



## **Traffic Assessment of Critical 4-Arm Signalised Access Junction**

**Project:  
Kilwoghan Woods,  
Crodaun, Celbridge, Co.  
Kildare**

**Job No. 24.283**

**DOCUMENT CONTROL**

**Project:** Kilwoghan Woods, Crodaun, Celbridge, Co. Kildare

**Project No:** 24.283

**Document Title:** Traffic Assessment of critical 4-arm signalised access junction

**Document No:** KWW-BMCE-ZZ-ZZ-RP-C-04

**DOCUMENT STATUS**

| Issue | Date       | Description         | Orig. | PE | Issue Check |
|-------|------------|---------------------|-------|----|-------------|
| PL1   | 08/08/2025 | Issued for Planning | MR    | CF | CK          |
|       |            |                     |       |    |             |
|       |            |                     |       |    |             |
|       |            |                     |       |    |             |
|       |            |                     |       |    |             |

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## **1. INTRODUCTION**

### **1.1 PROJECT DESCRIPTION**

BMCE are appointed as Civil & Structural Engineers for the proposed strategic housing development at Crodaun, Celbridge, Co. Kildare.

The proposed planning application is an alteration of a previously approved Housing Development application for the development at Maynooth Road, Celbridge, Co Kildare. The Planning Registration Reference is ABP-307100-20, and a grant was received on 02.09.2020

The original application was an SHD application and accordingly this amendment is being submitted by the applicant via the LRD Process.

This assessment demonstrates that the existing day of opening network flows are less than those predicted in the original traffic assessment where pre-Covid surveys were utilized.

The report utilizes the trip generation estimates from the original NRB traffic assessment, on the basis that the development quantum remains virtually identical.

The analysis within this report demonstrates that the proposed 4-arm access junction, catering for flows both from the projected generated flows at the proposed development and those from the existing Ardrath Estate, will be within capacity on all approaches on the projected day of opening in 2027, with RFC's and queuing at manageable levels.

For the purposes of construction and this application the description of the site is broken down into two separate phases.

Phase 1, to the rear (west) of the site, currently under construction and amounts to 228 residential units in a mix of house types.

The section of the site to the east, alongside the Maynooth road is described as Phase 2. This phase 2 is the subject of this LRD application.

The subject site is located south of the M4 motorway and north of Celbridge along the Maynooth Road (R405) at Crodaun, Co. Kildare. The location of the site is shown in Figure 1.1 below.



Figure 1-1: Site location map

## 1.2 COMPARISON OF ACCOMODATION

A comparison of the unit numbers between the original application and current proposal is given as follows:

|                                          | Original    | Current    |
|------------------------------------------|-------------|------------|
| Phase 1 Unit Total                       | 228         | 228        |
| Phase 2 Unit Total                       | 239         | 239        |
| <b>Total Residential Units (1&amp;2)</b> | <b>467</b>  | <b>467</b> |
|                                          |             |            |
| Retail Space                             | 119         | 153        |
| Creche                                   | 778         | 212        |
| Café                                     | 123         | 0          |
| Gym                                      | 320         | 0          |
| <b>Total non-Residential Space</b>       | <b>1340</b> | <b>365</b> |

Table 1-1: Comparison of original and current proposals in terms of unit numbers

Traffic volumes are generated based on the unit numbers summarised above and as demonstrated above there is no change to the residential unit amount generated as part of this amendment. These constituted virtually the only development type relevant for trip generation purposes within the original NRB report.

Parking spaces have been impacted by the change in design, this can be seen by the below table:

|                                           | Original   | Current    |
|-------------------------------------------|------------|------------|
| Phase 1 Residential Spaces                | 443        | 443        |
| Phase 2 Residential Spaces                | 223        | 209        |
| <b>Total Residential Spaces (1&amp;2)</b> | <b>666</b> | <b>652</b> |
|                                           |            |            |
| Visitor Spaces Total (1&2)                | 33         | 12         |
| Commercial Spaces Total (1&2)             | 10         | 7          |
| <b>Total non-Residential Space</b>        | <b>43</b>  | <b>19</b>  |

*Table 1-2: Comparison of original and current proposals in terms of parking spaces*

A further traffic impact assessment was discussed with Kildare County Council as part of the LRD process but due to the total residential unit amount remaining the same, it was concluded that there is no requirement for a deeper assessment of the impact of future traffic.

This traffic assessment solely assesses the re-configured 4-arm access junction in detail in order to comply with the relevant condition referred to and stated within 2.1 below.

The original NRB traffic assessment was accepted through the planning process, hence the reason for using the trip generation rates detailed within it. The quantum of residential development used within the original NRB report is virtually identical to that proposed now (see Table 1-2 above).

The remainder of this report addresses the assessment of the proposed new 4-arm access junction.

## 2. TRAFFIC ANALYSIS OF CRITICAL 4-ARM JUNCTION

### 2.1 INTRODUCTION

The original application included two access points off the Maynooth Road.

Condition 3 of the grant of permission requested the following:

*Condition 3: Prior to the commencement of development, the developer shall submit the following details for the written agreement of the planning authority (a) Details of the proposed vehicular accesses from the Maynooth Road shown in conjunction with the access to the permitted housing development on the eastern side of the road.....*

As part of compliance with this condition, Kildare County Council have requested that the junction be reconfigured to provide a single signal controlled 4 arm junction at the entrance to the Ardrath Estate.

This compliance required the detailed design of the road junction, incorporation of cycle paths and details as set out in the national Cycle manual, reconfiguration of the nearside kerb line, and adjustments to right turn filter lanes, road markings and Toucan Crossings.

For completeness this reconfiguration is also shown on this application as well as being submitted as a compliance submission under the parent application

As part of the compliance process, Kildare County Council asked that the filter lane entering the estate be sufficient to accommodate queuing vehicles coming from the roundabout/motorway to the north of the site and making a right turn into the development. An assessment was carried out using the figures contained in the original application and repeated again using current day counts projected forward to a day of opening in 2027 as a robust assessment. We have included this assessment in the appendix of this report.

Detailed drawings showing the junction configuration, pedestrian crossing points and cycle paths are also included on drawings ref:

The previous second junction to the south of the reconfigured junction will serve as a pedestrian and cycle link / active travel route linking the two-way cycle path on the Maynooth road to the development, and interconnecting with the internal cycle path and cycle paths within the new parkland area. This access route will serve as a vehicular access for a short period of time during phase 1 construction and early occupational access until such a time that the new 4 arm junction is completed.

The following section details of the May 2025 survey of the existing junction, the projected generated flows from the proposed development, and its impact on the new 4-arm signalized junction as required under the above condition, with RFC's and queue lengths detailed for the critical evening peak when generated inflows are at their maximum.

### 2.2 PURPOSE OF THE TRAFFIC ASSESSMENT

The methodology utilised can be divided into the following 4 No. phases, in compliance with the Traffic and Transport Assessment Guidelines referenced above:

#### Completion of Traffic Counts

The report details Junction traffic counts undertaken at the location relevant to the proposed development, and analysed in order to assess existing operating efficiencies in the vicinity of the proposed development.

#### Estimation of Trip Generation Volumes

The trip generation exercise carried out within the NRB report has been utilized in order to establish an estimate for the level of vehicle trips generated by the proposed mainly residential development.

#### Distribution of Generated Trips

Based upon both the existing observed flow patterns in the local road network at the identified relevant junctions, the trips predicted to be generated by the proposed development are distributed / assigned onto the local road network.

#### Network Analysis detailing Impact of Generated Volumes

Junction analysis models are to analyse the impact of the estimated trip generation volumes on the operational efficiency of the junctions selected for detailed analysis.

This analysis of the critical intersection at the access point to the proposed development is undertaken for the year of opening of the proposed development

This methodology is consistent with the following sections required within a basic Traffic and Transport Assessment for compliance with the 2014 TTA Guidelines:

- Introduction / Existing conditions
- Extent of proposed development
- Vehicular Trip Generation
- Vehicular Trip Distribution / Assignment to network
- Impact on road network of trips generated by proposed development

## **2.3 EXISTING TRAFFIC ENVIRONMENT AND SITE ACCESS**

A traffic survey was carried out on Wednesday 28<sup>th</sup> May and Thursday 29<sup>th</sup> May 2025 at the existing 3-arm junction.

The location of the junction is detailed within Figure 2-1 below:

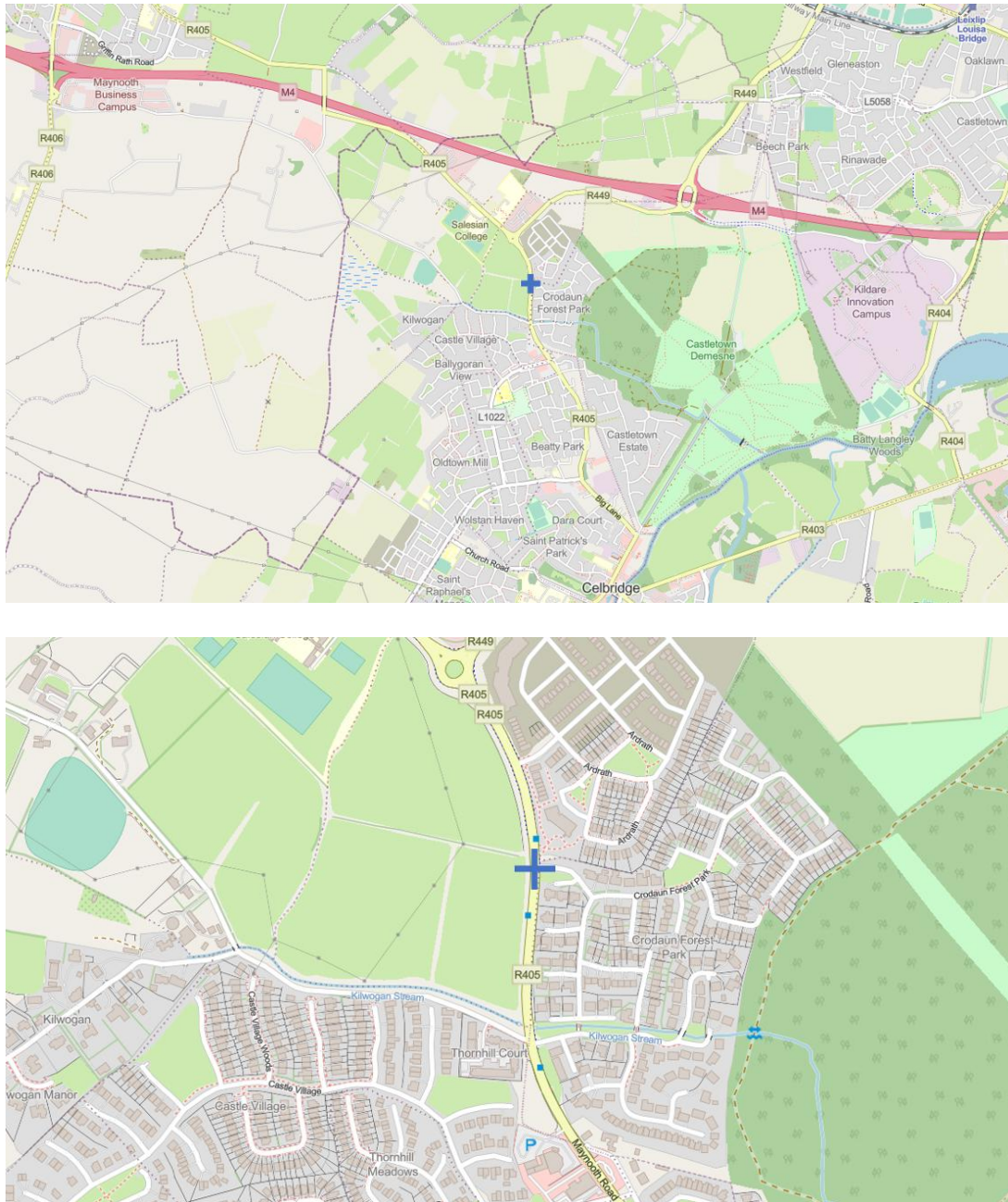


*Figure 2-1: Location of traffic survey*

The surveys were carried out between 7AM and 10AM and between 4PM and 7PM in order to ascertain the peak hour flows for all traffic movements at the junction.

The surveys indicated that the weekday morning peak occurred between 0800 and 0900 with the evening peak occurring between 1700 and 1800 – these were observed to be the timeframes during which the junctions were most heavily loaded. The following analysis is based on these peak periods.

The May 2025 flows at the critical junction in the vicinity of the proposed development are as follows:

Wednesday 28<sup>th</sup> May

AM peak - 1515 PCU

PM peak - 1472 PCU

Thursday 29<sup>th</sup> May

AM peak - 1458 PCU

PM peak - 1449 PCU

It can be seen that Wednesday 28<sup>th</sup> flows are higher and are used in the analysis following within this report.

The analysis within this report will be confined to the PM peak hour, as this is the period when incoming generated traffic is greatest, with the greatest volume of traffic queuing on the main road and with turning traffic into the proposed development at its highest.

By way of comparison, if we look at the through flows along the Maynooth Road for the AM and PM peak hours for the projected day of opening of 2022 assumed within the NRB report, the following values are derived:

AM peak flows along Maynooth Road - 1610

PM peak flows along Maynooth Road - 1510

These figures are detailed within Figure 2-2

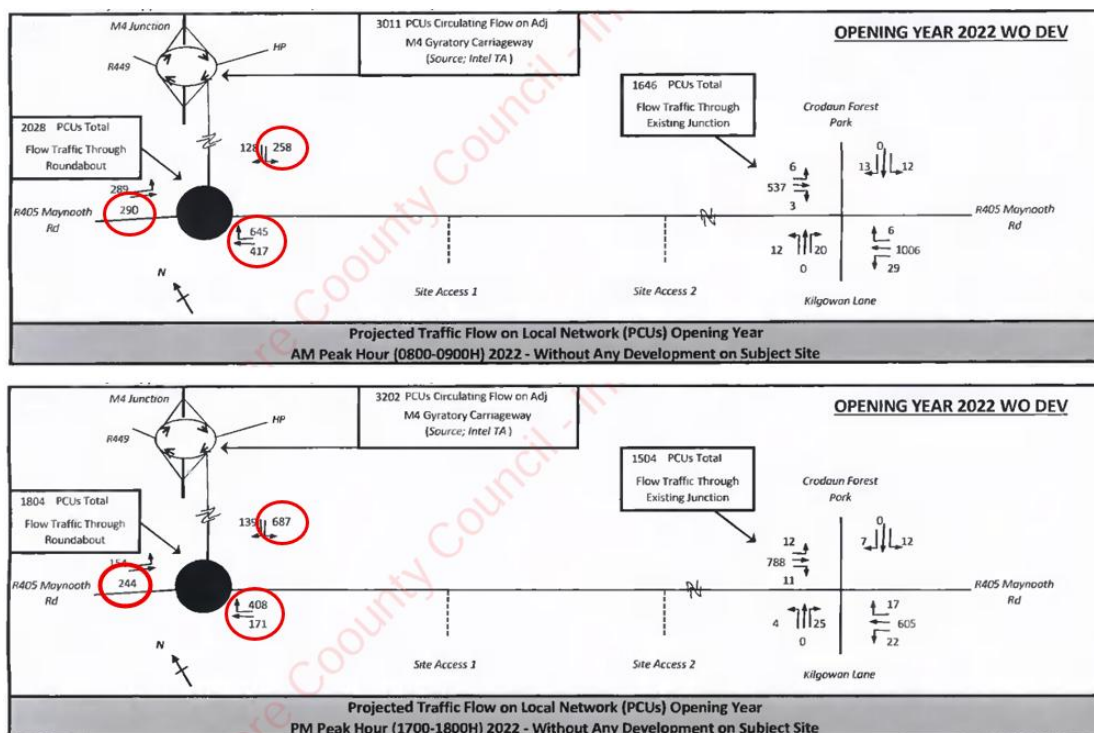


Figure 2-2: projected 2022 network flows along Maynooth Road (NRB Traffic Assessment)

These 2022 figures, which do not take account of the Ardrath Estate flows, and are not factored up by 3 years, in order to make them directly comparable with the 2025 survey results, are still slightly greater than the surveyed flows along the relevant section of Maynooth Road.

The 2025 survey thus indicates a small but noticeable decrease in network flows in the post-Covid era. Full details of the May 2025 survey results are contained within Appendix 1.

## **2.4 ASSUMED GROWTH RATE AND YEAR OF OPENING**

An annual growth rate of 1.7% has been assumed for the period 2025 to 2030, decreasing to 0.6% for 2025 to 2027, based on the central / medium growth estimate for the Dublin Metropolitan Area, published by TII in 2019 (PE-PAG-02017-2).

(It is assumed that the proposed development will open in 2027.)

## **2.5 TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT ESTIMATES FOR PROPOSED DEVELOPMENT FLOWS**

Figure 2-3 details the trip generation estimates contained within the original NRB Report:

**Table 3.1; - TRICS Data Summary Apartments & Maisonettes**

| 268 Number Total<br>Network Hour | Car Arrivals |           | Car Departures |           | Total 2-Way Car<br>Traffic Generated |
|----------------------------------|--------------|-----------|----------------|-----------|--------------------------------------|
|                                  | Per Unit     | 268 Units | Per Unit       | 268 Units |                                      |
| Weekday AM Peak                  | 0.048        | 13        | 0.220          | 59        | 72                                   |
| Weekday PM Peak                  | 0.191        | 51        | 0.047          | 13        | 64                                   |

**Table 3.2; - TRICS Data Summary, 199 No. Irish Residential Houses**

| 199 Houses<br>Network Hour | Car Arrivals |           | Car Departures |           | Total 2-Way Car<br>Traffic Generated |
|----------------------------|--------------|-----------|----------------|-----------|--------------------------------------|
|                            | Per Unit     | 199 Units | Per Unit       | 199 Units |                                      |
| Weekday AM Peak            | 0.146        | 29        | 0.457          | 91        | 120                                  |
| Weekday PM Peak            | 0.443        | 88        | 0.252          | 50        | 138                                  |

**Table 3.3; - TRICS Data Summary, Small Crèche (Assessed - though ancillary)**

| 785 m <sup>2</sup> Crèche<br>Network Hour | Car Arrivals          |      | Car Departures        |      | Total 2-Way Car<br>Traffic Generated |
|-------------------------------------------|-----------------------|------|-----------------------|------|--------------------------------------|
|                                           | Per 100m <sup>2</sup> | Site | Per 100m <sup>2</sup> | Site |                                      |
| Weekday AM Peak                           | 3.495                 | 27   | 2.611                 | 20   | 48                                   |
| Weekday PM Peak                           | 2.456                 | 19   | 2.906                 | 23   | 42                                   |

**Table 3.4; - TRICS Data Summary, Small Local Shop**

| 119 m <sup>2</sup> Shop<br>Network Hour | Car Arrivals          |      | Car Departures        |      | Total 2-Way Car<br>Traffic Generated |
|-----------------------------------------|-----------------------|------|-----------------------|------|--------------------------------------|
|                                         | Per 100m <sup>2</sup> | Site | Per 100m <sup>2</sup> | Site |                                      |
| Weekday AM Peak                         | 2.949                 | 4    | 2.619                 | 3    | 7                                    |
| Weekday PM Peak                         | 4.007                 | 5    | 4.345                 | 5    | 10                                   |

**Table 3.6; - TRICS Data Summary, Small Café**

| 122 m <sup>2</sup> Café<br>Network Hour | Car Arrivals          |      | Car Departures        |      | Total 2-Way Car<br>Traffic Generated |
|-----------------------------------------|-----------------------|------|-----------------------|------|--------------------------------------|
|                                         | Per 100m <sup>2</sup> | Site | Per 100m <sup>2</sup> | Site |                                      |
| Weekday AM Peak                         | 0.000                 | 0    | 0.000                 | 0    | 0                                    |
| Weekday PM Peak                         | 1.719                 | 2    | 0.875                 | 1    | 3                                    |

**Table 3.7; - TOTAL Assigned Development Traffic Based on TRICS - Subject Site**

| Network Period     | Total PCU Arrivals | Total PCU departures | Total PCUs 2-Way |
|--------------------|--------------------|----------------------|------------------|
| Weekday AM Peak Hr | 73                 | 174                  | 247              |
| Weekday PM Peak Hr | 165                | 92                   | 257              |

*Figure 2-3: Generated flows from proposed development as per NRB Traffic Assessment*

These figures for the evening peak hour are as per the as per the evening peak hour values detailed above within Figure 2-2.

