Tallaght Stadium Outdoor Concert Events Traffic and Transport Assessment Report

For South Dublin County Council



Final Report

November 2026

Document Control

Contract Name	Purser SDCC Outdoor Events Tallaght Stadium TTA
Contract Number	C1491 2026
Document Type	Report
Document Status	Final
Primary Author(s)	AOD
Other Author(s)	COR
Reviewer(s)	CMcK

Document Review

Item No.	Item Description	Reviewer Initials	Review Date
1	Draft TTA Report v1.0	CMcK	06/11/2026
2	Updated Draft TTA Report v1.1	CMcK	18/11/2026
3	Draft Final TTA Report v1.2	CMcK	20/11/2026
4	Updated Draft Final TTA Report v1.3	CMcK	24/11/2026
5	Final TTA Report v1.4	CMcK	24/11/2026
6			
7			
8			

Distribution

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1	Draft TTA Report v1.0	CMcK	06/11/2026
2	Updated Draft TTA Report v1.1	CMcK	18/11/2026
3	Draft Final TTA Report v1.2	CMcK	20/11/2026
4	Updated Draft Final TTA Report v1.3	CMcK	24/11/2026
5	Final TTA Report v1.4	CMcK	24/11/2026
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1. Introduction

1.1. Overview

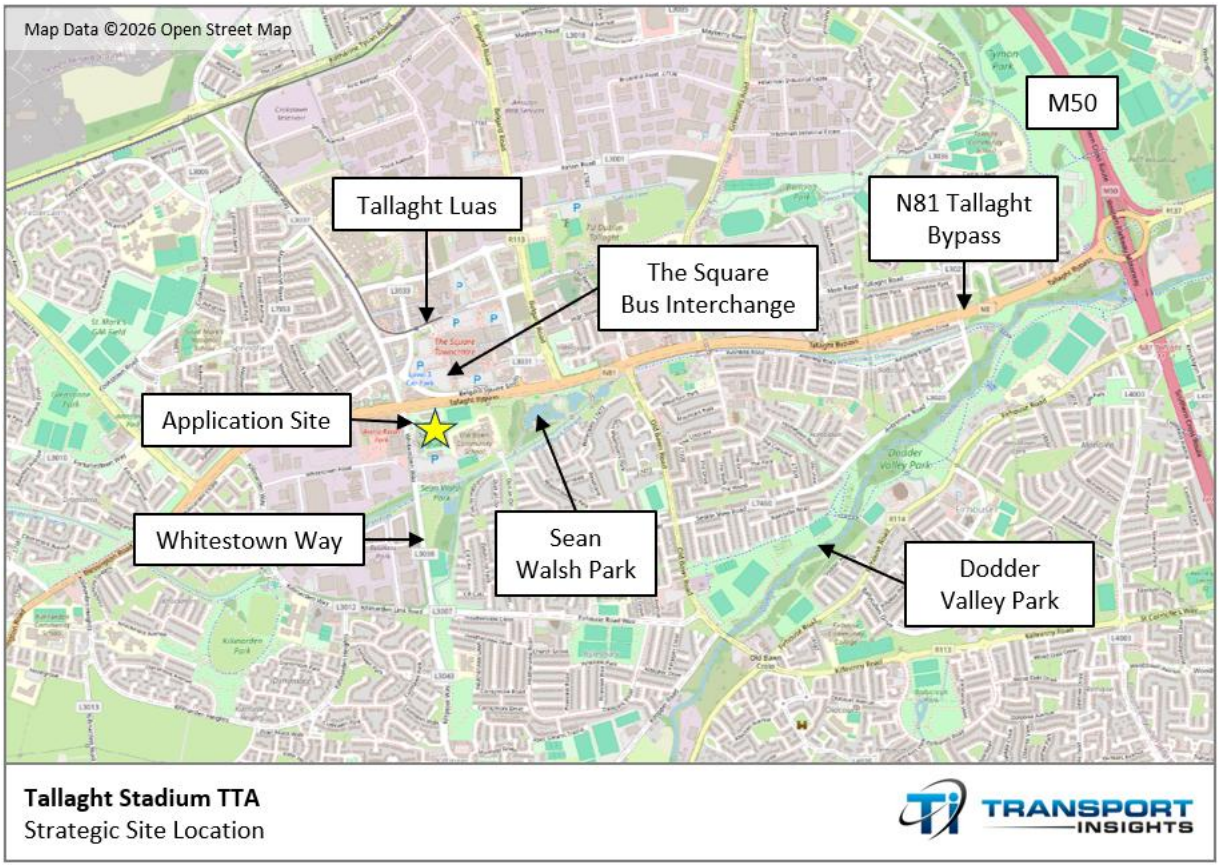
Transport Insights has been commissioned by Safe Events Global (SEG) on behalf of South Dublin County Council (SDCC) to prepare a Traffic and Transport Assessment (TTA) Report, in relation to a Part 8 planning application for outdoor concerts and events at Tallaght Stadium, Tallaght, Dublin 24.

The Part 8 planning application intends to provide the principal parameters for individual large-scale outdoor concerts and events, accommodating a maximum capacity of 22,000 attendees, up to 5 no. concerts per calendar year with a curfew of 22:45 hrs, within the grounds of Tallaght Stadium.

