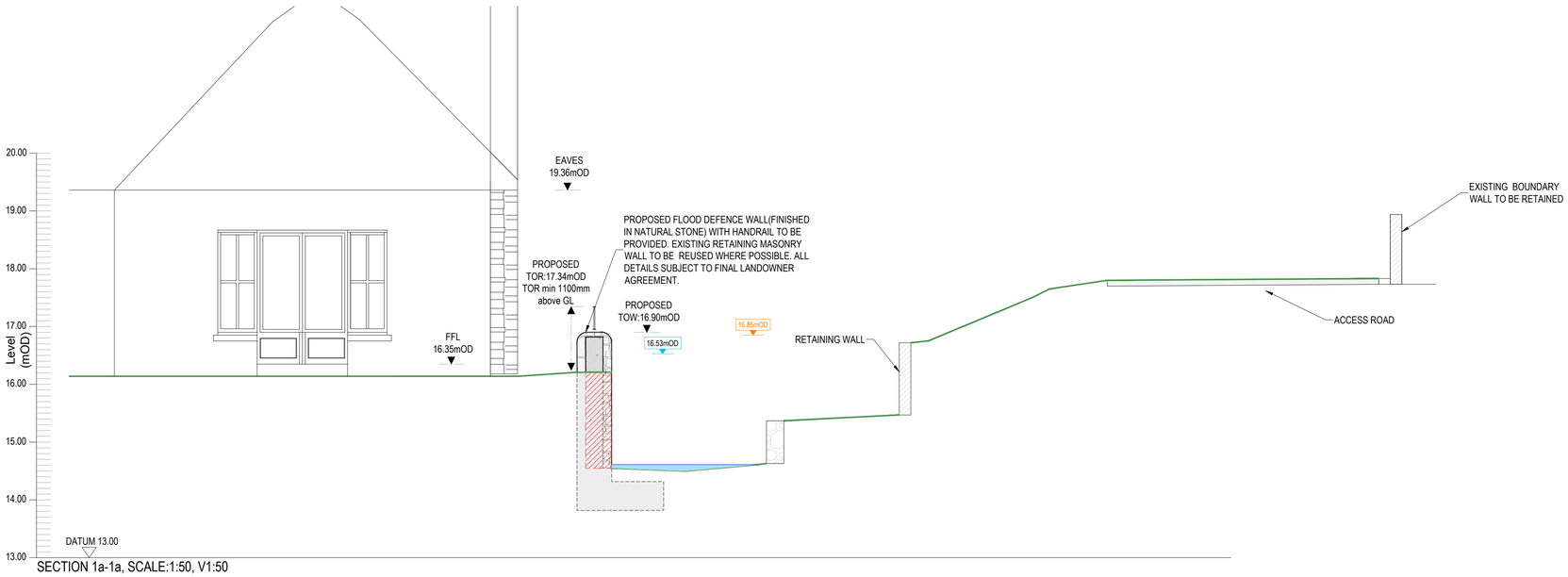
CAD FILE
CAD REF.

BLOCK	DRAWING NUMBER	ZONE	REVISION
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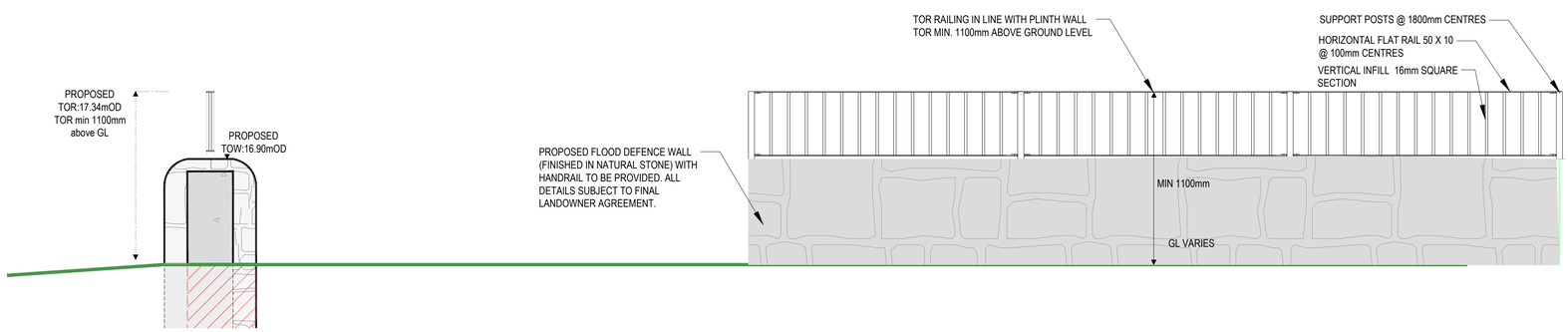
COPYRIGHT©



SECTION 1-1, SCALE:1:50, V1:50



SECTION 1a-1a, SCALE:1:50, V1:50



DETAIL OF RAILINGS FIXED TO FLOOR DEFENSE WALL SCALE : 1:20
DESIGN OF RAILINGS SUBJECT TO LANDOWNER AGREEMENT

NOTE

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NOTES

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3. ALL LEVELS IN METERS TO MALIN HEAD DATUM
4. ALL COORDINATES ARE TO IRISH TRANSVERSE MERCATOR

LEGEND:

- PROPOSED CONCRETE FLOOD DEFENCE WALL
- PROPOSED FLOOD DEFENCE WALL TO BE FINISHED IN STONE (REUSED IF APPROPRIATE)
- EXISTING WALL/STRUCTURE TO BE REMOVED
- XX.XXmOD — EXPECTED 1% AEP WATER LEVEL FOR PRESENT DAY SCENARIO
- XX.XXmOD — EXPECTED 1% AEP WATER LEVEL FOR HIGH END FUTURE SCENARIO

ABREVIATIONS

TOW	TOP OF WALL
TOR	TOP OF RAIL
TOF	TOP OF FENCE
HEFS	HIGH END FUTURE SCENARIO
AEP	ANNUAL EXCEEDANCE PROBABILITY
OD	ORDNANCE DATUM

FOUNDATIONS SHOWN ARE INDICATIVE ONLY AND ARE SUBJECT TO DETAILED DESIGN FOLLOWING FURTHER SITE INVESTIGATIONS

REV	DATE	DESCRIPTION	CHKD	DRN
A				

PLANNING

MOLLOY & ASSOCIATES
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CLIENT

OPW / DLR COUNTY COUNCIL

PROJECT

CARRICKMINES SHANGANAGH RIVER FLOOR RELIEF SCHEME

JOB NUMBER:	2604
DATE	AUGUST 2026
SCALE:	AS SHOWN
DRAWN	MOD
CHECKED	MM
STATUS	PLANNING

DRAWING

LOWER BRIDES GLEN & N11 OVERFLOW PROPOSED SECTIONS - SHEET 1 RAILING DETAIL

CAD FILE

CAD REF.

BLOCK	DRAWING NUMBER	ZONE	REVISION
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