## 2.6 DISTRIBUTION AND ASSIGNMENT OF GENERATED FLOWS

The distribution of flows during the evening peak hour is assumed to be the same as detailed within Figure 2-2, with all flows entering and exiting one access junction only, rather than the 2 access junctions detailed within Figure 2-2.

### 2.6.1 TRIP ASSIGNMENT

The only scenario detailed within this report is for 2027 with the development in place. The 2014 Traffic and Transport Assessment Guidelines published by TII normally requires that the relevant junctions be analysed for the existing situation, the year of opening with the proposed development in place, the design year 1 (year of opening plus 5) with the proposed development in place, and the design year 2 (year of opening plus 15) with the

proposed development in place. This analysis limits itself to the year-of-opening 'with development'.

An annual growth rate of 1.7% has been assumed for the period 2025 to 2027 based on the central / medium growth estimate for the Dublin Metropolitan Area, published by TII in 2019 (PE-PAG-02017-2).

The 2027 Opening Year Do-Nothing flows are derived by factoring the May 2025 survey results by 3.4%  $((1.017)^2 - 1 = 0.034)$ .

## 2.7 TRAFFIC ANALYSIS OF CRITICAL JUNCTION

### 2.7.1 INTRODUCTION

The OSCADY programme from the Junctions 10 suite will be used to analyse both signalised intersections for the scenario under consideration.

### 2.7.2 DETAILED JUNCTION ANALYSIS 2027 'WITH DEVELOPMENT' SCENARIO

Table 2-1 details the critical flows, capacities, RFC's and queue lengths for the morning and evening peaks for the scenario under consideration:

| Scenario No.1                  | 2027 PM PEAK FLOWS (with development flows in place) |               |             |                  |
|--------------------------------|------------------------------------------------------|---------------|-------------|------------------|
|                                | Flow (PCU/TS)                                        | Cap. (PCU/TS) | RFC (-)     | Avg. queue (PCU) |
| <b>ARDRATH ESTATE (L+S+R)</b>  |                                                      |               |             |                  |
| 1700-1715                      | 22                                                   | 43.74         | 0.53        | 3.3              |
| 1715-1730                      | 18                                                   | 43.74         | 0.41        | 2.6              |
| 1730-1745                      | 22                                                   | 43.74         | 0.50        | 3.3              |
| 1745-1800                      | 23                                                   | 43.74         | <b>0.53</b> | <b>3.5</b>       |
| <b>MAYNOOTH ROAD STH (L+S)</b> |                                                      |               |             |                  |
| 1700-1715                      | 153                                                  | 305.16        | 0.50        | 9.4              |
| 1715-1730                      | 184                                                  | 305.71        | <b>0.60</b> | <b>11.5</b>      |
| 1730-1745                      | 151                                                  | 305.12        | 0.50        | 9.3              |
| 1745-1800                      | 173                                                  | 305.54        | 0.57        | 10.7             |
| <b>MAYNOOTH ROAD STH (R)</b>   |                                                      |               |             |                  |
| 1700-1715                      | 14                                                   | 45.54         | <b>0.31</b> | <b>2.0</b>       |
| 1715-1730                      | 5                                                    | 45.54         | 0.11        | 0.7              |
| 1730-1745                      | 10                                                   | 45.54         | 0.22        | 1.4              |
| 1745-1800                      | 5                                                    | 45.54         | 0.11        | 0.7              |
| <b>KILWOGHAN (L+S+R)</b>       |                                                      |               |             |                  |
| 1700-1715                      | 23                                                   | 43.74         | <b>0.53</b> | <b>3.5</b>       |
| 1715-1730                      | 23                                                   | 43.74         | 0.53        | 3.5              |
| 1730-1745                      | 23                                                   | 43.74         | 0.53        | 3.5              |
| 1745-1800                      | 23                                                   | 43.74         | 0.53        | 3.5              |
| <b>MAYNOOTH ROAD NTH (L+S)</b> |                                                      |               |             |                  |
| 1700-1715                      | 214                                                  | 283.31        | 0.76        | 14.1             |
| 1715-1730                      | 176                                                  | 282.37        | 0.62        | 11.1             |
| 1730-1745                      | 218                                                  | 282.19        | <b>0.77</b> | <b>14.5</b>      |
| 1745-1800                      | 177                                                  | 284.29        | 0.62        | 11.1             |
| <b>MAYNOOTH ROAD NTH (R)</b>   |                                                      |               |             |                  |
| 1700-1715                      | 31                                                   | 49.20         | 0.63        | 4.8              |
| 1715-1730                      | 31                                                   | 49.20         | 0.63        | 4.8              |
| 1730-1745                      | 31                                                   | 49.20         | 0.63        | 4.8              |
| 1745-1800                      | 31                                                   | 49.20         | <b>0.63</b> | <b>4.9</b>       |

Table 2-1: Flows, capacities, RFC's and queue lengths for each time segment on each approach

It can be seen that queuing of vehicles approaching from Maynooth Road north is largest, with the queue length for those going straight or left reaching a maximum of 15 No., with those filtering right at 5 No. vehicles.

Full details of the analysis of the 4-arm access junction for the 2027 'with development' scenario is contained within Appendix 2.

## **2.8 CONCLUSIONS FROM TRAFFIC ASSESSMENT**

The results of the analysis indicate that all approaches at the junction operate within capacity at all times. As flows are heavy, queuing is quite significant, but has dissipated by the end of each green phase on all approaches.

### 3. OVERALL CONCLUSIONS

The May 2025 survey undertaken for this Traffic Assessment is robust, covering weekday peak periods over multiple days, with clear identification of the critical AM and PM peaks at the junction. The data collected shows a slight reduction in post-Covid network flows compared to the original pre-Covid surveys, providing a conservative baseline for analysis.

Using the trip generation rates from the original NRB Traffic Assessment remains entirely appropriate for this assessment. The proposed development quantum has not changed, and the residential unit numbers remain identical to those used in the NRB report. Given that residential units are the main driver of trip generation in this development, the direct use of these trip rates ensures consistency with previous approvals while reflecting a realistic and tested basis for forecasting future conditions.

The junction analysis carried out for the reconfigured 4-arm signalised access junction confirms that it will operate efficiently and within capacity under the 2027 'with development' scenario. The detailed OSCADY outputs demonstrate that while flows are heavy, the junction can handle the volumes without exceeding practical capacity, and queues dissipate within each green phase across all approaches. The analysis shows RFC values comfortably within acceptable limits, ensuring that the junction will support safe and effective operation for all movements.

In summary, the findings of this assessment provide clear evidence that:

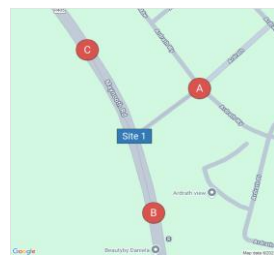
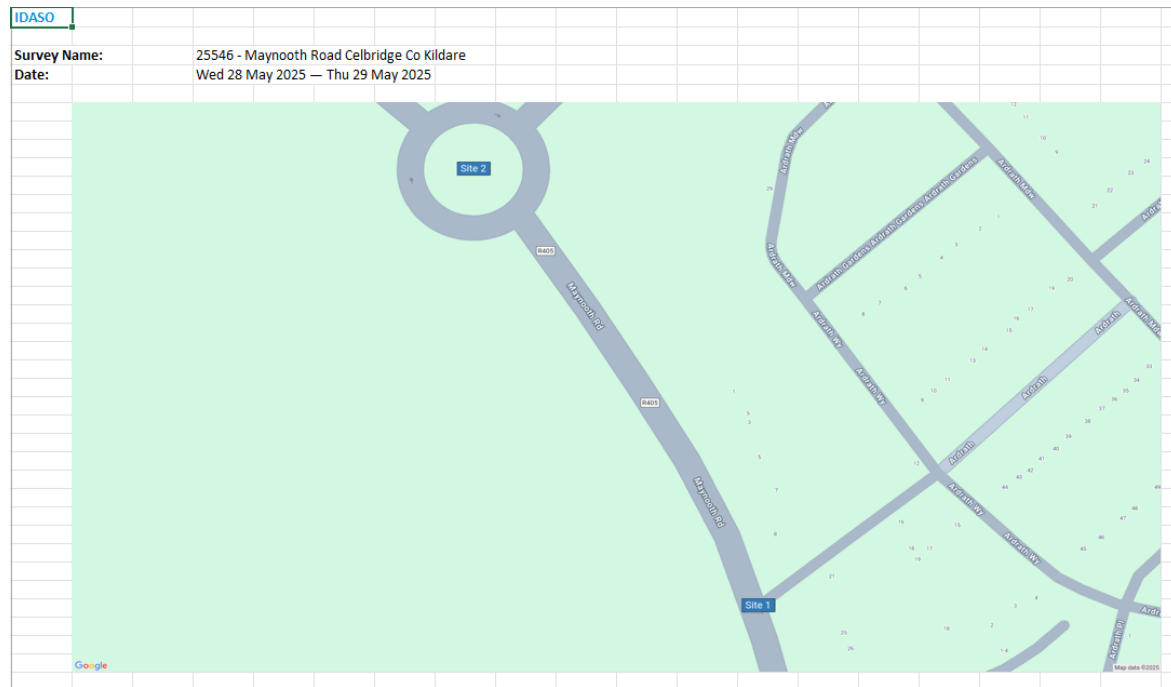
- The **May 2025 survey provides a robust and conservative dataset** for analysis.
- **Using the original NRB trip generation rates is appropriate**, reflecting the unchanged residential quantum and providing consistency with previously accepted methodologies.
- The **reconfigured 4-arm junction will operate efficiently and well** under projected future flows, with all arms operating within capacity, ensuring that the proposed development can proceed without adverse impacts on the local road network.

This confirms that the proposed junction reconfiguration and the associated development traffic will integrate effectively into the local road network, supporting the delivery of the development while maintaining a safe and efficient traffic environment.



## **Appendix 1**

### **MAY 2025 TRAFFIC SURVEY RESULTS**



IDASO

**Survey Name:** 25546 - Maynooth Road Celbridge Co Kildare  
**Site:** Site 1  
**Location:** Ardath Estate/Maynooth Road  
**Date:** Wed 28-May-2025  
**AM Peak:** 07:45 — 08:45 **Total:** 1677  
**PM Peak:** 17:00 — 18:00 **Total:** 1480  
**15 Min Peak:** 08:30 — 08:45 **Total:** 496  
**Overall 15 Min Peak:** 08:30 — 08:45 **Total:** 496 **Date:** 28/05/2025

Arm A - Ardath Estate  
 Arm B - Maynooth Road  
 Arm C - Maynooth Road

|       | A ==> A |     |     |     |      |      |     |     |     | A ==> B |     |     |     |      |      |     |     |      | A ==> C |     |     |     |      |      |     |     |       |  |
|-------|---------|-----|-----|-----|------|------|-----|-----|-----|---------|-----|-----|-----|------|------|-----|-----|------|---------|-----|-----|-----|------|------|-----|-----|-------|--|
| TIME  | P/C     | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU | P/C     | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU  | P/C     | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU   |  |
| 07:00 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0       | 0   | 3   | 1   | 0    | 0    | 0   | 4   | 4    | 0       | 0   | 8   | 1   | 0    | 0    | 0   | 9   | 9     |  |
| 07:15 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 1       | 0   | 6   | 0   | 0    | 0    | 0   | 7   | 6.2  | 0       | 0   | 13  | 0   | 0    | 0    | 0   | 13  | 13    |  |
| 07:30 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0       | 0   | 3   | 0   | 0    | 0    | 0   | 3   | 3    | 0       | 0   | 15  | 0   | 0    | 0    | 0   | 15  | 15    |  |
| 07:45 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0       | 0   | 5   | 0   | 1    | 0    | 0   | 6   | 6.5  | 0       | 0   | 13  | 0   | 0    | 0    | 0   | 13  | 13    |  |
| H/TOT | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 1       | 0   | 17  | 1   | 1    | 0    | 0   | 20  | 19.7 | 0       | 0   | 49  | 1   | 0    | 0    | 0   | 50  | 50    |  |
| 08:00 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0       | 0   | 8   | 0   | 0    | 0    | 0   | 8   | 8    | 0       | 0   | 11  | 0   | 0    | 0    | 0   | 11  | 11    |  |
| 08:15 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0       | 0   | 9   | 0   | 0    | 0    | 0   | 9   | 9    | 0       | 0   | 14  | 1   | 0    | 0    | 0   | 15  | 15    |  |
| 08:30 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 1       | 0   | 20  | 0   | 0    | 0    | 0   | 21  | 20.2 | 0       | 0   | 13  | 1   | 0    | 0    | 0   | 14  | 14    |  |
| 08:45 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 1       | 0   | 20  | 0   | 0    | 0    | 0   | 21  | 20.2 | 0       | 0   | 10  | 0   | 0    | 0    | 0   | 10  | 10    |  |
| H/TOT | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 2       | 0   | 57  | 0   | 0    | 0    | 0   | 59  | 57.4 | 0       | 0   | 48  | 2   | 0    | 0    | 0   | 50  | 50    |  |
| 09:00 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 1       | 0   | 12  | 0   | 0    | 0    | 0   | 13  | 12.2 | 0       | 0   | 18  | 0   | 1    | 0    | 0   | 19  | 19.5  |  |
| 09:15 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 1       | 0   | 10  | 0   | 0    | 0    | 0   | 11  | 10.2 | 0       | 0   | 6   | 0   | 0    | 0    | 0   | 6   | 6     |  |
| 09:30 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0       | 0   | 13  | 0   | 0    | 0    | 0   | 13  | 13   | 0       | 0   | 6   | 0   | 0    | 0    | 0   | 6   | 6     |  |
| 09:45 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0       | 0   | 3   | 0   | 1    | 0    | 0   | 4   | 4.5  | 0       | 0   | 5   | 1   | 0    | 0    | 0   | 6   | 6     |  |
| H/TOT | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 2       | 0   | 38  | 0   | 1    | 0    | 0   | 41  | 39.9 | 0       | 0   | 35  | 1   | 1    | 0    | 0   | 37  | 37.5  |  |
| 3 TOT | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 5       | 0   | 112 | 1   | 2    | 0    | 0   | 120 | 117  | 0       | 0   | 132 | 4   | 1    | 0    | 0   | 137 | 137.5 |  |

|       | A ==> A |     |     |     |      |      |     |     |     |     | A ==> B |     |     |      |      |     |     |      |     |     | A ==> C |     |      |      |     |     |       |  |  |  |  |
|-------|---------|-----|-----|-----|------|------|-----|-----|-----|-----|---------|-----|-----|------|------|-----|-----|------|-----|-----|---------|-----|------|------|-----|-----|-------|--|--|--|--|
| TIME  | P/C     | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU | P/C | M/C     | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU  | P/C | M/C | CAR     | LGV | OGV1 | OGV2 | PSV | TOT | PCU   |  |  |  |  |
| 16:00 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 0       | 5   | 0   | 0    | 0    | 0   | 5   | 5    | 0   | 0   | 3       | 1   | 0    | 0    | 0   | 4   | 4     |  |  |  |  |
| 16:15 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 0       | 9   | 2   | 0    | 0    | 0   | 11  | 11   | 0   | 0   | 9       | 0   | 0    | 0    | 0   | 9   | 9     |  |  |  |  |
| 16:30 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 0       | 10  | 0   | 0    | 0    | 0   | 10  | 10   | 0   | 1   | 2       | 0   | 0    | 0    | 0   | 3   | 2.4   |  |  |  |  |
| 16:45 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 0       | 7   | 0   | 0    | 0    | 0   | 7   | 7    | 0   | 0   | 4       | 0   | 0    | 0    | 0   | 4   | 4     |  |  |  |  |
| H/TOT | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 0       | 31  | 2   | 0    | 0    | 0   | 33  | 33   | 0   | 1   | 18      | 1   | 0    | 0    | 0   | 20  | 19.4  |  |  |  |  |
| 17:00 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 0       | 14  | 0   | 0    | 0    | 0   | 14  | 14   | 0   | 0   | 7       | 1   | 0    | 0    | 0   | 8   | 8     |  |  |  |  |
| 17:15 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 2       | 5   | 0   | 0    | 0    | 0   | 7   | 5.4  | 0   | 0   | 10      | 2   | 0    | 0    | 0   | 12  | 12    |  |  |  |  |
| 17:30 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 1       | 0   | 10  | 0    | 0    | 0   | 11  | 10.2 | 0   | 0   | 8       | 3   | 0    | 0    | 0   | 11  | 11    |  |  |  |  |
| 17:45 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 2       | 0   | 10  | 1    | 0    | 0   | 13  | 11.4 | 0   | 0   | 9       | 0   | 1    | 0    | 0   | 10  | 10.5  |  |  |  |  |
| H/TOT | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 5       | 0   | 39  | 1    | 0    | 0   | 45  | 41   | 0   | 0   | 34      | 6   | 1    | 0    | 0   | 41  | 41.5  |  |  |  |  |
| 18:00 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 1       | 0   | 4   | 1    | 0    | 0   | 6   | 5.2  | 0   | 0   | 12      | 0   | 0    | 0    | 0   | 12  | 12    |  |  |  |  |
| 18:15 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 0       | 4   | 0   | 0    | 0    | 0   | 4   | 4    | 0   | 0   | 11      | 1   | 0    | 0    | 0   | 12  | 12    |  |  |  |  |
| 18:30 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 0       | 3   | 0   | 0    | 0    | 0   | 3   | 3    | 0   | 0   | 10      | 1   | 0    | 0    | 0   | 11  | 11    |  |  |  |  |
| 18:45 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 0       | 6   | 0   | 0    | 0    | 0   | 6   | 6    | 0   | 0   | 6       | 2   | 0    | 0    | 0   | 8   | 8     |  |  |  |  |
| H/TOT | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 1       | 0   | 17  | 1    | 0    | 0   | 19  | 18.2 | 0   | 0   | 39      | 4   | 0    | 0    | 0   | 43  | 43    |  |  |  |  |
| 3 TOT | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 6       | 0   | 87  | 4    | 0    | 0   | 97  | 92.2 | 0   | 1   | 91      | 11  | 1    | 0    | 0   | 104 | 103.9 |  |  |  |  |