1.2. Site Location

The location of Tallaght Stadium is shown within the following Figure 1.1. The stadium is located ca. 16km west of Dublin City Centre and ca. 2.9km west of the M50. The site is bound by the N81 to the north, residential development to the south, Whitestown Way to the west and Sean Walsh Park to the east.

Figure 1.1 Strategic Site Location



The wider area is a mix of residential, retail, office, industrial, leisure and recreational land uses. To the north of the Stadium is The Square Tallaght Shopping Centre, Tallaght Hospital and transport

interchanges at the Tallaght Luas Stop (& associated Park and Ride) and numerous bus stops at The Square.

1.3. Overview of the Proposed Development

The Part 8 application proposes the facilitation of hosting large-scale outdoor events and concerts involving amplified music within the grounds of Tallaght Stadium. No significant permanent works are proposed to the site as part of this Part 8 application. An overview of the proposal's principal parameters for individual events is below:

- Maximum proposed capacity of an event would be 22,000 no. attendees;
- A large part of the additional capacity would be accommodated on the existing pitch area;
- The proposal is for up to 5 no. events per calendar year; and
- Events music curfew is 22:45hrs.

The proposed development use would be in addition to the existing uses at the stadium. The above proposals are intended to set out the overarching criteria for an event at the stadium.

Further details of the proposed development are presented in Section 4 of this Report.

1.4. Engagement in Preparation of TTA Report

National Transport Authority/ Transport Infrastructure Ireland

As part of preparing the Part 8 planning application package, including this TTA Report, SDCC and the design team engaged with the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII). An overview of the working proposal was presented along with preliminary trip data and indicative analysis. Discussions in relation to potential impacts on the surrounding road network and nearby public transport services were held. Feedback received during this engagement process has informed this Report and its TTA.

Local Authority

In preparation of this TTA Report, engagement with the Roads Department of SDCC has been undertaken. The engagement presented the scope of the baseline data and surveys as well as the intended assessment methodology. Feedback received during this engagement process was considered and has informed this TTA Report.

1.5. Report Structure

The remainder of this Report is structured as follows:

- **Section 2**: Policy Context and Applicable Guidelines;
- **Section 3**: Receiving Environment;

- **Section 4**: Overview of Proposed Development;
- **Section 5:** Development Impact Assessment;
- **Section 6:** Event Traffic Management Plan Recommendations; and
- **Section 7**: Summary and Conclusions.

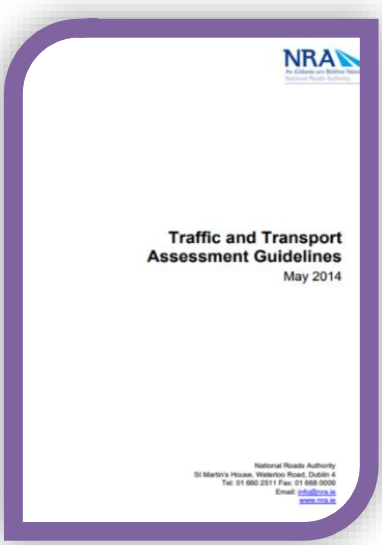
2. Policy Context and Applicable Guidelines

2.1. Introduction

This section of the Report sets out key national, regional and local policies and guidelines of relevance to the proposed development.

2.2. National Policy and Guidance

Traffic and Transport Assessment Guidelines



TII's *TTA Guidelines* provides guidelines and best practice in relation to undertaking a traffic assessment.

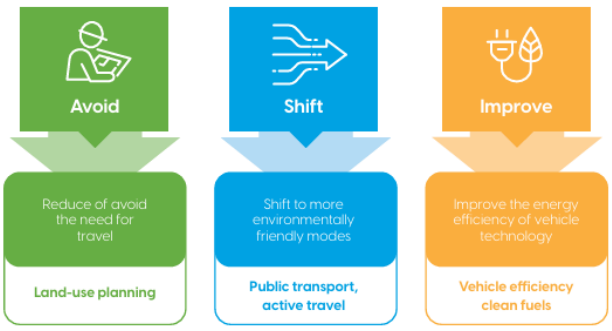
In relation to the assessment, the *TTA Guidelines* advises that:

> *"The Traffic and Transport Assessment should be written as an impartial assessment of the traffic impacts of a scheme and it should not be seen to be a "best case" promotion of the development. All impacts, whether positive or negative, should be recorded. The level of detail to be included within the report should be sufficient to enable an experienced practitioner to be able to follow all stages of the assessment process and to reach a similar set of results and conclusions."*

This TTA set out in this Report has been undertaken in accordance with national best practice, TII's Traffic and Transport Assessment Guidelines (May 2014).

Climate Action Plan & the Avoid-Shift-Improve Framework Implementation

The Climate Action Plan (CAP) sets a statutory target to reduce transport-related carbon emissions by 50% by 2030. This ambitious target relies on the "Avoid-Shift-Improve" framework: avoiding unnecessary travel through better land-use integration (15-minute neighbourhoods), shifting travel to sustainable modes, and improving the energy efficiency of the vehicle fleet.