| B ==> A |     |     |     |     |      |      |     |     | B ==> B |     |     |     |     |      |      |     |     | B ==> C |     |     |      |     |      |      |     |      |        |
|---------|-----|-----|-----|-----|------|------|-----|-----|---------|-----|-----|-----|-----|------|------|-----|-----|---------|-----|-----|------|-----|------|------|-----|------|--------|
| TIME    | P/C | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU     | P/C | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU     | P/C | M/C | CAR  | LGV | OGV1 | OGV2 | PSV | TOT  | PCU    |
| 07:00   | 0   | 0   | 1   | 0   | 0    | 0    | 0   | 1   | 1       | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0       | 1   | 0   | 147  | 20  | 2    | 1    | 1   | 172  | 174.5  |
| 07:15   | 0   | 0   | 2   | 0   | 0    | 0    | 0   | 2   | 2       | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0       | 5   | 1   | 153  | 25  | 2    | 2    | 3   | 191  | 193    |
| 07:30   | 0   | 0   | 3   | 0   | 0    | 0    | 0   | 3   | 3       | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0       | 3   | 2   | 158  | 28  | 1    | 0    | 2   | 194  | 192.9  |
| 07:45   | 0   | 0   | 5   | 0   | 0    | 0    | 0   | 5   | 5       | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0       | 5   | 0   | 192  | 20  | 3    | 1    | 2   | 223  | 223.8  |
| H/TOT   | 0   | 0   | 11  | 0   | 0    | 0    | 0   | 11  | 11      | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0       | 14  | 3   | 650  | 93  | 8    | 4    | 8   | 780  | 784.2  |
| 08:00   | 0   | 0   | 3   | 0   | 0    | 0    | 0   | 3   | 3       | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0       | 15  | 0   | 195  | 20  | 3    | 0    | 5   | 238  | 232.5  |
| 08:15   | 0   | 0   | 4   | 0   | 0    | 0    | 0   | 4   | 4       | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0       | 61  | 2   | 206  | 16  | 4    | 0    | 4   | 293  | 249    |
| 08:30   | 0   | 0   | 9   | 0   | 0    | 0    | 0   | 9   | 9       | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0       | 133 | 0   | 156  | 20  | 1    | 0    | 2   | 312  | 208.1  |
| 08:45   | 0   | 0   | 7   | 0   | 0    | 0    | 0   | 7   | 7       | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0       | 6   | 0   | 140  | 9   | 3    | 0    | 4   | 162  | 162.7  |
| H/TOT   | 0   | 0   | 23  | 0   | 0    | 0    | 0   | 23  | 23      | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0       | 215 | 2   | 697  | 65  | 11   | 0    | 15  | 1005 | 852.3  |
| 09:00   | 0   | 0   | 15  | 0   | 0    | 0    | 0   | 15  | 15      | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0       | 4   | 2   | 154  | 10  | 3    | 0    | 0   | 173  | 170.1  |
| 09:15   | 0   | 0   | 15  | 0   | 0    | 0    | 0   | 15  | 15      | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0       | 1   | 0   | 162  | 11  | 3    | 0    | 2   | 179  | 181.7  |
| 09:30   | 0   | 0   | 6   | 0   | 0    | 0    | 0   | 6   | 6       | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0       | 3   | 0   | 125  | 15  | 4    | 1    | 2   | 150  | 152.9  |
| 09:45   | 0   | 0   | 9   | 0   | 0    | 0    | 0   | 9   | 9       | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0       | 3   | 0   | 146  | 16  | 5    | 2    | 3   | 175  | 180.7  |
| H/TOT   | 0   | 0   | 45  | 0   | 0    | 0    | 0   | 45  | 45      | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0       | 11  | 2   | 587  | 52  | 15   | 3    | 7   | 677  | 685.4  |
| 3 TOT   | 0   | 0   | 79  | 0   | 0    | 0    | 0   | 79  | 79      | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0       | 240 | 7   | 1934 | 210 | 34   | 7    | 30  | 2462 | 2321.9 |

| B ==> A |     |     |     |     |      |      |     |     | B ==> B |     |     |     |     |      |      |     |     | B ==> C |     |     |      |     |      |      |     |      |        |
|---------|-----|-----|-----|-----|------|------|-----|-----|---------|-----|-----|-----|-----|------|------|-----|-----|---------|-----|-----|------|-----|------|------|-----|------|--------|
| TIME    | P/C | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU     | P/C | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU     | P/C | M/C | CAR  | LGV | OGV1 | OGV2 | PSV | TOT  | PCU    |
| 16:00   | 0   | 0   | 8   | 0   | 0    | 0    | 0   | 8   | 8       | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0       | 2   | 0   | 124  | 17  | 1    | 1    | 0   | 145  | 145.2  |
| 16:15   | 0   | 0   | 7   | 0   | 0    | 0    | 0   | 7   | 7       | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0       | 5   | 0   | 126  | 15  | 2    | 2    | 3   | 153  | 155.6  |
| 16:30   | 0   | 0   | 6   | 0   | 0    | 0    | 0   | 6   | 6       | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0       | 1   | 0   | 115  | 20  | 1    | 0    | 3   | 140  | 142.7  |
| 16:45   | 0   | 0   | 8   | 1   | 0    | 0    | 0   | 9   | 9       | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0       | 0   | 0   | 139  | 12  | 3    | 1    | 3   | 158  | 163.8  |
| H/TOT   | 0   | 0   | 29  | 1   | 0    | 0    | 0   | 30  | 30      | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0       | 8   | 0   | 504  | 64  | 7    | 4    | 9   | 596  | 607.3  |
| 17:00   | 1   | 0   | 11  | 2   | 0    | 0    | 0   | 14  | 13.2    | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0       | 0   | 1   | 122  | 13  | 1    | 0    | 0   | 137  | 136.9  |
| 17:15   | 0   | 0   | 5   | 0   | 0    | 0    | 0   | 5   | 5       | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0       | 1   | 1   | 151  | 10  | 0    | 0    | 3   | 166  | 167.6  |
| 17:30   | 1   | 1   | 9   | 0   | 0    | 0    | 0   | 11  | 9.6     | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0       | 0   | 1   | 123  | 10  | 0    | 0    | 1   | 135  | 135.4  |
| 17:45   | 0   | 0   | 4   | 1   | 0    | 0    | 0   | 5   | 5       | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0       | 3   | 0   | 136  | 9   | 2    | 0    | 4   | 154  | 156.6  |
| H/TOT   | 2   | 1   | 29  | 3   | 0    | 0    | 0   | 35  | 32.8    | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0       | 4   | 3   | 532  | 42  | 3    | 0    | 8   | 592  | 596.5  |
| 18:00   | 0   | 0   | 10  | 0   | 0    | 0    | 0   | 10  | 10      | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0       | 1   | 2   | 132  | 10  | 1    | 0    | 2   | 148  | 148.5  |
| 18:15   | 0   | 0   | 7   | 0   | 0    | 0    | 0   | 7   | 7       | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0       | 2   | 1   | 126  | 15  | 0    | 0    | 5   | 149  | 151.8  |
| 18:30   | 0   | 0   | 9   | 1   | 0    | 0    | 0   | 10  | 10      | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0       | 5   | 0   | 112  | 3   | 0    | 0    | 2   | 122  | 120    |
| 18:45   | 0   | 0   | 9   | 1   | 0    | 0    | 0   | 10  | 10      | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0       | 0   | 0   | 110  | 13  | 0    | 1    | 4   | 128  | 133.3  |
| H/TOT   | 0   | 0   | 35  | 2   | 0    | 0    | 0   | 37  | 37      | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0       | 8   | 3   | 480  | 41  | 1    | 1    | 13  | 547  | 553.6  |
| 3 TOT   | 2   | 1   | 93  | 6   | 0    | 0    | 0   | 102 | 99.8    | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0       | 20  | 6   | 1516 | 147 | 11   | 5    | 30  | 1735 | 1757.4 |

| C ==> A |     |     |     |     |      |      |     |     | C ==> B |     |     |      |     |      |      |     |      | C ==> C |     |     |     |     |      |      |     |     |     |
|---------|-----|-----|-----|-----|------|------|-----|-----|---------|-----|-----|------|-----|------|------|-----|------|---------|-----|-----|-----|-----|------|------|-----|-----|-----|
| TIME    | P/C | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU     | P/C | M/C | CAR  | LGV | OGV1 | OGV2 | PSV | TOT  | PCU     | P/C | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU |
| 07:00   | 0   | 0   | 1   | 0   | 0    | 0    | 0   | 1   | 1       | 0   | 1   | 51   | 9   | 2    | 2    | 4   | 69   | 76      | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 07:15   | 0   | 0   | 1   | 0   | 0    | 0    | 0   | 1   | 1       | 1   | 0   | 56   | 14  | 0    | 0    | 5   | 76   | 80.2    | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 07:30   | 0   | 0   | 1   | 0   | 0    | 0    | 0   | 1   | 1       | 0   | 0   | 54   | 17  | 0    | 0    | 3   | 74   | 77      | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 07:45   | 0   | 0   | 4   | 0   | 0    | 0    | 0   | 4   | 4       | 2   | 0   | 62   | 9   | 3    | 0    | 3   | 79   | 81.9    | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| H/TOT   | 0   | 0   | 7   | 0   | 0    | 0    | 0   | 7   | 7       | 3   | 1   | 223  | 49  | 5    | 2    | 15  | 298  | 315.1   | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 08:00   | 0   | 0   | 8   | 0   | 1    | 0    | 0   | 9   | 9.5     | 1   | 0   | 90   | 14  | 2    | 1    | 3   | 111  | 115.5   | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 08:15   | 0   | 0   | 4   | 0   | 0    | 0    | 0   | 4   | 4       | 0   | 0   | 125  | 16  | 3    | 0    | 2   | 146  | 149.5   | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 08:30   | 0   | 0   | 10  | 0   | 0    | 0    | 0   | 10  | 10      | 1   | 0   | 112  | 11  | 3    | 0    | 3   | 130  | 133.7   | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 08:45   | 0   | 0   | 3   | 0   | 0    | 0    | 0   | 3   | 3       | 0   | 0   | 89   | 12  | 1    | 2    | 0   | 104  | 107.1   | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| H/TOT   | 0   | 0   | 25  | 0   | 1    | 0    | 0   | 26  | 26.5    | 2   | 0   | 416  | 53  | 9    | 3    | 8   | 491  | 505.8   | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 09:00   | 0   | 0   | 5   | 0   | 0    | 0    | 0   | 5   | 5       | 0   | 1   | 92   | 10  | 2    | 0    | 4   | 109  | 113.4   | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 09:15   | 0   | 0   | 10  | 2   | 0    | 0    | 0   | 12  | 12      | 1   | 0   | 66   | 7   | 3    | 1    | 1   | 79   | 82      | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 09:30   | 0   | 0   | 7   | 2   | 1    | 0    | 0   | 10  | 10.5    | 1   | 0   | 110  | 18  | 2    | 3    | 1   | 135  | 140.1   | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 09:45   | 0   | 0   | 2   | 0   | 1    | 0    | 0   | 3   | 3.5     | 0   | 1   | 95   | 26  | 1    | 1    | 2   | 126  | 129.2   | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| H/TOT   | 0   | 0   | 24  | 4   | 2    | 0    | 0   | 30  | 31      | 2   | 2   | 363  | 61  | 8    | 5    | 8   | 449  | 464.7   | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 3 TOT   | 0   | 0   | 56  | 4   | 3    | 0    | 0   | 63  | 64.5    | 7   | 3   | 1002 | 163 | 22   | 10   | 31  | 1238 | 1285.6  | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |

| C ==> A |     |     |     |     |      |      |     |     | C ==> B |     |     |     |     |      |      |     |     | C ==> C |     |     |     |     |      |      |     |     |     |
|---------|-----|-----|-----|-----|------|------|-----|-----|---------|-----|-----|-----|-----|------|------|-----|-----|---------|-----|-----|-----|-----|------|------|-----|-----|-----|
| TIME    | P/C | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU     | P/C | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU     | P/C | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU |
| 16:00   | 0   | 0   | 4   | 0   | 0    | 0    | 0   | 4   | 4       | 2   | 0   | 155 | 14  | 0    | 2    | 3   | 176 | 180     | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 16:15   | 0   | 1   | 10  | 3   | 1    | 0    | 0   | 15  | 14.9    | 2   | 0   | 155 | 16  | 1    | 0    | 0   | 174 | 172.9   | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 16:30   | 0   | 0   | 7   | 3   | 0    | 0    | 0   | 10  | 10      | 1   | 1   | 142 | 17  | 1    | 0    | 3   | 165 | 167.1   | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 16:45   | 0   | 0   | 6   | 1   | 0    | 0    | 0   | 7   | 7       | 2   | 1   | 129 | 20  | 0    | 0    | 2   | 154 | 153.8   | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| H/TOT   | 0   | 1   | 27  | 7   | 1    | 0    | 0   | 36  | 35.9    | 7   | 2   | 581 | 67  | 2    | 2    | 8   | 669 | 673.8   | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 17:00   | 0   | 0   | 10  | 1   | 0    | 0    | 0   | 11  | 11      | 8   | 0   | 179 | 10  | 1    | 0    | 2   | 200 | 196.1   | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 17:15   | 0   | 0   | 13  | 0   | 0    | 0    | 0   | 13  | 13      | 1   | 2   | 134 | 19  | 1    | 0    | 1   | 158 | 157.5   | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 17:3    |     |     |     |     |      |      |     |     |         |     |     |     |     |      |      |     |     |         |     |     |     |     |      |      |     |     |     |



## IDASO

**Survey Name:** 25546 - Maynooth Road Celbridge Co Kildare  
**Site:** Site 1  
**Location:** Ardrath Estate/Maynooth Road  
**Date:** Thu 29-May-2025  
**AM Peak:** 08:00 — 09:00 **Total:** 1564  
**PM Peak:** 16:45 — 17:45 **Total:** 1453  
**15 Min Peak:** 08:30 — 08:45 **Total:** 496

Arm A - Ardrath Estate  
 Arm B - Maynooth Road  
 Arm C - Maynooth Road

|       | A => A |     |     |     |      |      |     |     |     |     | A => B |     |     |      |      |     |     |       |     |     | A => C |     |      |      |     |     |     |  |  |  |
|-------|--------|-----|-----|-----|------|------|-----|-----|-----|-----|--------|-----|-----|------|------|-----|-----|-------|-----|-----|--------|-----|------|------|-----|-----|-----|--|--|--|
| TIME  | P/C    | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU | P/C | M/C    | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU   | P/C | M/C | CAR    | LGV | OGV1 | OGV2 | PSV | TOT | PCU |  |  |  |
| 07:00 | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 0      | 2   | 0   | 0    | 0    | 0   | 2   | 2     | 0   | 0   | 6      | 0   | 0    | 0    | 0   | 6   | 6   |  |  |  |
| 07:15 | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 1   | 0      | 7   | 0   | 1    | 0    | 0   | 9   | 8.7   | 0   | 0   | 11     | 0   | 0    | 0    | 0   | 11  | 11  |  |  |  |
| 07:30 | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 1   | 0      | 5   | 1   | 0    | 0    | 0   | 7   | 6.2   | 0   | 0   | 9      | 2   | 0    | 0    | 0   | 11  | 11  |  |  |  |
| 07:45 | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 0      | 10  | 1   | 0    | 0    | 0   | 11  | 11    | 0   | 0   | 11     | 0   | 0    | 0    | 0   | 11  | 11  |  |  |  |
| H/TOT | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 2   | 0      | 24  | 2   | 1    | 0    | 0   | 29  | 27.9  | 0   | 0   | 37     | 2   | 0    | 0    | 0   | 39  | 39  |  |  |  |
| 08:00 | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 0      | 5   | 0   | 0    | 0    | 0   | 5   | 5     | 0   | 0   | 12     | 0   | 0    | 0    | 0   | 12  | 12  |  |  |  |
| 08:15 | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 0      | 8   | 0   | 0    | 0    | 0   | 8   | 8     | 0   | 0   | 8      | 0   | 0    | 0    | 0   | 8   | 8   |  |  |  |
| 08:30 | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 0      | 9   | 1   | 0    | 0    | 0   | 10  | 10    | 0   | 0   | 9      | 0   | 0    | 0    | 0   | 9   | 9   |  |  |  |
| 08:45 | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 1   | 0      | 21  | 1   | 0    | 0    | 0   | 23  | 22.2  | 0   | 0   | 14     | 2   | 0    | 0    | 0   | 16  | 16  |  |  |  |
| H/TOT | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 1   | 0      | 43  | 2   | 0    | 0    | 0   | 46  | 45.2  | 0   | 0   | 43     | 2   | 0    | 0    | 0   | 45  | 45  |  |  |  |
| 09:00 | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 0      | 15  | 1   | 0    | 0    | 0   | 16  | 16    | 0   | 0   | 13     | 0   | 0    | 0    | 0   | 13  | 13  |  |  |  |
| 09:15 | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 0      | 8   | 0   | 0    | 0    | 0   | 8   | 8     | 0   | 0   | 5      | 0   | 0    | 0    | 0   | 5   | 5   |  |  |  |
| 09:30 | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 1   | 0      | 8   | 0   | 1    | 0    | 0   | 10  | 9.7   | 0   | 0   | 5      | 1   | 0    | 0    | 0   | 6   | 6   |  |  |  |
| 09:45 | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 0      | 5   | 0   | 0    | 0    | 0   | 5   | 5     | 0   | 0   | 5      | 0   | 0    | 0    | 0   | 5   | 5   |  |  |  |
| H/TOT | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 1   | 0      | 36  | 1   | 1    | 0    | 0   | 39  | 38.7  | 0   | 0   | 28     | 1   | 0    | 0    | 0   | 29  | 29  |  |  |  |
| 3 TOT | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 4   | 0      | 103 | 5   | 2    | 0    | 0   | 114 | 111.8 | 0   | 0   | 108    | 5   | 0    | 0    | 0   | 113 | 113 |  |  |  |