The National Sustainable Mobility Policy (SMP) and the national transport demand management strategy published under the title Moving Together: A Collaborative Approach to Systems Change in Transport 2026-2030 have been developed to operationalise the CAP ambitions, respectively addressing the Improve and Avoid parts of the overarching framework. The SMP has been

accompanied by the SMP Action Plan 2026-2030, which sets out practical measures to support more efficient mobility by increasing availability of alternative travel options, aiming to deliver at least 500,000 additional daily active travel and public transport journeys nationwide by 2030. Major schemes supported by the SMP and included in the SMP Action Plan include projects such BusConnects, the development of park and ride facilities, as well as introduction and expansion of shared mobility solutions.

TII Publications

As noted in Section 1, the N81 forms the northern boundary of the site. The N81 is a national secondary road and an important strategic route linking to the M50 (to the east of the stadium) and to counties Wicklow and Carlow. TII has a suite of documents, collectively known as TII Publications which cover implementation standards and technical details for the national road network, including the N81. While no changes are planned to the N81 as part of this Part 8 application, TII's Publications are noted.

2.3. Regional Policy

Regional Spatial and Economic Strategy

The *Regional Spatial and Economic Strategy (RSES)* is a strategic plan to support the implementation of *Project Ireland 2040 – National Planning Framework* and *National Development Plan 2021-2030*. Its aim is to support the economic policies of the Government by providing a long-term strategic planning and economic framework for the development of the region.

Greater Dublin Area Transport Strategy 2022-2042

The NTA published the Greater Dublin Area (GDA) Transport Strategy 2022 2042 in early 2023. The Strategy sets out the framework for investment in transport infrastructure and services in the GDA over the next two decades to 2042. It also provides the overarching transport planning policy framework for the region.



The Strategy seeks to support a shift in travel behaviour to more sustainable modes of travel. Over the lifetime of the Strategy, an increased investment in active travel infrastructure and public transport infrastructure and services will be supported. Proposed infrastructure to be delivered for Tallaght and South Dublin includes proposed public transport Improvements such as BusConnects. The Strategy also seeks to support investment in improved walking and cycle facilities throughout the GDA.

GDA Cycle Network Plan

The *GDA Cycle Network Plan* accompanies the GDA Transport Strategy and was adopted in January 2023. The *Plan* aims to strengthen access and local permeability within Dublin and GDA towns, and inter-urban cycling connectivity. The cycle network development has been guided by four goals to increase participation, improve connectivity, improve safety and accessibility, and create a navigable and coherent network across the GDA. Depending on link type and location, the network shall enable cycling for both functional and recreational purposes.

2.4. Local Policy

South Dublin County Development Plan 2022-2028

The current *South Dublin County Development Plan* was published in 2022 and covers the period from 2022-2028. The Development Plan sets the planning context and a Strategic Vision for the sustainable development of the County.



Section 9.9 of the Development Plan relates to Tourism and Leisure and notes the Development Plan "*will seek to support and facilitate the development of the County's tourism and leisure section*". Objective 4 of Policy EDE22 seeks to support concerts or events at suitable locations (such as Tallaght Stadium) "*subject to the protection of residential amenity and appropriate licensing arrangements*". The proposed development has been designed around these principles through capacity limits, curfew restrictions and event management procedures.

Section 12.7 sets out Sustainable Movement related development standards. In relation to TTA's, Section 12.7.2 states:

> "*TTAs provide a framework for an integrated approach to development which ensures that proposals promote more efficient use of investment in transportation infrastructure, reduce travel demand and promote road safety. TTAs should address the impact of the proposed development on the local and broader street network and should provide a clear rationale for the proposed level of car parking having regard to the existing and potential availability of public transport services in the area.*"

In relation to parking requirements, Section 12.7.1 sets out Bicycle Parking requirements and Section 12.7.4 sets out car parking standards for the County. The county has been split into two Zones, with Tallaght Stadium considered to sit within Zone 1 due to its proximity to high quality public transport infrastructure and services. Bicycle (minimum) and car parking (maximum) requirements are set out

based on land use categories. The Venue category is deemed most suitable for Tallaght Stadium. Bicycle and car parking provision and operational arrangements for proposed events at the stadium are set out in subsequent sections of this TTA Report.

Tallaght Town Centre Local Area Plan 2020-2026



The Tallaght Town Centre Local Area Plan (LAP) 2020 – 2026 was adopted in July 2020 by SDCC. In April 2025, the plan was extended for a future period up to the expiry of the current Development Plan. The Town Centre LAP provides a strategic framework for the sustainable development of Tallaght Town Centre.

The plan sets out a number of neighbourhood areas in Section 3 with the Tallaght Stadium located within The Town Park neighbourhood. Among the key objectives for the neighbourhood:

- Enhancement of facilities at Tallaght Stadium (TP4);
- Improvement connections across the N81 and to surrounding areas (TP5); and
- Provision of cycle and pedestrian routes integrating the area including across the N81 and the stadium (TP11).

Section 4.3 of the Tallaght Town Centre LAP outlines the development potential for the stadium (Objective ED 11), noting the stadium should act as an event venue with commercial potential and would contribute to the vibrancy and vitality of Tallaght Town Centre. The accessibility of the stadium is also noted, in terms of Luas connections and access to the M50.