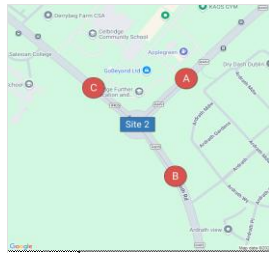
|       | A => A |     |     |     |      |      |     |     |     |     | A => B |     |     |      |      |     |     |      |     |     | A => C |     |      |      |     |     |       |  |  |  |
|-------|--------|-----|-----|-----|------|------|-----|-----|-----|-----|--------|-----|-----|------|------|-----|-----|------|-----|-----|--------|-----|------|------|-----|-----|-------|--|--|--|
| TIME  | P/C    | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU | P/C | M/C    | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU  | P/C | M/C | CAR    | LGV | OGV1 | OGV2 | PSV | TOT | PCU   |  |  |  |
| 16:00 | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 0      | 5   | 0   | 0    | 0    | 0   | 5   | 5    | 0   | 0   | 4      | 0   | 0    | 0    | 0   | 4   | 4     |  |  |  |
| 16:15 | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 0      | 9   | 2   | 0    | 0    | 0   | 11  | 11   | 0   | 0   | 9      | 0   | 0    | 0    | 0   | 9   | 9     |  |  |  |
| 16:30 | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 0      | 10  | 0   | 0    | 0    | 0   | 10  | 10   | 0   | 1   | 2      | 0   | 0    | 0    | 0   | 3   | 2.4   |  |  |  |
| 16:45 | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 0      | 7   | 0   | 0    | 0    | 0   | 7   | 7    | 0   | 0   | 3      | 0   | 0    | 0    | 0   | 3   | 3     |  |  |  |
| H/TOT | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 0      | 31  | 2   | 0    | 0    | 0   | 33  | 33   | 0   | 1   | 18     | 0   | 0    | 0    | 0   | 19  | 18.4  |  |  |  |
| 17:00 | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 0      | 14  | 0   | 0    | 0    | 0   | 14  | 14   | 0   | 0   | 7      | 0   | 1    | 0    | 0   | 8   | 8.5   |  |  |  |
| 17:15 | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 2      | 5   | 0   | 0    | 0    | 0   | 7   | 5.4  | 0   | 0   | 10     | 2   | 0    | 0    | 0   | 12  | 12    |  |  |  |
| 17:30 | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 1      | 10  | 0   | 0    | 0    | 0   | 11  | 10.2 | 0   | 0   | 8      | 3   | 1    | 0    | 0   | 12  | 12.5  |  |  |  |
| 17:45 | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 2      | 10  | 1   | 0    | 0    | 0   | 13  | 11.4 | 0   | 0   | 8      | 1   | 0    | 0    | 0   | 9   | 9     |  |  |  |
| H/TOT | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 5      | 39  | 1   | 0    | 0    | 0   | 45  | 41   | 0   | 0   | 33     | 6   | 2    | 0    | 0   | 41  | 42    |  |  |  |
| 18:00 | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 1      | 4   | 1   | 0    | 0    | 0   | 6   | 5.2  | 0   | 0   | 12     | 0   | 0    | 0    | 0   | 12  | 12    |  |  |  |
| 18:15 | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 0      | 4   | 0   | 0    | 0    | 0   | 4   | 4    | 0   | 0   | 11     | 1   | 0    | 0    | 0   | 12  | 12    |  |  |  |
| 18:30 | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 0      | 3   | 0   | 0    | 0    | 0   | 3   | 3    | 0   | 0   | 10     | 1   | 1    | 0    | 0   | 12  | 12.5  |  |  |  |
| 18:45 | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 0      | 6   | 0   | 0    | 0    | 0   | 6   | 6    | 0   | 0   | 6      | 2   | 0    | 0    | 0   | 8   | 8     |  |  |  |
| H/TOT | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 1      | 17  | 1   | 0    | 0    | 0   | 19  | 18.2 | 0   | 0   | 39     | 4   | 1    | 0    | 0   | 44  | 44.5  |  |  |  |
| 3 TOT | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 6      | 87  | 4   | 0    | 0    | 0   | 97  | 92.2 | 0   | 1   | 90     | 10  | 3    | 0    | 0   | 104 | 104.9 |  |  |  |

|       | B => A |     |     |     |      |      |     |     |      | B => B |     |     |     |      |      |     |     |     | B => C |     |      |     |      |      |     |      |        |
|-------|--------|-----|-----|-----|------|------|-----|-----|------|--------|-----|-----|-----|------|------|-----|-----|-----|--------|-----|------|-----|------|------|-----|------|--------|
| TIME  | P/C    | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU  | P/C    | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU | P/C    | M/C | CAR  | LGV | OGV1 | OGV2 | PSV | TOT  | PCU    |
| 07:00 | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0    | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 1      | 0   | 147  | 18  | 2    | 1    | 3   | 172  | 176.5  |
| 07:15 | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0    | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 3      | 0   | 147  | 26  | 3    | 1    | 2   | 182  | 184.4  |
| 07:30 | 0      | 0   | 2   | 0   | 0    | 0    | 0   | 2   | 2    | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 2      | 1   | 138  | 22  | 1    | 2    | 3   | 169  | 172.9  |
| 07:45 | 0      | 0   | 5   | 0   | 0    | 0    | 0   | 5   | 5    | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 2      | 0   | 165  | 8   | 2    | 0    | 2   | 179  | 180.4  |
| H/TOT | 0      | 0   | 7   | 0   | 0    | 0    | 0   | 7   | 7    | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 8      | 1   | 597  | 74  | 8    | 4    | 10  | 702  | 714.2  |
| 08:00 | 0      | 0   | 2   | 0   | 0    | 0    | 0   | 2   | 2    | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 10     | 0   | 194  | 10  | 2    | 1    | 6   | 223  | 223.3  |
| 08:15 | 0      | 0   | 4   | 0   | 0    | 0    | 0   | 4   | 4    | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 41     | 1   | 180  | 21  | 4    | 1    | 2   | 250  | 221.9  |
| 08:30 | 0      | 0   | 5   | 2   | 0    | 0    | 0   | 7   | 7    | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 117    | 1   | 162  | 15  | 3    | 0    | 3   | 301  | 211.3  |
| 08:45 | 0      | 0   | 4   | 1   | 0    | 0    | 0   | 5   | 5    | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 10     | 0   | 154  | 12  | 2    | 0    | 4   | 182  | 179    |
| H/TOT | 0      | 0   | 15  | 3   | 0    | 0    | 0   | 18  | 18   | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 178    | 2   | 690  | 58  | 11   | 2    | 15  | 956  | 835.5  |
| 09:00 | 0      | 0   | 13  | 0   | 0    | 0    | 0   | 13  | 13   | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 1      | 0   | 163  | 10  | 3    | 0    | 2   | 179  | 181.7  |
| 09:15 | 0      | 0   | 8   | 0   | 1    | 0    | 0   | 9   | 9.5  | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 1      | 1   | 164  | 19  | 4    | 0    | 2   | 191  | 193.6  |
| 09:30 | 0      | 0   | 8   | 0   | 0    | 0    | 0   | 8   | 8    | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 2      | 0   | 153  | 9   | 4    | 1    | 4   | 173  | 178.7  |
| 09:45 | 0      | 0   | 3   | 0   | 0    | 0    | 0   | 3   | 3    | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 3      | 0   | 117  | 15  | 1    | 3    | 3   | 142  | 147    |
| H/TOT | 0      | 0   | 32  | 0   | 1    | 0    | 0   | 33  | 33.5 | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 7      | 1   | 597  | 53  | 12   | 4    | 11  | 685  | 701    |
| 3 TOT | 0      | 0   | 54  | 3   | 1    | 0    | 0   | 58  | 58.5 | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 193    | 4   | 1884 | 185 | 31   | 10   | 36  | 2343 | 2250.7 |

|       | B => A |     |     |     |      |      |     |     |      | B => B |     |     |     |      |      |     |     |     | B => C |     |      |     |      |      |     |      |        |
|-------|--------|-----|-----|-----|------|------|-----|-----|------|--------|-----|-----|-----|------|------|-----|-----|-----|--------|-----|------|-----|------|------|-----|------|--------|
| TIME  | P/C    | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU  | P/C    | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU | P/C    | M/C | CAR  | LGV | OGV1 | OGV2 | PSV | TOT  | PCU    |
| 16:00 | 0      | 0   | 4   | 1   | 0    | 0    | 0   | 5   | 5    | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0      | 0   | 118  | 19  | 0    | 0    | 0   | 137  | 137    |
| 16:15 | 0      | 0   | 3   | 0   | 1    | 0    | 0   | 4   | 4.5  | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 2      | 0   | 120  | 11  | 1    | 2    | 3   | 139  | 143.5  |
| 16:30 | 0      | 0   | 4   | 2   | 0    | 0    | 0   | 6   | 6    | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0      | 0   | 116  | 8   | 1    | 0    | 1   | 126  | 127.5  |
| 16:45 | 0      | 1   | 6   | 0   | 0    | 0    | 0   | 7   | 6.4  | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0      | 0   | 129  | 16  | 2    | 1    | 4   | 152  | 158.3  |
| H/TOT | 0      | 1   | 17  | 3   | 1    | 0    | 0   | 22  | 21.9 | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 2      | 0   | 483  | 54  | 4    | 3    | 8   | 554  | 566.3  |
| 17:00 | 0      | 0   | 8   | 0   | 1    | 0    | 0   | 9   | 9.5  | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0      | 0   | 145  | 15  | 2    | 0    | 0   | 162  | 163    |
| 17:15 | 0      | 0   | 6   | 1   | 0    | 0    | 0   | 7   | 7    | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 1      | 0   | 157  | 5   | 2    | 0    | 1   | 166  | 167.2  |
| 17:30 | 0      | 0   | 7   | 0   | 0    | 0    | 0   | 7   | 7    | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0      | 0   | 146  | 6   | 0    | 0    | 2   | 154  | 156    |
| 17:45 | 0      | 0   | 11  | 2   | 0    | 0    | 0   | 13  | 13   | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0      | 0   | 123  | 15  | 0    | 0    | 4   | 142  | 146    |
| H/TOT | 0      | 0   | 32  | 3   | 1    | 0    | 0   | 36  | 36.5 | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 1      | 0   | 571  | 41  | 4    | 0    | 7   | 624  | 632.2  |
| 18:00 | 0      | 0   | 10  | 1   | 0    | 0    | 0   | 11  | 11   | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0      | 1   | 117  | 11  | 0    | 0    | 2   | 131  | 132.4  |
| 18:15 | 0      | 0   | 11  | 0   | 0    | 0    | 0   | 11  | 11   | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 3      | 0   | 100  | 5   | 1    | 2    | 3   | 114  | 117.7  |
| 18:30 | 0      | 0   | 6   | 0   | 0    | 0    | 0   | 6   | 6    | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0      | 0   | 123  | 8   | 0    | 0    | 2   | 133  | 135    |
| 18:45 | 0      | 0   | 8   | 0   | 0    | 0    | 0   | 8   | 8    | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0      | 0   | 107  | 12  | 0    | 0    | 6   | 125  | 131    |
| H/TOT | 0      | 0   | 35  | 1   | 0    | 0    | 0   | 36  | 36   | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 3      | 1   | 447  | 36  | 1    | 2    | 13  | 503  | 516.1  |
| 3 TOT | 0      | 1   | 84  | 7   | 2    | 0    | 0   | 94  | 94.4 | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 6      | 1   | 1501 | 131 | 9    | 5    | 28  | 1681 | 1714.6 |

|       | C => A |     |     |     |      |      |     |     | C => B |     |     |     |     |      |      |     | C => C |        |     |     |     |     |      |      |     |     |     |
|-------|--------|-----|-----|-----|------|------|-----|-----|--------|-----|-----|-----|-----|------|------|-----|--------|--------|-----|-----|-----|-----|------|------|-----|-----|-----|
| TIME  | P/C    | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU    | P/C | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT    | PCU    | P/C | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU |
| 07:00 | 0      | 0   | 2   | 0   | 0    | 0    | 0   | 2   | 2      | 1   | 1   | 54  | 10  | 0    | 4    | 4   | 74     | 81.8   | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 07:15 | 0      | 0   | 3   | 0   | 1    | 0    | 0   | 4   | 4.5    | 0   | 1   | 49  | 12  | 1    | 1    | 4   | 68     | 73.2   | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 07:30 | 0      | 0   | 3   | 1   | 0    | 0    | 0   | 4   | 4      | 0   | 0   | 44  | 12  | 5    | 0    | 4   | 65     | 71.5   | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 07:45 | 0      | 0   | 1   | 1   | 0    | 0    | 0   | 2   | 2      | 1   | 0   | 63  | 6   | 4    | 1    | 3   | 78     | 83.5   | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| H/TOT | 0      | 0   | 9   | 2   | 1    | 0    | 0   | 12  | 12.5   | 2   | 2   | 210 | 40  | 10   | 6    | 15  | 285    | 310    | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 08:00 | 0      | 0   | 2   | 2   | 0    | 0    | 0   | 4   | 4      | 0   | 0   | 87  | 10  | 3    | 2    | 3   | 105    | 112.1  | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 08:15 | 0      | 0   | 8   | 1   | 0    | 0    | 0   | 9   | 9      | 2   | 0   | 106 | 9   | 3    | 1    | 2   | 123    | 126.2  | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 08:30 | 0      | 0   | 5   | 0   | 0    | 0    | 0   | 5   | 5      | 1   | 0   | 150 | 9   | 1    | 0    | 3   | 164    | 166.7  | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 08:45 | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0      | 0   | 0   | 73  | 13  | 2    | 0    | 1   | 89     | 91     | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| H/TOT | 0      | 0   | 15  | 3   | 0    | 0    | 0   | 18  | 18     | 3   | 0   | 416 | 41  | 9    | 3    | 9   | 481    | 496    | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 09:00 | 0      | 0   | 3   | 0   | 0    | 0    | 0   | 3   | 3      | 0   | 0   | 87  | 16  | 1    | 1    | 3   | 108    | 112.8  | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 09:15 | 0      | 0   | 7   | 1   | 0    | 0    | 0   | 8   | 8      | 0   | 0   | 86  | 4   | 6    | 1    | 0   | 97     | 101.3  | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 09:30 | 0      | 0   | 4   | 0   | 0    | 0    | 0   | 4   | 4      | 0   | 0   | 74  | 7   | 2    | 0    | 4   | 87     | 92     | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 09:45 | 0      | 0   | 2   | 0   | 0    | 0    | 0   | 2   | 2      | 0   | 0   | 104 | 13  | 2    | 0    | 2   | 121    | 124    | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| H/TOT | 0      | 0   | 16  | 1   | 0    | 0    | 0   | 17  | 17     | 0   | 0   | 351 | 40  | 11   | 2    | 9   | 413    | 430.1  | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 3 TOT | 0      | 0   | 40  | 6   | 1    | 0    | 0   | 47  | 47.5   | 5   | 2   | 977 | 121 | 30   | 11   | 33  | 1179   | 1236.1 | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |

|       | C ==> A |     |     |     |      |      |     |     | C ==> B |     |     |      |     |      |      |     | C ==> C |       |     |     |     |     |      |      |     |     |     |
|-------|---------|-----|-----|-----|------|------|-----|-----|---------|-----|-----|------|-----|------|------|-----|---------|-------|-----|-----|-----|-----|------|------|-----|-----|-----|
| TIME  | P/C     | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU     | P/C | M/C | CAR  | LGV | OGV1 | OGV2 | PSV | TOT     | PCU   | P/C | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU |
| 16:00 | 0       | 1   | 6   | 1   | 0    | 0    | 0   | 8   | 7.4     | 25  | 0   | 160  | 14  | 3    | 2    | 3   | 207     | 194.1 | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 16:15 | 0       | 0   | 11  | 0   | 0    | 0    | 0   | 11  | 11      | 2   | 0   | 140  | 14  | 0    | 0    | 1   | 157     | 156.4 | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 16:30 | 0       | 0   | 6   | 1   | 0    | 0    | 0   | 7   | 7       | 1   | 1   | 133  | 12  | 0    | 0    | 2   | 149     | 149.6 | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 16:45 | 0       | 0   | 8   | 0   | 0    | 0    | 0   | 8   | 8       | 0   | 1   | 158  | 10  | 0    | 1    | 1   | 171     | 172.7 | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| H/TOT | 0       | 1   | 31  | 2   | 0    | 0    | 0   | 34  | 33.4    | 28  | 2   | 591  | 50  | 3    | 3    | 7   | 684     | 672.8 | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 17:00 | 0       | 0   | 8   | 2   | 0    | 0    | 0   | 10  | 10      | 5   | 1   | 156  | 19  | 0    | 0    | 3   | 184     | 182.4 | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 17:15 | 0       | 0   | 5   | 0   | 0    | 0    | 0   | 5   | 5       | 1   | 1   | 140  | 20  | 2    | 0    | 0   | 164     | 163.6 | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 17:30 | 0       | 0   | 10  | 0   | 0    | 0    | 0   | 10  | 10      | 1   | 0   | 144  | 14  | 1    | 0    | 3   | 163     | 165.7 | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 17:45 | 0       | 0   | 10  | 0   | 0    | 0    | 0   | 10  | 10      | 4   | 1   | 142  | 6   | 1    | 0    | 0   | 154     | 150.7 | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| H/TOT | 0       | 0   | 33  | 2   | 0    | 0    | 0   | 35  | 35      | 11  | 3   | 582  | 59  | 4    | 0    | 6   | 665     | 662.4 | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 18:00 | 0       | 0   | 9   | 2   | 0    | 0    | 0   | 11  | 11      | 0   | 0   | 155  | 14  | 1    | 0    | 3   | 173     | 176.5 | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 18:15 | 0       | 0   | 7   | 0   | 1    | 0    | 0   | 8   | 8.5     | 2   | 1   | 124  | 7   | 0    | 0    | 1   | 135     | 133.8 | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 18:30 | 0       | 0   | 11  | 0   | 0    | 0    | 0   | 11  | 11      | 1   | 0   | 140  | 6   | 1    | 0    | 2   | 150     | 151.7 | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 18:45 | 0       | 0   | 14  | 0   | 1    | 0    | 0   | 15  | 15.5    | 0   | 2   | 121  | 5   | 0    | 0    | 2   | 130     | 130.8 | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| H/TOT | 0       | 0   | 41  | 2   | 2    | 0    | 0   | 45  | 46      | 3   | 3   | 540  | 32  | 2    | 0    | 8   | 588     | 592.8 | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 3 TOT | 0       | 1   | 105 | 6   | 2    | 0    | 0   | 114 | 114.4   | 42  | 8   | 1713 | 141 | 9    | 3    | 21  | 1937    | 1928  | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |



## IDASO

**Survey Name:** 25546 - Maynooth Road Celbridge Co Kildare  
**Site:** Site 2  
**Location:** R449/Maynooth Road/R405  
**Date:** Wed 28-May-2025  
**AM Peak:** 07:45 — 08:45 **Total:** 1994  
**PM Peak:** 16:45 — 17:45 **Total:** 1659  
**15 Min Peak:** 08:30 — 08:45 **Total:** 588  
**Overall 15 Min Peak:** 08:30 — 08:45 **Total:** 607 **Date:** 29/05/2025