3. Receiving Environment

3.1. Introduction

This section of the Report presents the current characteristics and attributes of the application site and its environs, including relevant roads in its vicinity. It has been informed by desktop research and analysis and a site assessment undertaken on 1st September 2026. It is noted from the outset that Tallaght Stadium is an established regional sporting and events venue with substantial experience in accommodating large crowds, managing pedestrian movements and implementing event management measures in conjunction with statutory agencies.

3.2. Site Location and Existing Operations

Site Location

The stadium is located ca. 16km west of Dublin City Centre and ca. 2.9km west of the M50. The site is bounded by the N81 to the north, residential development to the south, Whitestown Way to the west and Sean Walsh Park to the east. The site location was illustrated within Figure 1.1 and is further represented in Figure 3.1 below.

Figure 3.1 Existing Site Layout



As illustrated within the preceding Figure 3.1, vehicular access/ egress to the site is via Whitestown Way, located in the southwest corner of the site. Non-vehicular access to the site is possible from multiple points including Whitestown Way and the N81.

Existing Site Operations & Recent Event Calendar

The existing Tallaght Stadium is a multipurpose venue, consisting of:

- an outdoor floodlit pitch enclosed by a stand on all four sides, with a capacity of ca. 10,500 attendees. The Stadium is home to Shamrock Rovers Football Club;
- the stands provide attendee seating, players' facilities, media and hospitality facilities, sanitary and welfare facilities, circulation areas, storage and back of house areas;
- the venue can host outdoor events (of a different scale to the proposal), utilising the pitch, stands and spaces surrounding the stands;
- conference facilities which can accommodate up to ca. 300 no. attendees;
- approximately 400 no. car parking spaces, including 14 no. wheelchair accessible spaces; and
- 84 no. on-site cycle parking spaces.

The stadium is a multipurpose venue and hosts a number of events throughout the year including League of Ireland matches, FIFA and UEFA international fixtures, UEFA Club competition, IRFU and Leinster Schools Rugby fixtures, conferences, community events, etc. The Shamrock Rovers fixtures are one of the anchor events to occur at the stadium across the year, drawing a sizable attendance with over 22 no. matches in both 2025 and 2026. As such, a Shamrock Rovers fixture is considered a good example to better understand the existing stadium usage (and related attendee travel characteristics), as detailed in later sections of this Report.