Arm A - R449  
 Arm B - Maynooth Road  
 Arm C - R405

|       | A ==> A |     |     |     |      |      |     |     |     | A ==> B |     |     |     |      |      |     |     |       | A ==> C |     |     |     |      |      |     |     |       |
|-------|---------|-----|-----|-----|------|------|-----|-----|-----|---------|-----|-----|-----|------|------|-----|-----|-------|---------|-----|-----|-----|------|------|-----|-----|-------|
| TIME  | P/C     | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU | P/C     | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU   | P/C     | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU   |
| 07:00 | 0       | 0   | 1   | 0   | 0    | 0    | 0   | 1   | 1   | 0       | 1   | 31  | 5   | 1    | 2    | 0   | 40  | 42.5  | 0       | 0   | 8   | 2   | 0    | 1    | 2   | 13  | 16.3  |
| 07:15 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0       | 0   | 48  | 8   | 0    | 0    | 1   | 57  | 58    | 0       | 0   | 14  | 8   | 0    | 1    | 0   | 23  | 24.3  |
| 07:30 | 0       | 0   | 2   | 0   | 0    | 0    | 0   | 2   | 2   | 0       | 0   | 28  | 12  | 0    | 0    | 0   | 40  | 40    | 0       | 0   | 5   | 3   | 0    | 1    | 0   | 9   | 10.3  |
| 07:45 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0       | 0   | 44  | 6   | 2    | 0    | 0   | 52  | 53    | 0       | 0   | 17  | 3   | 0    | 1    | 1   | 22  | 24.3  |
| H/TOT | 0       | 0   | 3   | 0   | 0    | 0    | 0   | 3   | 3   | 0       | 1   | 151 | 31  | 3    | 2    | 1   | 189 | 193.5 | 0       | 0   | 44  | 16  | 0    | 4    | 3   | 67  | 75.2  |
| 08:00 | 0       | 0   | 2   | 0   | 0    | 0    | 0   | 2   | 2   | 1       | 0   | 56  | 9   | 3    | 0    | 1   | 70  | 71.7  | 2       | 1   | 23  | 4   | 0    | 0    | 0   | 30  | 27.8  |
| 08:15 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0       | 0   | 52  | 11  | 3    | 0    | 0   | 66  | 67.5  | 1       | 0   | 39  | 6   | 2    | 0    | 0   | 48  | 48.2  |
| 08:30 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 1       | 0   | 59  | 8   | 2    | 0    | 1   | 71  | 72.2  | 18      | 0   | 27  | 4   | 0    | 0    | 0   | 49  | 34.6  |
| 08:45 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0       | 0   | 54  | 11  | 1    | 2    | 0   | 68  | 71.1  | 0       | 0   | 17  | 2   | 0    | 0    | 0   | 19  | 19    |
| H/TOT | 0       | 0   | 2   | 0   | 0    | 0    | 0   | 2   | 2   | 2       | 0   | 221 | 39  | 9    | 2    | 2   | 275 | 282.5 | 21      | 1   | 106 | 16  | 2    | 0    | 0   | 146 | 129.6 |
| 09:00 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0       | 1   | 56  | 10  | 2    | 0    | 1   | 70  | 71.4  | 0       | 1   | 21  | 3   | 1    | 0    | 0   | 26  | 25.9  |
| 09:15 | 0       | 0   | 1   | 0   | 0    | 0    | 0   | 1   | 1   | 0       | 0   | 60  | 7   | 3    | 1    | 0   | 71  | 73.8  | 1       | 0   | 5   | 3   | 1    | 0    | 0   | 10  | 9.7   |
| 09:30 | 0       | 0   | 0   | 1   | 0    | 0    | 0   | 1   | 1   | 0       | 0   | 89  | 18  | 1    | 3    | 1   | 112 | 117.4 | 0       | 0   | 7   | 4   | 3    | 1    | 0   | 15  | 17.8  |
| 09:45 | 0       | 0   | 0   | 0   | 0    | 1    | 0   | 1   | 2.3 | 0       | 1   | 70  | 20  | 2    | 1    | 0   | 94  | 95.7  | 0       | 1   | 12  | 0   | 2    | 1    | 1   | 17  | 19.7  |
| H/TOT | 0       | 0   | 1   | 1   | 0    | 1    | 0   | 3   | 4.3 | 0       | 2   | 275 | 55  | 8    | 5    | 2   | 347 | 358.3 | 1       | 2   | 45  | 10  | 7    | 2    | 1   | 68  | 73.1  |
| 3 TOT | 0       | 0   | 6   | 1   | 0    | 1    | 0   | 8   | 9.3 | 2       | 3   | 647 | 125 | 20   | 9    | 5   | 811 | 834.3 | 22      | 3   | 195 | 42  | 9    | 6    | 4   | 281 | 277.9 |

|       | A ==> A |     |     |     |      |      |     |     |     | A ==> B |     |      |     |      |      |     |      |        | A ==> C |     |     |     |      |      |     |     |       |
|-------|---------|-----|-----|-----|------|------|-----|-----|-----|---------|-----|------|-----|------|------|-----|------|--------|---------|-----|-----|-----|------|------|-----|-----|-------|
| TIME  | P/C     | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU | P/C     | M/C | CAR  | LGV | OGV1 | OGV2 | PSV | TOT  | PCU    | P/C     | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU   |
| 16:00 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 1       | 0   | 106  | 12  | 0    | 2    | 1   | 122  | 124.8  | 0       | 0   | 37  | 7   | 0    | 1    | 0   | 45  | 46.3  |
| 16:15 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 2       | 1   | 128  | 14  | 2    | 0    | 0   | 147  | 145.8  | 0       | 0   | 21  | 3   | 1    | 0    | 0   | 25  | 25.5  |
| 16:30 | 0       | 0   | 1   | 0   | 0    | 0    | 0   | 1   | 1   | 1       | 1   | 98   | 16  | 1    | 0    | 1   | 118  | 118.1  | 0       | 0   | 17  | 0   | 0    | 0    | 0   | 17  | 17    |
| 16:45 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 1       | 0   | 104  | 19  | 0    | 0    | 0   | 124  | 123.2  | 0       | 0   | 20  | 3   | 1    | 0    | 0   | 24  | 24.5  |
| H/TOT | 0       | 0   | 1   | 0   | 0    | 0    | 0   | 1   | 1   | 5       | 2   | 436  | 61  | 3    | 2    | 2   | 511  | 511.9  | 0       | 0   | 95  | 13  | 2    | 1    | 0   | 111 | 113.3 |
| 17:00 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 8       | 0   | 130  | 9   | 1    | 0    | 1   | 149  | 144.1  | 0       | 0   | 46  | 2   | 0    | 0    | 0   | 48  | 48    |
| 17:15 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 3       | 2   | 109  | 14  | 1    | 0    | 0   | 129  | 125.9  | 0       | 0   | 13  | 3   | 1    | 0    | 0   | 17  | 17.5  |
| 17:30 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 3       | 1   | 143  | 16  | 2    | 0    | 1   | 166  | 165    | 0       | 0   | 29  | 4   | 0    | 1    | 0   | 34  | 35.3  |
| 17:45 | 0       | 0   | 1   | 0   | 0    | 0    | 0   | 1   | 1   | 1       | 2   | 111  | 10  | 1    | 0    | 0   | 125  | 123.5  | 0       | 0   | 27  | 2   | 0    | 0    | 0   | 29  | 29    |
| H/TOT | 0       | 0   | 1   | 0   | 0    | 0    | 0   | 1   | 1   | 15      | 5   | 493  | 49  | 5    | 0    | 2   | 569  | 558.5  | 0       | 0   | 115 | 11  | 1    | 1    | 0   | 128 | 129.8 |
| 18:00 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 3       | 1   | 116  | 11  | 0    | 0    | 1   | 132  | 130    | 0       | 0   | 24  | 4   | 0    | 0    | 0   | 28  | 28    |
| 18:15 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 3       | 0   | 93   | 10  | 0    | 1    | 0   | 107  | 105.9  | 0       | 0   | 22  | 1   | 0    | 0    | 0   | 23  | 23    |
| 18:30 | 0       | 0   | 1   | 0   | 0    | 0    | 0   | 1   | 1   | 2       | 2   | 122  | 10  | 1    | 1    | 1   | 139  | 139    | 0       | 0   | 11  | 0   | 0    | 0    | 0   | 11  | 11    |
| 18:45 | 0       | 0   | 1   | 1   | 0    | 0    | 0   | 2   | 2   | 0       | 1   | 99   | 9   | 0    | 0    | 0   | 109  | 108.4  | 0       | 0   | 30  | 1   | 1    | 0    | 0   | 32  | 32.5  |
| H/TOT | 0       | 0   | 2   | 1   | 0    | 0    | 0   | 3   | 3   | 8       | 4   | 430  | 40  | 1    | 2    | 2   | 487  | 483.3  | 0       | 0   | 87  | 6   | 1    | 0    | 0   | 94  | 94.5  |
| 3 TOT | 0       | 0   | 4   | 1   | 0    | 0    | 0   | 5   | 5   | 28      | 11  | 1359 | 150 | 9    | 4    | 6   | 1567 | 1553.7 | 0       | 0   | 297 | 30  | 4    | 2    | 0   | 333 | 337.6 |

|       | B => A |     |      |     |      |      |     |      | B => B |     |     |     |     |      |      |     |     | B => C |     |     |     |     |      |      |     |     |       |      |
|-------|--------|-----|------|-----|------|------|-----|------|--------|-----|-----|-----|-----|------|------|-----|-----|--------|-----|-----|-----|-----|------|------|-----|-----|-------|------|
| TIME  | P/C    | M/C | CAR  | LGV | OGV1 | OGV2 | PSV | TOT  | PCU    | P/C | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU    | P/C | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU   |      |
| 07:00 | 0      | 0   | 128  | 15  | 1    | 1    | 0   | 145  | 146.8  | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0      | 1   | 0   | 0   | 25  | 3    | 1    | 0   | 1   | 31    | 31.7 |
| 07:15 | 3      | 1   | 140  | 24  | 2    | 2    | 2   | 174  | 176.6  | 0   | 0   | 1   | 0   | 0    | 0    | 0   | 1   | 1      | 2   | 0   | 26  | 0   | 0    | 0    | 1   | 29  | 28.4  |      |
| 07:30 | 3      | 2   | 146  | 26  | 1    | 0    | 1   | 179  | 176.9  | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0      | 0   | 0   | 29  | 2   | 0    | 0    | 1   | 32  | 33    |      |
| 07:45 | 2      | 0   | 150  | 14  | 3    | 0    | 1   | 170  | 170.9  | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0      | 3   | 0   | 50  | 6   | 0    | 1    | 1   | 61  | 60.9  |      |
| H/TOT | 8      | 3   | 564  | 79  | 7    | 3    | 4   | 668  | 671.2  | 0   | 0   | 1   | 0   | 0    | 0    | 0   | 1   | 1      | 6   | 0   | 130 | 11  | 1    | 1    | 4   | 153 | 154   |      |
| 08:00 | 1      | 0   | 131  | 11  | 2    | 0    | 0   | 145  | 145.2  | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0      | 14  | 0   | 82  | 7   | 1    | 0    | 5   | 109 | 103.3 |      |
| 08:15 | 2      | 2   | 110  | 18  | 2    | 0    | 2   | 136  | 136.2  | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0      | 57  | 0   | 95  | 1   | 2    | 0    | 2   | 157 | 114.4 |      |
| 08:30 | 1      | 0   | 99   | 19  | 0    | 0    | 1   | 120  | 120.2  | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0      | 134 | 0   | 75  | 2   | 1    | 0    | 1   | 213 | 107.3 |      |
| 08:45 | 1      | 0   | 102  | 9   | 2    | 0    | 1   | 115  | 116.2  | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0      | 5   | 0   | 44  | 0   | 1    | 0    | 3   | 53  | 52.5  |      |
| H/TOT | 5      | 2   | 442  | 57  | 6    | 0    | 4   | 516  | 517.8  | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0      | 210 | 0   | 296 | 10  | 5    | 0    | 11  | 532 | 377.5 |      |
| 09:00 | 1      | 1   | 133  | 9   | 2    | 0    | 0   | 146  | 145.6  | 0   | 0   | 2   | 0   | 0    | 0    | 0   | 2   | 2      | 3   | 1   | 39  | 0   | 2    | 0    | 0   | 45  | 43    |      |
| 09:15 | 0      | 0   | 123  | 10  | 2    | 0    | 1   | 136  | 138    | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0      | 1   | 0   | 50  | 2   | 1    | 0    | 1   | 55  | 55.7  |      |
| 09:30 | 1      | 0   | 81   | 11  | 2    | 1    | 1   | 97   | 99.5   | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0      | 2   | 0   | 53  | 4   | 2    | 0    | 1   | 62  | 62.4  |      |
| 09:45 | 2      | 0   | 99   | 16  | 3    | 2    | 1   | 123  | 126.5  | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0      | 1   | 0   | 47  | 5   | 1    | 0    | 2   | 56  | 57.7  |      |
| H/TOT | 4      | 1   | 436  | 46  | 9    | 3    | 3   | 502  | 509.6  | 0   | 0   | 2   | 0   | 0    | 0    | 0   | 2   | 2      | 7   | 1   | 189 | 11  | 6    | 0    | 4   | 218 | 218.8 |      |
| 3 TOT | 17     | 6   | 1442 | 182 | 22   | 6    | 11  | 1686 | 1698.6 | 0   | 0   | 3   | 0   | 0    | 0    | 0   | 3   | 3      | 223 | 1   | 615 | 32  | 12   | 1    | 19  | 903 | 750.3 |      |

|       | B ==> A |     |      |     |      |      |     |      | B ==> B |     |     |     |     |      |      |     | B ==> C |     |     |     |     |     |      |      |     |     |       |      |
|-------|---------|-----|------|-----|------|------|-----|------|---------|-----|-----|-----|-----|------|------|-----|---------|-----|-----|-----|-----|-----|------|------|-----|-----|-------|------|
| TIME  | P/C     | M/C | CAR  | LGV | OGV1 | OGV2 | PSV | TOT  | PCU     | P/C | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT     | PCU | P/C | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU   |      |
| 16:00 | 1       | 0   | 84   | 11  | 1    | 1    | 0   | 98   | 99      | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0       | 0   | 1   | 0   | 39  | 7   | 0    | 0    | 0   | 0   | 47    | 46.2 |
| 16:15 | 0       | 0   | 84   | 11  | 2    | 2    | 1   | 100  | 104.6   | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0       | 0   | 5   | 0   | 49  | 4   | 0    | 0    | 2   | 60  | 58    |      |
| 16:30 | 0       | 1   | 80   | 16  | 0    | 0    | 2   | 99   | 100.4   | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0       | 0   | 1   | 0   | 42  | 3   | 1    | 0    | 1   | 48  | 48.7  |      |
| 16:45 | 0       | 0   | 110  | 5   | 3    | 1    | 1   | 120  | 123.8   | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0       | 0   | 0   | 0   | 47  | 8   | 0    | 0    | 2   | 57  | 59    |      |
| H/TOT | 1       | 1   | 358  | 43  | 6    | 4    | 4   | 417  | 427.8   | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0       | 0   | 7   | 0   | 177 | 22  | 1    | 0    | 5   | 212 | 211.9 |      |
| 17:00 | 0       | 1   | 81   | 9   | 0    | 0    | 0   | 91   | 90.4    | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0       | 0   | 0   | 0   | 33  | 5   | 1    | 0    | 0   | 39  | 39.5  |      |
| 17:15 | 0       | 0   | 100  | 9   | 0    | 0    | 1   | 110  | 111     | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0       | 0   | 1   | 1   | 72  | 3   | 0    | 0    | 2   | 79  | 79.6  |      |
| 17:30 | 0       | 0   | 79   | 11  | 0    | 0    | 1   | 91   | 92      | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0       | 0   | 0   | 1   | 57  | 2   | 0    | 0    | 0   | 60  | 59.4  |      |
| 17:45 | 2       | 0   | 89   | 7   | 2    | 0    | 2   | 102  | 103.4   | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0       | 0   | 1   | 0   | 51  | 2   | 1    | 0    | 2   | 57  | 58.7  |      |
| H/TOT | 2       | 1   | 349  | 36  | 2    | 0    | 4   | 394  | 396.8   | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0       | 0   | 2   | 2   | 213 | 12  | 2    | 0    | 4   | 235 | 237.2 |      |
| 18:00 | 1       | 1   | 88   | 8   | 0    | 0    | 0   | 98   | 96.6    | 0   | 0   | 2   | 0   | 0    | 0    | 0   | 2       | 2   | 0   | 1   | 46  | 2   | 1    | 0    | 2   | 52  | 53.9  |      |
| 18:15 | 0       | 1   | 104  | 9   | 0    | 0    | 2   | 116  | 117.4   | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0       | 0   | 2   | 0   | 39  | 7   | 0    | 0    | 3   | 51  | 52.4  |      |
| 18:30 | 1       | 0   | 88   | 3   | 0    | 0    | 0   | 92   | 91.2    | 0   | 0   | 1   | 0   | 0    | 0    | 0   | 1       | 1   | 4   | 0   | 36  | 1   | 0    | 0    | 2   | 43  | 41.8  |      |
| 18:45 | 0       | 0   | 94   | 12  | 0    | 1    | 1   | 108  | 110.3   | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0       | 0   | 0   | 0   | 14  | 3   | 0    | 0    | 3   | 20  | 23    |      |
| H/TOT | 2       | 2   | 374  | 32  | 0    | 1    | 3   | 414  | 415.5   | 0   | 0   | 3   | 0   | 0    | 0    | 0   | 3       | 3   | 6   | 1   | 135 | 13  | 1    | 0    | 10  | 166 | 171.1 |      |
| 3 TOT | 5       | 4   | 1081 | 111 | 8    | 5    | 11  | 1225 | 1240.1  | 0   | 0   | 3   | 0   | 0    | 0    | 0   | 3       | 3   | 15  | 3   | 525 | 47  | 4    | 0    | 19  | 613 | 620.2 |      |

|       | C => A |     |     |     |      |      |     |     |       | C => B |     |     |     |      |      |     |     |       | C => C |     |     |     |      |      |     |     |     |
|-------|--------|-----|-----|-----|------|------|-----|-----|-------|--------|-----|-----|-----|------|------|-----|-----|-------|--------|-----|-----|-----|------|------|-----|-----|-----|
| TIME  | P/C    | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU   | P/C    | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU   | P/C    | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU |
| 07:00 | 1      | 0   | 39  | 15  | 5    | 0    | 0   | 60  | 61.7  | 0      | 0   | 20  | 4   | 1    | 0    | 4   | 29  | 33.5  | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 07:15 | 0      | 0   | 37  | 9   | 2    | 0    | 0   | 48  | 49    | 1      | 0   | 10  | 6   | 0    | 0    | 4   | 21  | 24.2  | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 07:30 | 0      | 0   | 34  | 9   | 7    | 3    | 0   | 53  | 60.4  | 0      | 0   | 26  | 7   | 0    | 0    | 3   | 36  | 39    | 0      | 0   | 1   | 0   | 0    | 0    | 0   | 1   | 1   |
| 07:45 | 0      | 0   | 42  | 5   | 2    | 1    | 0   | 50  | 52.3  | 2      | 0   | 21  | 1   | 1    | 0    | 3   | 28  | 29.9  | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| H/TOT | 1      | 0   | 102 | 38  | 16   | 4    | 0   | 211 | 223.4 | 3      | 0   | 77  | 18  | 2    | 0    | 14  | 114 | 126.6 | 0      | 0   | 1   | 0   | 0    | 0    | 0   | 1   | 1   |
| 08:00 | 1      | 1   | 52  | 4   | 1    | 1    | 1   | 61  | 62.4  | 0      | 0   | 49  | 5   | 0    | 1    | 2   | 57  | 60.3  | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 08:15 | 0      | 0   | 59  | 3   | 0    | 0    | 0   | 62  | 62    | 0      | 0   | 69  | 6   | 0    | 0    | 2   | 77  | 79    | 0      | 0   | 2   | 1   | 0    | 0    | 0   | 3   | 3   |
| 08:30 | 0      | 0   | 62  | 3   | 1    | 0    | 0   | 66  | 66.5  | 0      | 0   | 61  | 2   | 1    | 0    | 2   | 66  | 68.5  | 0      | 0   | 3   | 0   | 0    | 0    | 0   | 3   | 3   |
| 08:45 | 0      | 0   | 25  | 6   | 0    | 0    | 0   | 31  | 31    | 0      | 0   | 36  | 1   | 0    | 0    | 0   | 37  | 37    | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| H/TOT | 1      | 1   | 198 | 16  | 2    | 1    | 1   | 220 | 221.9 | 0      | 0   | 215 | 14  | 1    | 1    | 6   | 237 | 244.8 | 0      | 0   | 5   | 1   | 0    | 0    | 0   | 6   | 6   |
| 09:00 | 0      | 1   | 29  | 3   | 0    | 0    | 0   | 33  | 32.4  | 0      | 0   | 35  | 0   | 0    | 0    | 3   | 38  | 41    | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 09:15 | 0      | 0   | 27  | 4   | 0    | 0    | 0   | 31  | 31    | 1      | 0   | 20  | 2   | 0    | 0    | 1   | 24  | 24.2  | 0      | 0   | 2   | 0   | 0    | 0    | 0   | 2   | 2   |
| 09:30 | 0      | 0   | 14  | 2   | 1    | 0    | 1   | 18  | 19.5  | 1      | 0   | 31  | 3   | 2    | 0    | 0   | 37  | 37.2  | 0      | 0   | 1   | 0   | 0    | 0    | 0   | 1   | 1   |
| 09:45 | 1      | 0   | 16  | 2   | 0    | 0    | 0   | 19  | 18.2  | 0      | 0   | 26  | 5   | 0    | 0    | 2   | 33  | 35    | 0      | 0   | 3   | 0   | 0    | 0    | 0   | 3   | 3   |
| H/TOT | 1      | 1   | 86  | 11  | 1    | 0    | 1   | 101 | 101.1 | 2      | 0   | 112 | 10  | 2    | 0    | 6   | 132 | 137.4 | 0      | 0   | 6   | 0   | 0    | 0    | 0   | 6   | 6   |
| 3 TOT | 3      | 2   | 436 | 65  | 19   | 5    | 2   | 532 | 546.4 | 5      | 0   | 404 | 42  | 5    | 1    | 26  | 483 | 508.8 | 0      | 0   | 12  | 1   | 0    | 0    | 0   | 13  | 13  |