3.3. Pedestrian Infrastructure and Accessibility

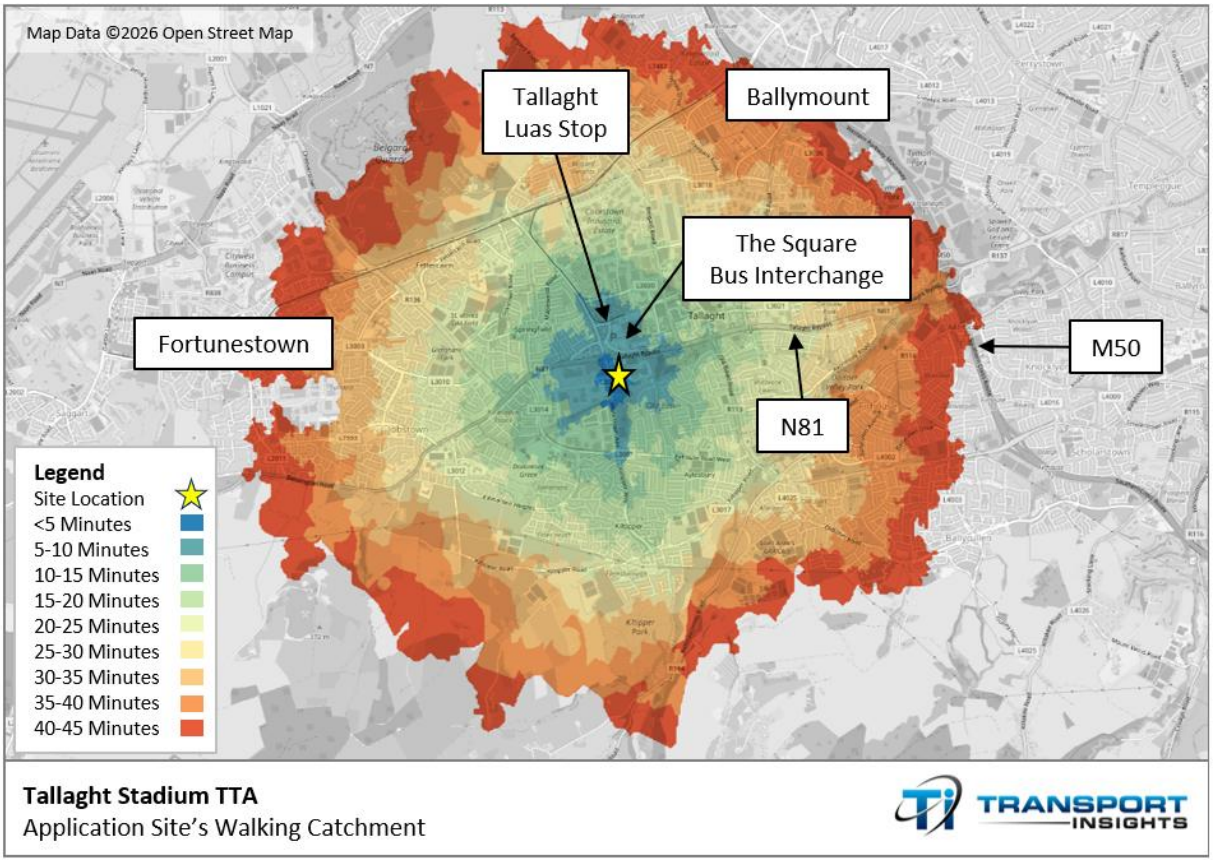
Existing Pedestrian Infrastructure

Pedestrian facilities are provided on all roads within the stadium's locality and along key roads in its vicinity. Sean Walsh Park provides numerous shared cycling and pedestrian routes of direct benefit to the site. Furthermore, there are signal controlled pedestrian crossings on all four arms of the N81/ Whitestown Way/ Cookstown Way junction, providing pedestrian crossing to The Square Shopping Centre and associated car parking, the bus interchange and the Tallaght Luas stop to the north of the stadium. There is an additional pedestrian crossing on Whitestown Way in the direct vicinity of one of the pedestrian accesses on the western boundary of the site. There are multiple pedestrian and cyclist access points along the northern, northeastern and western boundaries of the site.

Pedestrian Accessibility

The walking catchment of the site has been established by means of a GIS-assisted isochrone analysis, with the resulting graphical output presented in the following Figure 3.2. As can be seen in this figure, key transport interchanges are within a 5-10 minute walking distance of the stadium. The walking analysis also indicates the various residential areas in the vicinity of the stadium are within a comfortable walking distance from the stadium located within a 30 minutes' walk.

Figure 3.2 Application Site's Walking Catchment



3.4. Cycling Infrastructure and Accessibility

Existing Cycling Infrastructure

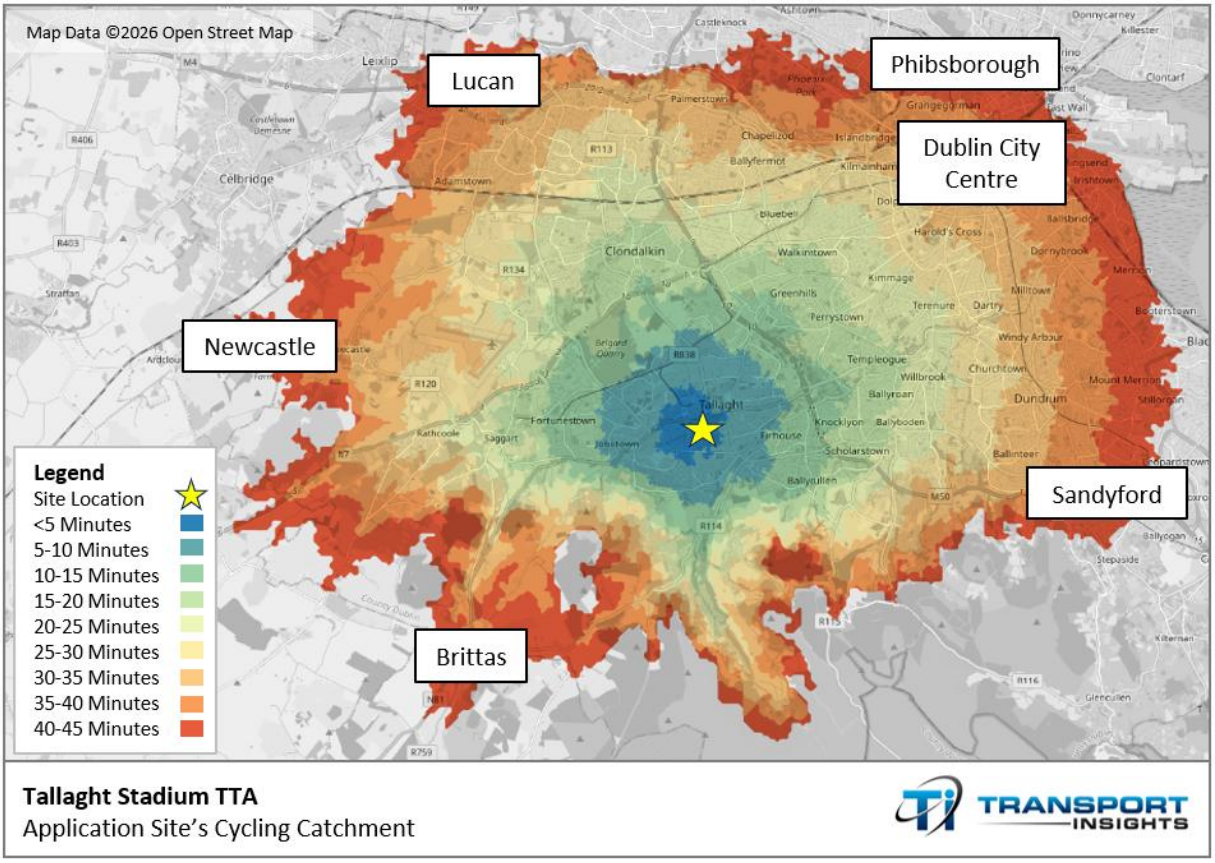
A segregated two-way cycle track is provided on the western side of Whitestown Way in the vicinity of the application site. To the direct north of the stadium, there is a shared pedestrian and cycle path parallel to the N81. This path connects the stadium to active travel routes through Sean Walsh Park to the east. There are also segregated cycle paths provided on the western side of Cookstown Way and the southern side of the N81 to the west of the N81/ Whitestown Way/ Cookstown Way junction.



Cycling Accessibility

The cycling catchment of the site has been established by means of a GIS-assisted isochrone analysis, with the resulting graphical output presented within the following Figure 3.3. As can be seen from this figure, the strongest identified opportunities for cycling appear to be among those residents in South and Southwest Dublin, which is due to both the spatial proximity of these areas and relatively direct routings being available along the existing road network and greenways.

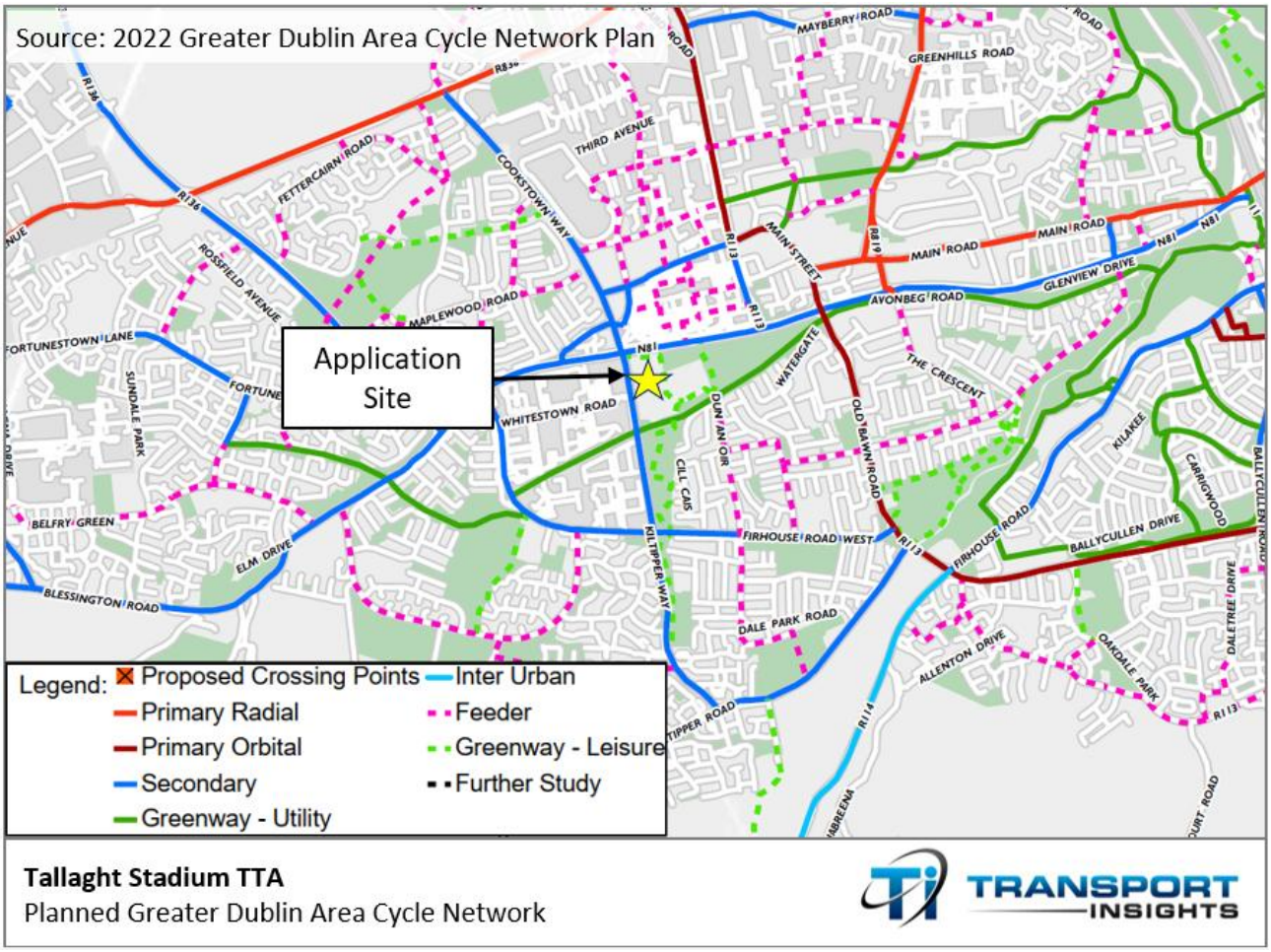
Figure 3.3 Application Site's Cycling Catchment



Planned Future Improvements

The site's location with respect to the planned GDA Cycle Network is presented in Figure 3.4 (overleaf). As shown within this figure, the N81 is considered a secondary cycle link, and connects to other cycle links including the *Greenway* route along Whitestown Stream and to the *Primary Orbital* route on the R113. Whitestown Way is classified as a secondary route continuing onto Cookstown Way and connecting with a *Primary Radial* route on the Bóthar Katharine Tynan in the north. Furthermore, multiple *Feeder* routes are planned throughout Tallaght village and The Square Shopping Centre.