|       | C ==> A |     |     |     |      |      |     |     | C ==> B |     |     |     |     |      |      |     | C ==> C |       |     |     |     |     |      |      |     |     |     |
|-------|---------|-----|-----|-----|------|------|-----|-----|---------|-----|-----|-----|-----|------|------|-----|---------|-------|-----|-----|-----|-----|------|------|-----|-----|-----|
| TIME  | P/C     | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU     | P/C | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT     | PCU   | P/C | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU |
| 16:00 | 3       | 0   | 36  | 3   | 1    | 0    | 0   | 43  | 41.1    | 1   | 0   | 38  | 2   | 0    | 0    | 2   | 43      | 44.2  | 0   | 0   | 0   | 0   | 0    | 1    | 0   | 1   | 2.3 |
| 16:15 | 1       | 0   | 21  | 5   | 0    | 0    | 0   | 27  | 26.2    | 0   | 0   | 41  | 5   | 0    | 0    | 0   | 46      | 46    | 0   | 0   | 1   | 0   | 0    | 0    | 0   | 1   | 1   |
| 16:30 | 0       | 0   | 21  | 4   | 0    | 0    | 0   | 25  | 25      | 0   | 0   | 58  | 4   | 0    | 0    | 2   | 64      | 66    | 0   | 0   | 1   | 0   | 0    | 0    | 0   | 1   | 1   |
| 16:45 | 0       | 0   | 18  | 5   | 0    | 0    | 0   | 23  | 23      | 1   | 1   | 39  | 2   | 0    | 0    | 2   | 45      | 45.6  | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| H/TOT | 4       | 0   | 96  | 17  | 1    | 0    | 0   | 118 | 115.3   | 2   | 1   | 176 | 13  | 0    | 0    | 6   | 198     | 201.8 | 0   | 0   | 2   | 0   | 0    | 1    | 0   | 3   | 4.3 |
| 17:00 | 0       | 0   | 30  | 5   | 1    | 0    | 0   | 36  | 36.5    | 0   | 0   | 57  | 2   | 0    | 0    | 1   | 60      | 61    | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 17:15 | 0       | 0   | 32  | 5   | 0    | 1    | 0   | 38  | 39.3    | 0   | 0   | 41  | 5   | 0    | 0    | 2   | 48      | 50    | 0   | 0   | 2   | 0   | 0    | 0    | 0   | 2   | 2   |
| 17:30 | 1       | 0   | 26  | 4   | 0    | 0    | 0   | 31  | 30.2    | 1   | 0   | 36  | 1   | 0    | 0    | 0   | 38      | 37.2  | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 17:45 | 0       | 0   | 23  | 1   | 0    | 0    | 0   | 24  | 24      | 0   | 0   | 44  | 1   | 0    | 0    | 1   | 46      | 47    | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| H/TOT | 1       | 0   | 111 | 15  | 1    | 1    | 0   | 129 | 130     | 1   | 0   | 178 | 9   | 0    | 0    | 4   | 192     | 195.2 | 0   | 0   | 2   | 0   | 0    | 0    | 0   | 2   | 2   |
| 18:00 | 0       | 0   | 17  | 2   | 0    | 0    | 1   | 20  | 21      | 1   | 1   | 42  | 3   | 0    | 0    | 1   | 48      | 47.6  | 0   | 0   | 1   | 0   | 0    | 0    | 0   | 1   | 1   |
| 18:15 | 2       | 0   | 12  | 1   | 0    | 0    | 1   | 16  | 15.4    | 1   | 0   | 43  | 2   | 0    | 0    | 1   | 47      | 47.2  | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 18:30 | 1       | 0   | 14  | 0   | 0    | 0    | 2   | 17  | 18.2    | 0   | 0   | 39  | 4   | 0    | 0    | 1   | 44      | 45    | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| 18:45 | 0       | 0   | 13  | 1   | 0    | 0    | 1   | 15  | 16      | 0   | 0   | 34  | 1   | 0    | 0    | 0   | 35      | 35    | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |
| H/TOT | 3       | 0   | 56  | 4   | 0    | 0    | 5   | 68  | 70.6    | 2   | 1   | 158 | 10  | 0    | 0    | 3   | 174     | 174.8 | 0   | 0   | 1   | 0   | 0    | 0    | 0   | 1   | 1   |
| 3 TOT | 8       | 0   | 263 | 36  | 2    | 1    | 5   | 315 | 315.9   | 5   | 2   | 512 | 32  | 0    | 0    | 13  | 564     | 571.8 | 0   | 0   | 5   | 0   | 0    | 1    | 0   | 6   | 7.3 |



## IDASO

**Survey Name:** 25546 - Maynooth Road Celbridge Co Kildare  
**Site:** Site 2  
**Location:** R449/Maynooth Road/R405  
**Date:** Thu 29-May-2025  
**AM Peak:** 08:00 — 09:00 **Total:** 1887  
**PM Peak:** 17:00 — 18:00 **Total:** 1658  
**15 Min Peak:** 08:30 — 08:45 **Total:** 607

Arm A - R449  
 Arm B - Maynooth Road  
 Arm C - R405

|       | A ==> A |     |     |     |      |      |     |     |     | A ==> B |     |     |     |      |      |     |     |       | A ==> C |     |     |     |      |      |     |     |       |
|-------|---------|-----|-----|-----|------|------|-----|-----|-----|---------|-----|-----|-----|------|------|-----|-----|-------|---------|-----|-----|-----|------|------|-----|-----|-------|
| TIME  | P/C     | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU | P/C     | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU   | P/C     | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU   |
| 07:00 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 1       | 1   | 34  | 6   | 0    | 3    | 0   | 45  | 47.5  | 0       | 0   | 10  | 0   | 1    | 0    | 2   | 13  | 15.5  |
| 07:15 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0       | 1   | 36  | 8   | 2    | 1    | 0   | 48  | 49.7  | 0       | 0   | 11  | 2   | 0    | 1    | 1   | 15  | 17.3  |
| 07:30 | 0       | 0   | 1   | 0   | 0    | 0    | 0   | 1   | 1   | 0       | 0   | 24  | 5   | 6    | 0    | 1   | 36  | 40    | 0       | 0   | 3   | 3   | 1    | 0    | 2   | 9   | 11.5  |
| 07:45 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0       | 0   | 32  | 7   | 3    | 1    | 0   | 43  | 45.8  | 0       | 0   | 18  | 6   | 0    | 1    | 0   | 25  | 26.3  |
| H/TOT | 0       | 0   | 1   | 0   | 0    | 0    | 0   | 1   | 1   | 1       | 2   | 126 | 26  | 11   | 5    | 1   | 172 | 183   | 0       | 0   | 42  | 11  | 2    | 2    | 5   | 62  | 70.7  |
| 08:00 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0       | 0   | 44  | 9   | 3    | 2    | 1   | 59  | 64.1  | 0       | 0   | 28  | 4   | 0    | 1    | 0   | 33  | 34.3  |
| 08:15 | 0       | 0   | 2   | 0   | 0    | 0    | 0   | 2   | 2   | 2       | 0   | 61  | 8   | 3    | 0    | 0   | 74  | 73.9  | 0       | 0   | 37  | 0   | 0    | 0    | 0   | 37  | 37    |
| 08:30 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 1       | 0   | 48  | 6   | 0    | 0    | 1   | 56  | 56.2  | 4       | 0   | 41  | 4   | 0    | 0    | 0   | 49  | 45.8  |
| 08:45 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0       | 0   | 54  | 12  | 2    | 0    | 0   | 68  | 69    | 1       | 0   | 9   | 3   | 0    | 0    | 0   | 13  | 12.2  |
| H/TOT | 0       | 0   | 2   | 0   | 0    | 0    | 0   | 2   | 2   | 3       | 0   | 207 | 35  | 8    | 2    | 2   | 257 | 263.2 | 5       | 0   | 115 | 11  | 0    | 1    | 0   | 132 | 129.3 |
| 09:00 | 0       | 0   | 4   | 0   | 0    | 0    | 0   | 4   | 4   | 0       | 0   | 60  | 12  | 1    | 1    | 1   | 75  | 77.8  | 0       | 0   | 12  | 3   | 1    | 0    | 0   | 16  | 16.5  |
| 09:15 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0       | 0   | 71  | 6   | 5    | 1    | 0   | 83  | 86.8  | 0       | 0   | 6   | 0   | 3    | 1    | 0   | 10  | 12.8  |
| 09:30 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0       | 0   | 52  | 6   | 2    | 0    | 1   | 61  | 63    | 0       | 0   | 18  | 1   | 0    | 0    | 0   | 19  | 19    |
| 09:45 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0       | 0   | 54  | 11  | 2    | 0    | 0   | 67  | 68    | 0       | 0   | 18  | 5   | 0    | 0    | 0   | 23  | 23    |
| H/TOT | 0       | 0   | 4   | 0   | 0    | 0    | 0   | 4   | 4   | 0       | 0   | 237 | 35  | 10   | 2    | 2   | 286 | 295.6 | 0       | 0   | 54  | 9   | 4    | 1    | 0   | 68  | 71.3  |
| 3 TOT | 0       | 0   | 7   | 0   | 0    | 0    | 0   | 7   | 7   | 4       | 2   | 570 | 96  | 29   | 9    | 5   | 715 | 741.8 | 5       | 0   | 211 | 31  | 6    | 4    | 5   | 262 | 271.2 |

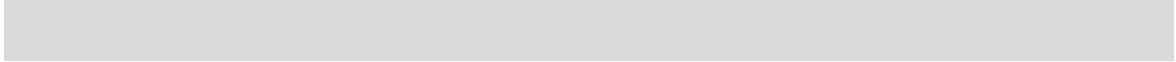
|       | A ==> A |     |     |     |      |      |     |     |     | A ==> B |     |      |     |      |      |     |      |        | A ==> C |     |     |     |      |      |     |     |       |
|-------|---------|-----|-----|-----|------|------|-----|-----|-----|---------|-----|------|-----|------|------|-----|------|--------|---------|-----|-----|-----|------|------|-----|-----|-------|
| TIME  | P/C     | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU | P/C     | M/C | CAR  | LGV | OGV1 | OGV2 | PSV | TOT  | PCU    | P/C     | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU   |
| 16:00 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 2       | 1   | 98   | 15  | 3    | 2    | 1   | 122  | 124.9  | 0       | 0   | 36  | 15  | 1    | 0    | 0   | 52  | 52.5  |
| 16:15 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 1       | 0   | 90   | 12  | 0    | 0    | 0   | 103  | 102.2  | 0       | 0   | 37  | 7   | 2    | 0    | 0   | 46  | 47    |
| 16:30 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 1       | 1   | 83   | 11  | 0    | 0    | 1   | 97   | 96.6   | 0       | 0   | 33  | 1   | 1    | 1    | 0   | 36  | 37.8  |
| 16:45 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0       | 0   | 106  | 6   | 0    | 1    | 0   | 113  | 114.3  | 0       | 0   | 41  | 7   | 1    | 0    | 0   | 49  | 49.5  |
| H/TOT | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 4       | 2   | 377  | 44  | 3    | 3    | 2   | 435  | 438    | 0       | 0   | 147 | 30  | 5    | 1    | 0   | 183 | 186.8 |
| 17:00 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 5       | 1   | 120  | 20  | 0    | 0    | 1   | 147  | 143.4  | 0       | 0   | 39  | 2   | 0    | 0    | 0   | 41  | 41    |
| 17:15 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 1       | 1   | 87   | 16  | 2    | 0    | 0   | 107  | 106.6  | 0       | 0   | 46  | 3   | 1    | 0    | 0   | 50  | 50.5  |
| 17:30 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0       | 0   | 116  | 10  | 0    | 0    | 1   | 127  | 128    | 0       | 0   | 29  | 4   | 1    | 0    | 0   | 34  | 34.5  |
| 17:45 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 3       | 1   | 122  | 7   | 1    | 0    | 0   | 134  | 131.5  | 0       | 0   | 44  | 3   | 0    | 0    | 0   | 47  | 47    |
| H/TOT | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 9       | 3   | 445  | 53  | 3    | 0    | 2   | 515  | 509.5  | 0       | 0   | 158 | 12  | 2    | 0    | 0   | 172 | 173   |
| 18:00 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 1       | 0   | 119  | 13  | 1    | 0    | 1   | 135  | 135.7  | 0       | 0   | 33  | 4   | 0    | 0    | 0   | 37  | 37    |
| 18:15 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 2       | 0   | 97   | 4   | 1    | 0    | 0   | 104  | 102.9  | 0       | 0   | 33  | 3   | 0    | 0    | 0   | 36  | 36    |
| 18:30 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0       | 0   | 109  | 4   | 1    | 0    | 1   | 115  | 116.5  | 0       | 0   | 25  | 3   | 0    | 0    | 0   | 28  | 28    |
| 18:45 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0       | 2   | 98   | 1   | 0    | 0    | 0   | 101  | 99.8   | 0       | 0   | 29  | 1   | 0    | 0    | 0   | 30  | 30    |
| H/TOT | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 3       | 2   | 423  | 22  | 3    | 0    | 2   | 455  | 454.9  | 0       | 0   | 120 | 11  | 0    | 0    | 0   | 131 | 131   |
| 3 TOT | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 16      | 7   | 1245 | 119 | 9    | 3    | 6   | 1405 | 1402.4 | 0       | 0   | 425 | 53  | 7    | 1    | 0   | 486 | 490.8 |

|       | B => A |     |      |     |      |      |     |      |       | B => B |     |     |     |      |      |     |     |     | B => C |     |     |     |      |      |     |     |       |
|-------|--------|-----|------|-----|------|------|-----|------|-------|--------|-----|-----|-----|------|------|-----|-----|-----|--------|-----|-----|-----|------|------|-----|-----|-------|
| TIME  | P/C    | M/C | CAR  | LGV | OGV1 | OGV2 | PSV | TOT  | PCU   | P/C    | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU | P/C    | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU   |
| 07:00 | 0      | 0   | 125  | 17  | 1    | 0    | 1   | 144  | 145.5 | 0      | 0   | 0   | 0   | 0    | 1    | 0   | 1   | 2.3 | 1      | 0   | 28  | 1   | 1    | 0    | 2   | 33  | 34.7  |
| 07:15 | 2      | 0   | 139  | 22  | 3    | 1    | 2   | 169  | 172.2 | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 1      | 0   | 20  | 3   | 0    | 0    | 0   | 24  | 23.2  |
| 07:30 | 2      | 1   | 122  | 21  | 1    | 2    | 1   | 150  | 151.9 | 0      | 0   | 1   | 0   | 0    | 0    | 0   | 1   | 1   | 0      | 0   | 31  | 4   | 0    | 0    | 2   | 37  | 39    |
| 07:45 | 0      | 0   | 127  | 7   | 2    | 0    | 1   | 137  | 139   | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 2      | 0   | 43  | 1   | 0    | 0    | 1   | 47  | 46.4  |
| H/TOT | 4      | 1   | 513  | 67  | 7    | 3    | 5   | 600  | 608.6 | 0      | 0   | 1   | 0   | 0    | 1    | 0   | 2   | 3.3 | 4      | 0   | 122 | 9   | 1    | 0    | 5   | 141 | 143.3 |
| 08:00 | 0      | 0   | 118  | 10  | 1    | 0    | 1   | 130  | 131.5 | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 7      | 0   | 67  | 0   | 1    | 1    | 5   | 81  | 82.2  |
| 08:15 | 0      | 1   | 93   | 15  | 3    | 0    | 1   | 113  | 114.9 | 0      | 0   | 0   | 0   | 0    | 1    | 0   | 1   | 2.3 | 38     | 0   | 89  | 4   | 1    | 0    | 1   | 133 | 104.1 |
| 08:30 | 0      | 1   | 98   | 15  | 2    | 0    | 1   | 117  | 118.4 | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 123    | 0   | 82  | 2   | 1    | 0    | 2   | 210 | 114.1 |
| 08:45 | 2      | 0   | 123  | 13  | 2    | 0    | 3   | 143  | 145.4 | 0      | 0   | 1   | 0   | 0    | 0    | 0   | 1   | 1   | 8      | 0   | 51  | 0   | 0    | 0    | 1   | 60  | 54.6  |
| H/TOT | 2      | 2   | 432  | 53  | 8    | 0    | 6   | 503  | 510.2 | 0      | 0   | 1   | 0   | 0    | 1    | 0   | 2   | 3.3 | 176    | 0   | 289 | 6   | 3    | 1    | 9   | 484 | 355   |
| 09:00 | 0      | 0   | 121  | 11  | 2    | 0    | 1   | 135  | 137   | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 1      | 0   | 50  | 0   | 1    | 0    | 1   | 53  | 53.7  |
| 09:15 | 1      | 0   | 125  | 13  | 3    | 0    | 1   | 143  | 144.7 | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0      | 1   | 54  | 5   | 1    | 0    | 1   | 62  | 62.9  |
| 09:30 | 2      | 0   | 102  | 9   | 4    | 1    | 3   | 121  | 125.7 | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0      | 0   | 48  | 2   | 0    | 0    | 1   | 51  | 52    |
| 09:45 | 2      | 0   | 78   | 12  | 1    | 3    | 1   | 97   | 100.8 | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 1      | 0   | 38  | 3   | 0    | 0    | 2   | 44  | 45.2  |
| H/TOT | 5      | 0   | 426  | 45  | 10   | 4    | 6   | 496  | 508.2 | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 2      | 1   | 190 | 10  | 2    | 0    | 5   | 210 | 213.8 |
| 3 TOT | 11     | 3   | 1371 | 165 | 25   | 7    | 17  | 1599 | 1627  | 0      | 0   | 2   | 0   | 0    | 2    | 0   | 4   | 6.6 | 182    | 1   | 601 | 25  | 6    | 1    | 19  | 835 | 712.1 |