Figure 3.4 Planned Greater Dublin Area Cycle Network



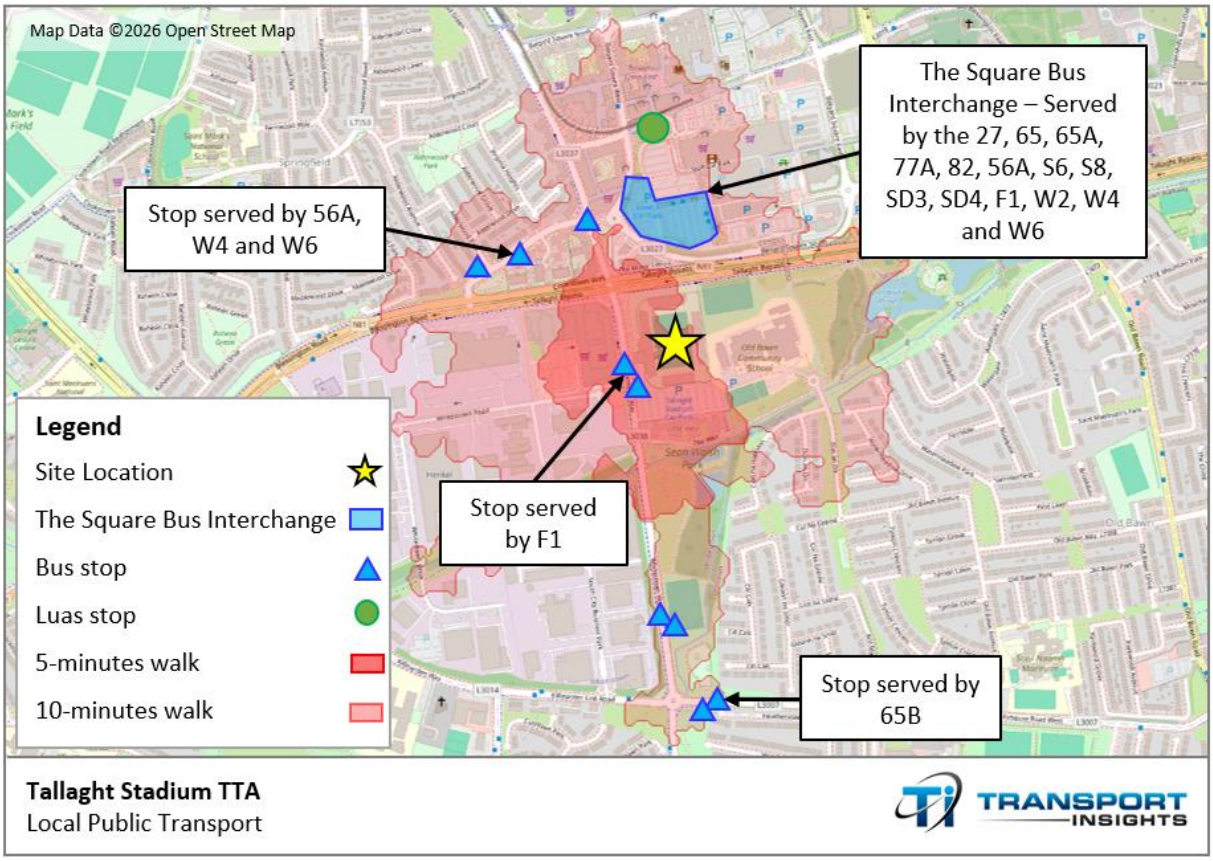
3.5. Existing Public Transport Facilities and Accessibility

Existing Bus Service Provision

The closest stops to the application site are located on Whitestown Way, ca. 25 metres distance (1 minute walk), and are served by the F1 route. The F1 is a 24-hour service with a frequency of up to 15 minutes during peak times and reducing to a frequency of 1 hour during night periods. The majority of bus services are accessible at bus stops in The Square Shopping Centre, ca. 400 metres via existing pedestrian infrastructure to the north of the site. Services available from this location include, but are not limited to, W2, W4, W6, S2 and S8. Further services are accessible within a 10-minute walk time from the application site.

Figure 3.5 (overleaf) illustrates the public transport stops accessible from the stadium within a 5 minute and a 10-minute walk.

Figure 3.5 Local Public Transport Facilities



The current bus routes serving the application site's environs are presented in Table 3.1, which follows.

Table 3.1 Existing Bus Services

Service No.	Walk distance from site	Origin/ Destination	Peak Frequency	Off-Peak Frequency
F1	25 metres ~ 1 min walk	Tallaght - IKEA	15 minutes	60 minutes (night)
27	400 metres ~ 6 min walk	Jobstown – Clare Hall	5 minutes	20 minutes
56A	350 metres ~ 5 min walk	Ringsend Rd. - Tallaght	1 hour	1 hour 15 minutes
65	400 metres ~ 6 min walk	Blessington/ Ballymore – Poolbeg St.	10 minutes	1 hour 45 minutes
65A	400 metres ~ 6 min walk	Blessington - Tallaght	2/day towards Tallaght, 1/day towards Blessington	
65B	750 metres ~ 10 min walk	Poolbeg St. - Citywest	20 minutes	1 hour 15 minutes