|       | B => A |     |      |     |      |      |     |      |       | B => B |     |     |     |      |      |     |     |     | B => C |     |     |     |      |      |     |     |       |
|-------|--------|-----|------|-----|------|------|-----|------|-------|--------|-----|-----|-----|------|------|-----|-----|-----|--------|-----|-----|-----|------|------|-----|-----|-------|
| TIME  | P/C    | M/C | CAR  | LGV | OGV1 | OGV2 | PSV | TOT  | PCU   | P/C    | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU | P/C    | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU   |
| 16:00 | 0      | 0   | 65   | 17  | 0    | 0    | 0   | 82   | 82    | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0      | 0   | 44  | 0   | 0    | 0    | 0   | 44  | 44    |
| 16:15 | 1      | 0   | 83   | 7   | 1    | 2    | 1   | 95   | 98.3  | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 1      | 0   | 34  | 4   | 0    | 0    | 2   | 41  | 42.2  |
| 16:30 | 0      | 0   | 94   | 8   | 1    | 0    | 1   | 104  | 105.5 | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0      | 29  | 2   | 0   | 0    | 0    | 31  | 31  |       |
| 16:45 | 0      | 0   | 90   | 11  | 2    | 1    | 2   | 106  | 110.3 | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0      | 1   | 25  | 3   | 0    | 0    | 2   | 31  | 32.4  |
| H/TOT | 1      | 0   | 332  | 43  | 4    | 3    | 4   | 387  | 396.1 | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 1      | 1   | 132 | 9   | 0    | 0    | 4   | 147 | 149.6 |
| 17:00 | 0      | 0   | 104  | 12  | 3    | 0    | 0   | 119  | 120.5 | 0      | 0   | 2   | 1   | 0    | 0    | 0   | 3   | 3   | 0      | 0   | 44  | 1   | 0    | 0    | 0   | 45  | 45    |
| 17:15 | 0      | 0   | 120  | 7   | 2    | 0    | 0   | 129  | 130   | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 1      | 0   | 36  | 3   | 0    | 0    | 0   | 40  | 39.2  |
| 17:30 | 0      | 0   | 99   | 4   | 1    | 0    | 2   | 106  | 108.5 | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0      | 0   | 47  | 5   | 0    | 0    | 1   | 53  | 54    |
| 17:45 | 0      | 0   | 96   | 14  | 0    | 0    | 2   | 112  | 114   | 0      | 0   | 2   | 0   | 0    | 0    | 0   | 2   | 2   | 0      | 0   | 39  | 2   | 0    | 0    | 2   | 43  | 45    |
| H/TOT | 0      | 0   | 419  | 37  | 6    | 0    | 4   | 466  | 473   | 0      | 0   | 4   | 1   | 0    | 0    | 0   | 5   | 5   | 1      | 0   | 166 | 11  | 0    | 0    | 3   | 181 | 183.2 |
| 18:00 | 0      | 1   | 87   | 7   | 0    | 0    | 0   | 95   | 94.4  | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0      | 0   | 44  | 4   | 0    | 0    | 2   | 50  | 52    |
| 18:15 | 2      | 0   | 71   | 2   | 0    | 2    | 1   | 78   | 80    | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 1      | 0   | 36  | 4   | 1    | 0    | 2   | 44  | 45.7  |
| 18:30 | 0      | 0   | 88   | 5   | 1    | 0    | 1   | 95   | 96.5  | 0      | 0   | 1   | 0   | 0    | 0    | 0   | 1   | 1   | 0      | 0   | 44  | 3   | 0    | 0    | 1   | 48  | 49    |
| 18:45 | 0      | 0   | 83   | 6   | 0    | 0    | 1   | 90   | 91    | 0      | 0   | 1   | 0   | 0    | 0    | 0   | 1   | 1   | 0      | 0   | 23  | 9   | 0    | 0    | 5   | 37  | 42    |
| H/TOT | 2      | 1   | 329  | 20  | 1    | 2    | 3   | 358  | 361.9 | 0      | 0   | 2   | 0   | 0    | 0    | 0   | 2   | 2   | 1      | 0   | 147 | 20  | 1    | 0    | 10  | 179 | 188.7 |
| 3 TOT | 3      | 1   | 1080 | 100 | 11   | 5    | 11  | 1211 | 1231  | 0      | 0   | 6   | 1   | 0    | 0    | 0   | 7   | 7   | 3      | 1   | 445 | 40  | 1    | 0    | 17  | 507 | 521.5 |

|       | C ==> A |     |     |     |      |      |     |     |       | C ==> B |     |     |     |      |      |     |     |       | C ==> C |     |     |     |      |      |     |     |     |   |
|-------|---------|-----|-----|-----|------|------|-----|-----|-------|---------|-----|-----|-----|------|------|-----|-----|-------|---------|-----|-----|-----|------|------|-----|-----|-----|---|
| TIME  | P/C     | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU   | P/C     | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU   | P/C     | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU |   |
| 07:00 | 1       | 0   | 44  | 9   | 4    | 0    | 0   | 58  | 59.2  | 0       | 0   | 21  | 5   | 0    | 0    | 4   | 30  | 34    | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0 |
| 07:15 | 1       | 1   | 35  | 16  | 4    | 0    | 0   | 57  | 57.6  | 0       | 0   | 18  | 3   | 0    | 0    | 4   | 25  | 29    | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   | 0 |
| 07:30 | 0       | 0   | 42  | 12  | 0    | 2    | 0   | 56  | 58.6  | 0       | 0   | 22  | 8   | 0    | 0    | 3   | 33  | 36    | 0       | 0   | 1   | 0   | 0    | 0    | 0   | 1   | 1   |   |
| 07:45 | 0       | 0   | 59  | 9   | 1    | 0    | 0   | 69  | 69.5  | 1       | 0   | 24  | 1   | 0    | 0    | 3   | 29  | 31.2  | 0       | 0   | 1   | 0   | 0    | 0    | 0   | 1   | 1   |   |
| H/TOT | 2       | 1   | 180 | 46  | 9    | 2    | 0   | 240 | 244.9 | 1       | 0   | 85  | 17  | 0    | 0    | 14  | 117 | 130.2 | 0       | 0   | 2   | 0   | 0    | 0    | 0   | 2   | 2   |   |
| 08:00 | 0       | 0   | 64  | 9   | 0    | 2    | 1   | 76  | 79.6  | 0       | 0   | 31  | 2   | 0    | 0    | 2   | 35  | 37    | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |   |
| 08:15 | 1       | 0   | 65  | 10  | 1    | 0    | 0   | 77  | 76.7  | 0       | 0   | 58  | 2   | 1    | 0    | 2   | 63  | 65.5  | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |   |
| 08:30 | 1       | 0   | 66  | 4   | 1    | 0    | 0   | 72  | 71.7  | 0       | 0   | 97  | 4   | 0    | 0    | 2   | 103 | 105   | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |   |
| 08:45 | 0       | 0   | 45  | 2   | 1    | 0    | 0   | 48  | 48.5  | 0       | 0   | 30  | 2   | 0    | 0    | 1   | 33  | 34    | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |   |
| H/TOT | 2       | 0   | 240 | 25  | 3    | 2    | 1   | 273 | 276.5 | 0       | 0   | 216 | 10  | 1    | 0    | 7   | 234 | 241.5 | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |   |
| 09:00 | 0       | 1   | 34  | 3   | 0    | 0    | 0   | 38  | 37.4  | 0       | 0   | 27  | 2   | 0    | 0    | 2   | 31  | 33    | 0       | 0   | 1   | 0   | 0    | 0    | 0   | 1   | 1   |   |
| 09:15 | 0       | 0   | 15  | 2   | 0    | 0    | 0   | 17  | 17    | 0       | 0   | 26  | 0   | 1    | 0    | 0   | 27  | 27.5  | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |   |
| 09:30 | 0       | 0   | 17  | 3   | 0    | 0    | 0   | 20  | 20    | 0       | 0   | 27  | 0   | 0    | 0    | 3   | 30  | 33    | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |   |
| 09:45 | 0       | 0   | 16  | 2   | 1    | 1    | 0   | 20  | 21.8  | 1       | 0   | 43  | 2   | 0    | 0    | 2   | 48  | 49.2  | 0       | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |   |
| H/TOT | 0       | 1   | 82  | 10  | 1    | 1    | 0   | 95  | 96.2  | 1       | 0   | 123 | 4   | 1    | 0    | 7   | 136 | 142.7 | 0       | 0   | 1   | 0   | 0    | 0    | 0   | 1   | 1   |   |
| 3 TOT | 4       | 2   | 502 | 81  | 13   | 5    | 1   | 608 | 617.6 | 2       | 0   | 424 | 31  | 2    | 0    | 28  | 487 | 514.4 | 0       | 0   | 3   | 0   | 0    | 0    | 0   | 3   | 3   |   |

|       | C => A |     |     |     |      |      |     |     |       | C => B |     |     |     |      |      |     |     |       | C => C |     |     |     |      |      |     |     |     |  |
|-------|--------|-----|-----|-----|------|------|-----|-----|-------|--------|-----|-----|-----|------|------|-----|-----|-------|--------|-----|-----|-----|------|------|-----|-----|-----|--|
| TIME  | P/C    | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU   | P/C    | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU   | P/C    | M/C | CAR | LGV | OGV1 | OGV2 | PSV | TOT | PCU |  |
| 16:00 | 0      | 0   | 47  | 4   | 0    | 0    | 1   | 52  | 53    | 15     | 0   | 54  | 0   | 0    | 0    | 2   | 71  | 61    | 0      | 0   | 1   | 0   | 0    | 0    | 0   | 1   | 1   |  |
| 16:15 | 0      | 0   | 23  | 4   | 0    | 0    | 0   | 27  | 27    | 1      | 0   | 48  | 2   | 0    | 0    | 1   | 52  | 52.2  | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |  |
| 16:30 | 1      | 0   | 14  | 4   | 1    | 0    | 0   | 20  | 19.7  | 0      | 0   | 44  | 3   | 0    | 0    | 1   | 48  | 49    | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |  |
| 16:45 | 0      | 0   | 23  | 3   | 1    | 0    | 0   | 27  | 27.5  | 0      | 1   | 50  | 3   | 0    | 0    | 1   | 55  | 55.4  | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |  |
| H/TOT | 1      | 0   | 107 | 15  | 2    | 0    | 1   | 126 | 127.2 | 16     | 1   | 196 | 8   | 0    | 0    | 5   | 226 | 217.6 | 0      | 0   | 1   | 0   | 0    | 0    | 0   | 1   | 1   |  |
| 17:00 | 0      | 0   | 31  | 5   | 1    | 0    | 0   | 37  | 37.5  | 0      | 0   | 46  | 0   | 0    | 0    | 2   | 48  | 50    | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |  |
| 17:15 | 0      | 0   | 25  | 4   | 0    | 0    | 0   | 29  | 29    | 0      | 0   | 45  | 4   | 0    | 0    | 0   | 49  | 49    | 0      | 0   | 1   | 0   | 0    | 0    | 0   | 1   | 1   |  |
| 17:30 | 0      | 0   | 36  | 1   | 0    | 0    | 0   | 37  | 37    | 1      | 0   | 32  | 4   | 1    | 0    | 2   | 40  | 41.7  | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |  |
| 17:45 | 0      | 0   | 39  | 3   | 0    | 0    | 0   | 42  | 42    | 1      | 0   | 35  | 0   | 0    | 0    | 0   | 36  | 35.2  | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |  |
| H/TOT | 0      | 0   | 131 | 13  | 1    | 0    | 0   | 145 | 145.5 | 2      | 0   | 158 | 8   | 1    | 0    | 4   | 173 | 175.9 | 0      | 0   | 1   | 0   | 0    | 0    | 0   | 1   | 1   |  |
| 18:00 | 1      | 0   | 16  | 0   | 0    | 0    | 0   | 17  | 16.2  | 0      | 0   | 46  | 2   | 0    | 0    | 2   | 50  | 52    | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |  |
| 18:15 | 0      | 0   | 16  | 0   | 0    | 0    | 0   | 16  | 16    | 0      | 1   | 31  | 3   | 0    | 0    | 1   | 36  | 36.4  | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |  |
| 18:30 | 0      | 0   | 12  | 1   | 0    | 0    | 1   | 14  | 15    | 0      | 0   | 44  | 2   | 0    | 0    | 1   | 47  | 48    | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |  |
| 18:45 | 0      | 0   | 22  | 1   | 0    | 0    | 2   | 25  | 27    | 0      | 0   | 32  | 4   | 1    | 0    | 2   | 39  | 41.5  | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |  |
| H/TOT | 1      | 0   | 66  | 2   | 0    | 0    | 3   | 72  | 74.2  | 0      | 1   | 153 | 11  | 1    | 0    | 6   | 172 | 177.9 | 0      | 0   | 0   | 0   | 0    | 0    | 0   | 0   | 0   |  |
| 3 TOT | 2      | 0   | 304 | 30  | 3    | 0    | 4   | 343 | 346.9 | 18     | 2   | 507 | 27  | 2    | 0    | 15  | 571 | 571.4 | 0      | 0   | 2   | 0   | 0    | 0    | 0   | 2   | 2   |  |



## **Appendix 2**

### **JUNCTION ANALYSIS – OSCADY OUTPUT**

| Junctions 10                                                                                                                                                                                                                        |  |  |  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|
| OSCADY 10 - Signalised Intersection Module                                                                                                                                                                                          |  |  |  |
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| <b>The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution</b>                                                             |  |  |  |

**Filename:** Kilwoghan day of opening 2027 new survey.j10

**Path:** C:\Users\marti\Dropbox\Kilwoghan 2025\april 2025

**Report generation date:** 10/07/2025 17:19:49

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### Summary of junction performance

|                       | PM          |           |      |     |
|-----------------------|-------------|-----------|------|-----|
|                       | Queue (PCU) | Delay (s) | DOS  | LOS |
| 2027 wdev             |             |           |      |     |
| A - Ardrath           | 3.5         | 71.85     | 0.53 | E   |
| B - Maynooth Road Sth | 12.2        | 20.47     | 0.60 | C   |
| C - Kilwoghan         | 3.5         | 72.17     | 0.53 | E   |
| D - Maynooth Road Nth | 19.3        | 32.19     | 0.77 | C   |

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

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

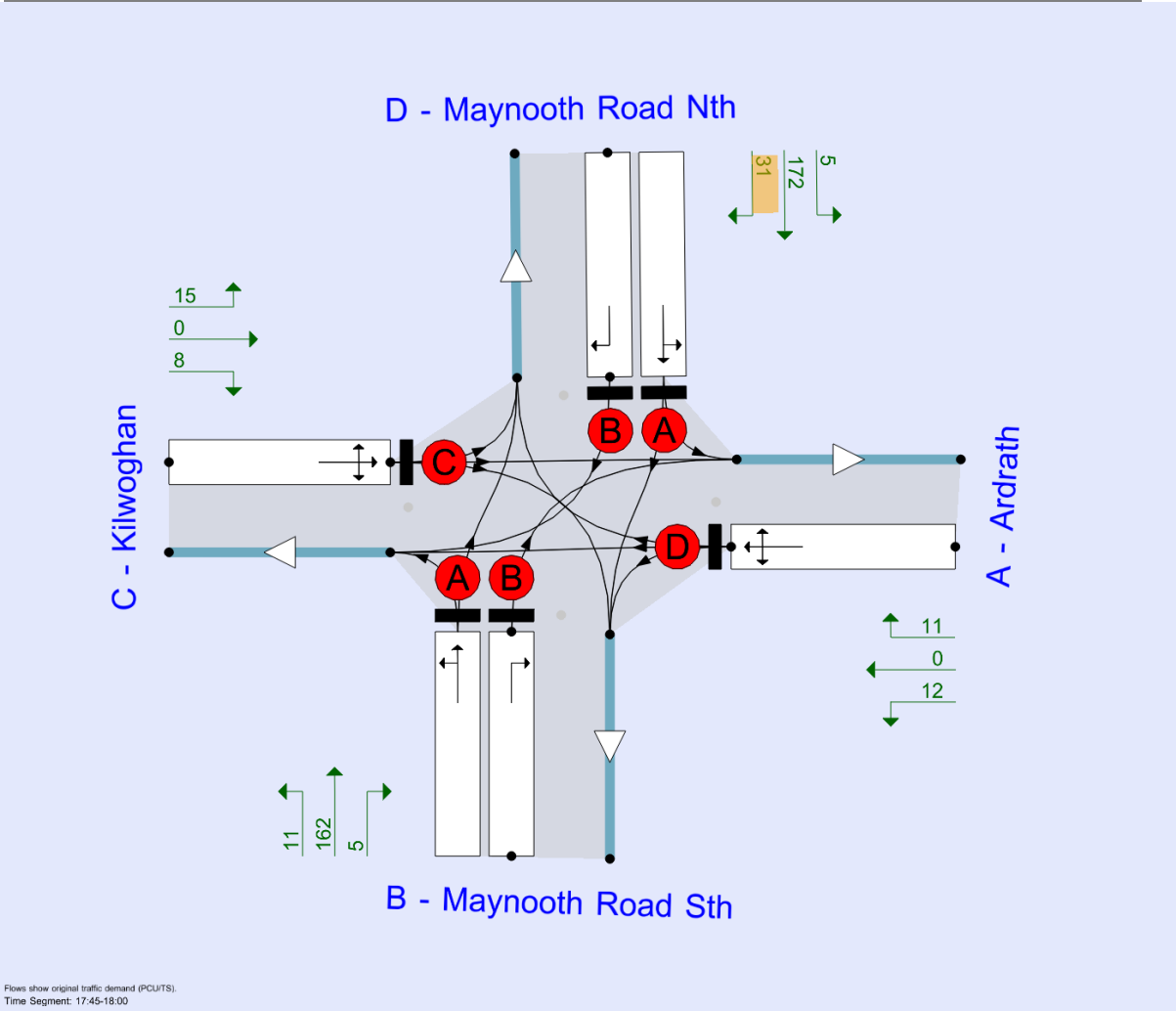
### File summary

#### File Description

|             |                         |
|-------------|-------------------------|
| Title       |                         |
| Location    |                         |
| Site number |                         |
| Date        | 19/11/2022              |
| Version     |                         |
| Status      | (new file)              |
| Identifier  |                         |
| Client      |                         |
| Jobnumber   |                         |
| Enumerator  | ICTDOMAIN\martin.rogers |
| Description |                         |

Units

| Distance units | Speed units | Traffic units input | Traffic units results | Flow units     | Average delay units | Total delay units | Rate of delay units |
|----------------|-------------|---------------------|-----------------------|----------------|---------------------|-------------------|---------------------|
| m              | kph         | PCU                 | PCU                   | perTimeSegment | s                   | -Min              | perMin              |



The junction diagram reflects the last run of Junctions.

Analysis Options

| Calculate Queue Percentiles | Calculate residual capacity | DOS Threshold | Average Delay threshold (s) | Queue threshold (PCU) |
|-----------------------------|-----------------------------|---------------|-----------------------------|-----------------------|
|                             |                             | 0.85          | 36.00                       | 20.00                 |

Analysis Set Details

| ID | Network flow scaling factor (%) |
|----|---------------------------------|
| A1 | 100.000                         |

2027 wdev, PM

Data Errors and Warnings

| Severity | Area        | Item | Description                                                                                                                                                                                  |
|----------|-------------|------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Warning  | Vehicle Mix |      | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning. |

## Junction Network

### Junctions

| Junction | Name     | Junction type | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|-----------------------|--------------------|--------------|
| 1        | Kilwogan | Signalised    |                       | 31.57              | C            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 31.57             | C           |

## Arms

### Arms

| Arm | Name              | Description |
|-----|-------------------|-------------|
| A   | Ardrath           |             |
| B   | Maynooth Road Sth |             |
| C   | Kilwoghan         |             |
| D   | Maynooth Road Nth |             |

### OSCADY Traffic Streams

| Arm                   | Traffic Stream | Phase | Destination arms | Straight move |
|-----------------------|----------------|-------|------------------|---------------|
| A - Ardrath           | 1              | D     | B, C, D          | C             |
| B - Maynooth Road Sth | 1              | A     | C, D             | D             |
|                       | 2              | B     | A                | D             |
| C - Kilwoghan         | 1              | C     | A, B, D          | A             |
| D - Maynooth Road Nth | 1              | A     | A, B             | B             |
|                       | 2              | B     | C                | B             |

### OSCADY Lanes

| Arm                   | Traffic Stream | Destination arms | Gradient (%) | Width (m) | Turning radius (m) | Nearside lane | Has bay |
|-----------------------|----------------|------------------|--------------|-----------|--------------------|---------------|---------|
| A - Ardrath           | 1              | B, C, D          | 0            | 3.00      | 10.00              | ✓             |         |
| B - Maynooth Road Sth | 1              | C, D             | 0            | 4.00      | 10.00              | ✓             |         |
|                       | 2              | A                | 0            | 2.50      | 10.00              | ✓             |         |
| C - Kilwoghan         | 1              | A, B, D          | 0            | 3.00      | 10.00              | ✓             |         |
| D - Maynooth Road Nth | 1              | B, A             | 0            | 2.50      | 10.00              | ✓             |         |
|                       | 2              | C                | 0            | 4.00      | 10.00              | ✓             |         |

## Signal Timings

### Junction 1

| Junction | Sequence to use | Cycle time (s) | Maximum cycle time (s) | Start displacement (s) | End displacement (s) |
|----------|-----------------|----------------|------------------------|------------------------|----------------------|
| 1        | 1               | 138            | 180                    | 1.40                   | 2.90                 |

### Optimisation options

| Junction | Optimise stage lengths | Optimise cycle time | Optimiser demand source | Optimiser message                   |
|----------|------------------------|---------------------|-------------------------|-------------------------------------|
| 1        | ✓                      | ✓                   | Average                 | Timings provide delay minimisation. |

### Phases

| Junction | Phase | Name | Minimum green (s) |
|----------|-------|------|-------------------|
| 1        | A     |      | 10                |
|          | B     |      | 10                |
|          | C     |      | 10                |

|  |   |  |    |
|--|---|--|----|
|  | D |  | 10 |
|--|---|--|----|

### Library Stages

| Junction | Library Stage | Phases in stage | User stage minimum (s) | Run every N cycles | Probability of running (%) |
|----------|---------------|-----------------|------------------------|--------------------|----------------------------|
| 1        | 1             | A               | 12                     |                    |                            |
|          | 2             | B               | 12                     |                    |                            |
|          | 3             | D               | 12                     |                    |                            |
|          | 4             | C               | 12                     |                    |                            |
|          | 5             |                 | 12                     |                    |                            |

### Stage Sequences

| Junction | Sequence | Name | Stage IDs     | Stage ends         |
|----------|----------|------|---------------|--------------------|
| 1        | 1        |      | 5, 4, 3, 1, 2 | 13, 26, 39, 122, 0 |

### Intergreen Matrix for Junction 1

|      |   | To |   |   |   |
|------|---|----|---|---|---|
|      |   | A  | B | C | D |
| From | A |    | 2 | 2 | 2 |
|      | B | 0  |   |   |   |
|      | C | 0  |   |   |   |
|      | D | 0  |   |   |   |

### Interstage Matrix for Junction 1

|      |   | To |   |   |   |   |
|------|---|----|---|---|---|---|
|      |   | 1  | 2 | 3 | 4 | 5 |
| From | 1 | 0  | 2 | 2 | 2 | 0 |
|      | 2 | 0  | 0 | 0 | 0 | 0 |
|      | 3 | 0  | 0 | 0 | 0 | 0 |
|      | 4 | 0  | 0 | 0 | 0 | 0 |
|      | 5 | 0  | 0 | 0 | 0 | 0 |

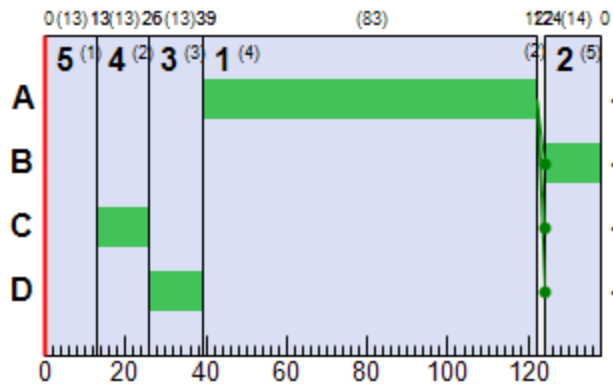
### Resultant Stages

| Junction | Resultant Stage | Library Stage ID | Phases in this stage | Stage start (s) | Stage end (s) | Stage duration (s) | User stage minimum (s) | Stage minimum (s) |
|----------|-----------------|------------------|----------------------|-----------------|---------------|--------------------|------------------------|-------------------|
| 1        | 1               | 5                |                      | 0               | 13            | 13                 | 12                     | 12                |
|          | 2               | 4                | C                    | 13              | 26            | 13                 | 12                     | 12                |
|          | 3               | 3                | D                    | 26              | 39            | 13                 | 12                     | 12                |
|          | 4               | 1                | A                    | 39              | 122           | 83                 | 12                     | 12                |
|          | 5               | 2                | B                    | 124             | 0             | 14                 | 12                     | 12                |

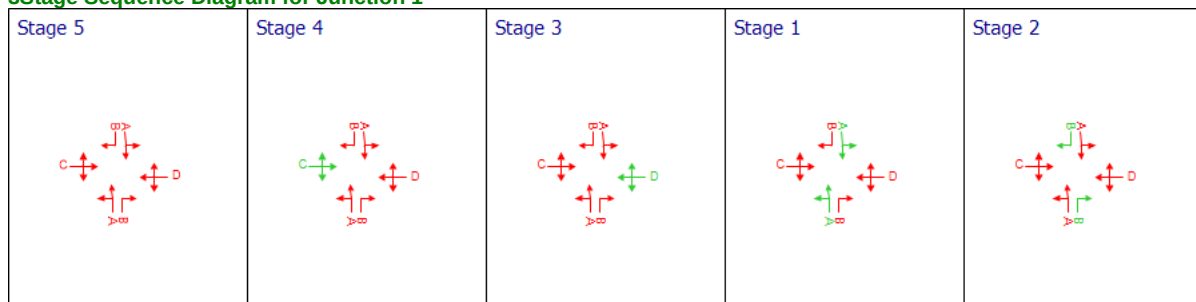
### Resultant Phase Green Periods

| Junction | Phase | Green period | Start time (s) | End time (s) | Duration (s) |
|----------|-------|--------------|----------------|--------------|--------------|
| 1        | A     | 1            | 39             | 122          | 83           |
|          | B     | 1            | 124            | 0            | 14           |
|          | C     | 1            | 13             | 26           | 13           |
|          | D     | 1            | 26             | 39           | 13           |

### Phase Timings Diagram for Junction 1



3Stage Sequence Diagram for Junction 1



## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|---------------|------------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D2 | 2027 wdev     | PM               | DIRECT               | 17:00              | 18:00               | 60                       | 15                        |

### Demand overview (Traffic)

| Arm                   | Linked arm | Use O-D data | Scaling Factor (%) |
|-----------------------|------------|--------------|--------------------|
| A - Ardrath           |            | ✓            | 100.000            |
| B - Maynooth Road Sth |            | ✓            | 100.000            |
| C - Kilwoghan         |            | ✓            | 100.000            |
| D - Maynooth Road Nth |            | ✓            | 100.000            |

## Origin-Destination Data

### Demand (PCU/TS)

|      |                       | To          |                       |               |                       |
|------|-----------------------|-------------|-----------------------|---------------|-----------------------|
| From |                       | A - Ardrath | B - Maynooth Road Sth | C - Kilwoghan | D - Maynooth Road Nth |
|      | A - Ardrath           | 0.00        | 14.00                 | 0.00          | 8.00                  |
|      | B - Maynooth Road Sth | 14.00       | 0.00                  | 11.00         | 142.00                |
|      | C - Kilwoghan         | 0.00        | 8.00                  | 0.00          | 15.00                 |
|      | D - Maynooth Road Nth | 11.00       | 203.00                | 31.00         | 0.00                  |

17:00 -  
17:15

## Demand (PCU/TS)

|                  |      |                       |             |                       |               |                       |
|------------------|------|-----------------------|-------------|-----------------------|---------------|-----------------------|
| 17:15 -<br>17:30 |      | To                    |             |                       |               |                       |
|                  | From |                       | A - Ardrath | B - Maynooth Road Sth | C - Kilwoghan | D - Maynooth Road Nth |
|                  |      | A - Ardrath           | 0.00        | 6.00                  | 0.00          | 12.00                 |
|                  |      | B - Maynooth Road Sth | 5.00        | 0.00                  | 11.00         | 173.00                |
|                  |      | C - Kilwoghan         | 0.00        | 8.00                  | 0.00          | 15.00                 |
|                  |      | D - Maynooth Road Nth | 13.00       | 163.00                | 31.00         | 0.00                  |

## Demand (PCU/TS)

|                  |      |                       |             |                       |               |                       |
|------------------|------|-----------------------|-------------|-----------------------|---------------|-----------------------|
| 17:30 -<br>17:45 |      | To                    |             |                       |               |                       |
|                  | From |                       | A - Ardrath | B - Maynooth Road Sth | C - Kilwoghan | D - Maynooth Road Nth |
|                  |      | A - Ardrath           | 0.00        | 11.00                 | 0.00          | 11.00                 |
|                  |      | B - Maynooth Road Sth | 10.00       | 0.00                  | 11.00         | 140.00                |
|                  |      | C - Kilwoghan         | 0.00        | 8.00                  | 0.00          | 15.00                 |
|                  |      | D - Maynooth Road Nth | 17.00       | 201.00                | 31.00         | 0.00                  |

## Demand (PCU/TS)

|                  |      |                       |             |                       |               |                       |
|------------------|------|-----------------------|-------------|-----------------------|---------------|-----------------------|
| 17:45 -<br>18:00 |      | To                    |             |                       |               |                       |
|                  | From |                       | A - Ardrath | B - Maynooth Road Sth | C - Kilwoghan | D - Maynooth Road Nth |
|                  |      | A - Ardrath           | 0.00        | 12.00                 | 0.00          | 11.00                 |
|                  |      | B - Maynooth Road Sth | 5.00        | 0.00                  | 11.00         | 162.00                |
|                  |      | C - Kilwoghan         | 0.00        | 8.00                  | 0.00          | 15.00                 |
|                  |      | D - Maynooth Road Nth | 5.00        | 172.00                | 31.00         | 0.00                  |

## Vehicle Mix

## Heavy Vehicle %

|      | To                    |             |                       |               |                       |
|------|-----------------------|-------------|-----------------------|---------------|-----------------------|
| From |                       | A - Ardrath | B - Maynooth Road Sth | C - Kilwoghan | D - Maynooth Road Nth |
|      | A - Ardrath           | 0           | 0                     | 0             | 0                     |
|      | B - Maynooth Road Sth | 0           | 0                     | 0             | 0                     |
|      | C - Kilwoghan         | 0           | 0                     | 0             | 0                     |
|      | D - Maynooth Road Nth | 0           | 0                     | 0             | 0                     |

## Results

## Results Summary for whole modelled period

| Arm                   | Max DOS | Max Delay (s) | Max Queue (PCU) | Max LOS |
|-----------------------|---------|---------------|-----------------|---------|
| A - Ardrath           | 0.53    | 71.85         | 3.5             | E       |
| B - Maynooth Road Sth | 0.60    | 20.47         | 12.2            | C       |
| C - Kilwoghan         | 0.53    | 72.17         | 3.5             | E       |
| D - Maynooth Road Nth | 0.77    | 32.19         | 19.3            | C       |

## Main Results for each time segment

## 17:00 - 17:15

| Arm                   | Traffic Stream | Total Demand (PCU/TS) | Calculated saturation flow (PCU/TS) | Effective green time (s) | NEEG (s) | Capacity (PCU/TS) | DOS               | Throughput (PCU/TS) | End queue (PCU) | Delay (s)          | Signalised level of service |
|-----------------------|----------------|-----------------------|-------------------------------------|--------------------------|----------|-------------------|-------------------|---------------------|-----------------|--------------------|-----------------------------|
| A - Ardrath           | 1              | 22.00                 | 416.30                              | 14.50                    | 0.00     | 43.74             | 0.50 <sub>3</sub> | 18.69               | 3.3             | 69.90 <sub>3</sub> | E                           |
| B - Maynooth Road Sth | 1              | 153.00                | 498.38                              | 84.50                    | 0.00     | 305.16            | 0.50 <sub>1</sub> | 143.60              | 9.4             | 16.72 <sub>3</sub> | B                           |
|                       | 2              | 14.00                 | 405.43                              | 15.50                    | 0.00     | 45.54             | 0.30 <sub>7</sub> | 12.01               | 2.0             | 61.43 <sub>4</sub> | E                           |
| C - Kilwoghan         | 1              | 23.00                 | 416.30                              | 14.50                    | 0.00     | 43.74             | 0.52 <sub>6</sub> | 19.51               | 3.5             | 71.04 <sub>2</sub> | E                           |
| D - Maynooth Road Nth | 1              | 214.00                | 462.68                              | 84.50                    | 0.00     | 283.31            | 0.75 <sub>5</sub> | 199.92              | 14.1            | 24.82 <sub>6</sub> | C                           |
|                       | 2              | 31.00                 | 438.04                              | 15.50                    | 0.00     | 49.20             | 0.63 <sub>0</sub> | 26.18               | 4.8             | 74.86 <sub>0</sub> | E                           |

## 17:15 - 17:30

| Arm                   | Traffic Stream | Total Demand (PCU/TS) | Calculated saturation flow (PCU/TS) | Effective green time (s) | NEEG (s) | Capacity (PCU/TS) | DOS               | Throughput (PCU/TS) | End queue (PCU) | Delay (s)          | Signalised level of service |
|-----------------------|----------------|-----------------------|-------------------------------------|--------------------------|----------|-------------------|-------------------|---------------------|-----------------|--------------------|-----------------------------|
| A - Ardrath           | 1              | 18.00                 | 416.30                              | 14.50                    | 0.00     | 43.74             | 0.41 <sub>2</sub> | 18.67               | 2.6             | 66.75 <sub>6</sub> | E                           |
| B - Maynooth Road Sth | 1              | 184.00                | 499.27                              | 84.50                    | 0.00     | 305.71            | 0.60 <sub>2</sub> | 181.92              | 11.5            | 19.05 <sub>5</sub> | B                           |
|                       | 2              | 5.00                  | 405.43                              | 15.50                    | 0.00     | 45.54             | 0.11 <sub>0</sub> | 6.30                | 0.7             | 56.53 <sub>4</sub> | E                           |
| C - Kilwoghan         | 1              | 23.00                 | 416.30                              | 14.50                    | 0.00     | 43.74             | 0.52 <sub>6</sub> | 22.99               | 3.5             | 72.11 <sub>1</sub> | E                           |
| D - Maynooth Road Nth | 1              | 176.00                | 461.14                              | 84.50                    | 0.00     | 282.37            | 0.62 <sub>3</sub> | 178.99              | 11.1            | 20.01 <sub>8</sub> | C                           |
|                       | 2              | 31.00                 | 438.04                              | 15.50                    | 0.00     | 49.20             | 0.63 <sub>0</sub> | 30.98               | 4.8             | 76.97 <sub>2</sub> | E                           |

## 17:30 - 17:45

| Arm                   | Traffic Stream | Total Demand (PCU/TS) | Calculated saturation flow (PCU/TS) | Effective green time (s) | NEEG (s) | Capacity (PCU/TS) | DOS               | Throughput (PCU/TS) | End queue (PCU) | Delay (s)          | Signalised level of service |
|-----------------------|----------------|-----------------------|-------------------------------------|--------------------------|----------|-------------------|-------------------|---------------------|-----------------|--------------------|-----------------------------|
| A - Ardrath           | 1              | 22.00                 | 416.30                              | 14.50                    | 0.00     | 43.74             | 0.50 <sub>3</sub> | 21.33               | 3.3             | 70.22 <sub>5</sub> | E                           |
| B - Maynooth Road Sth | 1              | 151.00                | 498.30                              | 84.50                    | 0.00     | 305.12            | 0.49 <sub>5</sub> | 153.21              | 9.3             | 16.63 <sub>2</sub> | B                           |
|                       | 2              | 10.00                 | 405.43                              | 15.50                    | 0.00     | 45.54             | 0.22 <sub>0</sub> | 9.29                | 1.4             | 59.03 <sub>2</sub> | E                           |
| C - Kilwoghan         | 1              | 23.00                 | 416.30                              | 14.50                    | 0.00     | 43.74             | 0.52 <sub>6</sub> | 23.00               | 3.5             | 72.15 <sub>6</sub> | E                           |
| D - Maynooth Road Nth | 1              | 218.00                | 460.86                              | 84.50                    | 0.00     | 282.19            | 0.77 <sub>3</sub> | 214.61              | 14.5            | 25.79 <sub>8</sub> | C                           |
|                       | 2              | 31.00                 | 438.04                              | 15.50                    | 0.00     | 49.20             | 0.63 <sub>0</sub> | 30.99               | 4.8             | 77.11 <sub>5</sub> | E                           |

## 17:45 - 18:00

| Arm                   | Traffic Stream | Total Demand (PCU/TS) | Calculated saturation flow (PCU/TS) | Effective green time (s) | NEEG (s) | Capacity (PCU/TS) | DOS               | Throughput (PCU/TS) | End queue (PCU) | Delay (s)          | Signalised level of service |
|-----------------------|----------------|-----------------------|-------------------------------------|--------------------------|----------|-------------------|-------------------|---------------------|-----------------|--------------------|-----------------------------|
| A - Ardrath           | 1              | 23.00                 | 416.30                              | 14.50                    | 0.00     | 43.74             | 0.52 <sub>6</sub> | 22.82               | 3.5             | 71.84 <sub>8</sub> | E                           |
| B - Maynooth Road Sth | 1              | 173.00                | 498.99                              | 84.50                    | 0.00     | 305.54            | 0.56 <sub>6</sub> | 171.55              | 10.7            | 18.15 <sub>8</sub> | B                           |

|                          |   |        |        |       |      |        |           |        |      |            |   |
|--------------------------|---|--------|--------|-------|------|--------|-----------|--------|------|------------|---|
|                          | 2 | 5.00   | 405.43 | 15.50 | 0.00 | 45.54  | 0.11<br>0 | 5.71   | 0.7  | 56.52<br>4 | E |
| C - Kilwoghan            | 1 | 23.00  | 416.30 | 14.50 | 0.00 | 43.74  | 0.52<br>6 | 23.00  | 3.5  | 72.16<br>9 | E |
| D - Maynooth Road<br>Nth | 1 | 177.00 | 464.28 | 84.50 | 0.00 | 284.29 | 0.62<br>3 | 180.33 | 11.1 | 19.98<br>0 | B |
|                          | 2 | 31.00  | 438.04 | 15.50 | 0.00 | 49.20  | 0.63<br>0 | 31.00  | 4.9  | 77.15<br>7 | E |

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