Service No.	Walk distance from site	Origin/ Destination	Peak Frequency	Off-Peak Frequency
77A	400 metres ~ 6 min walk	Ringsend - Citywest	15 minutes	30 minutes
82	400 metres ~ 6 min walk	Irishtown - Kiltipper	20 minutes	30 minutes
S6	400 metres ~ 6 min walk	The Square – Blackrock Station	7 minutes	15 minutes
S8	400 metres ~ 6 min walk	Kingswood Avenue – DunLaoghaire Station	4 minutes	30 minutes
W2	400 metres ~ 6 min walk	The Square – Liffey Valley SC	15 minutes	15 minutes
W4	350 metres ~ 5 min walk	The Square – Blanchardstown SC	15 minutes	30 minutes
W6	350 metres ~ 5 min walk	The Square – Community College	30 minutes	1 hour
SD3	400 metres ~ 6 min walk	Tallaght - Bohernabreena	4/day to Bohernabreena, 3/day to Tallaght	
SD4	400 metres ~ 6 min walk	Liffey Valley - UCD	4/day/direction	

Bus service provision, as per the preceding Table 3.1, currently includes a variety of services, some of which run at 5-minute headways at peak times.

Luas

The Tallaght Luas stop is located 8 minutes' walk (550 metres) north of the application site. The stop is served by the Luas red line to The Point or Connolly Station. The red line standard operating times run between 05:30 and 00:30 on weekdays and has a peak frequency of up to 4 minutes and an off-peak frequency of ca. 10 minutes.

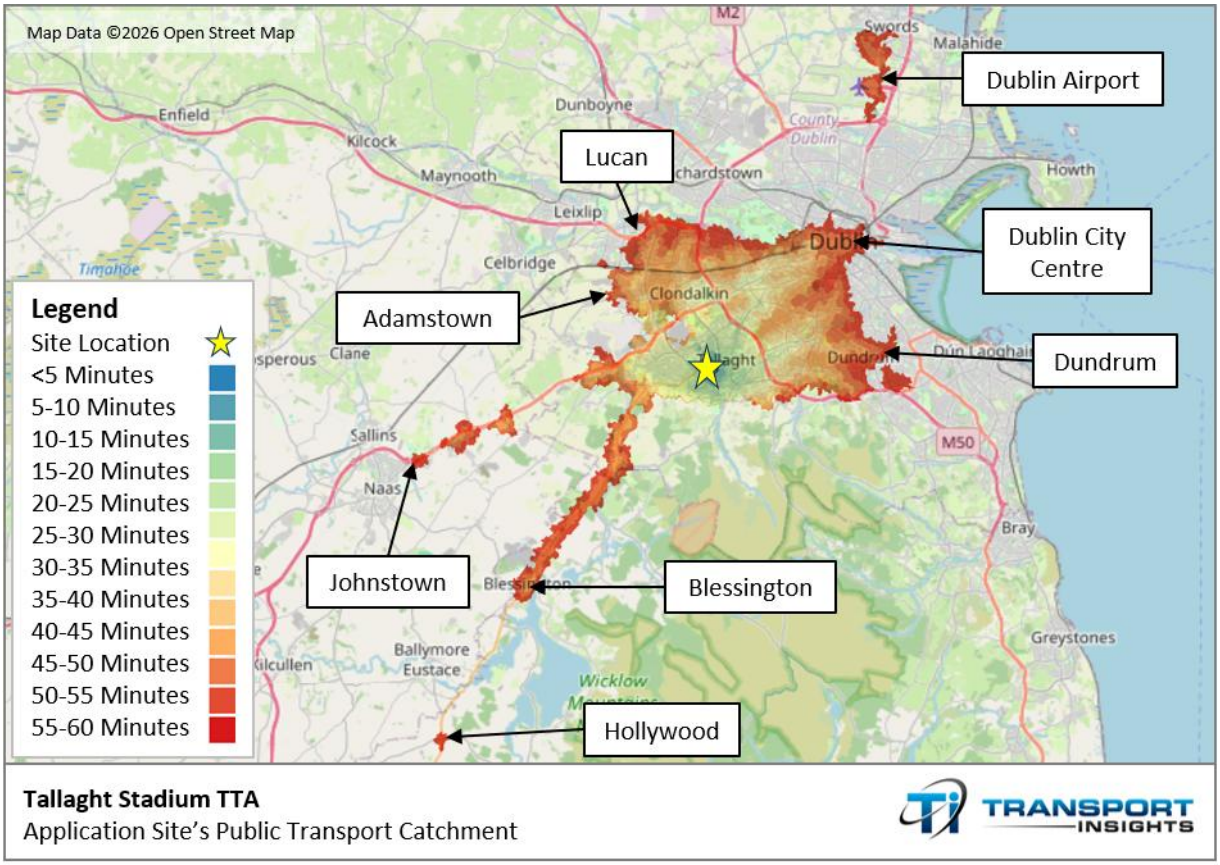


Public Transport Accessibility

The application site's accessibility by public transport is illustrated within Figure 3.6 (overleaf), demonstrating that the site is accessible from large parts of Dublin and beyond within a 60-minute travel time. The stadium benefits from direct access to high-capacity public transport including the

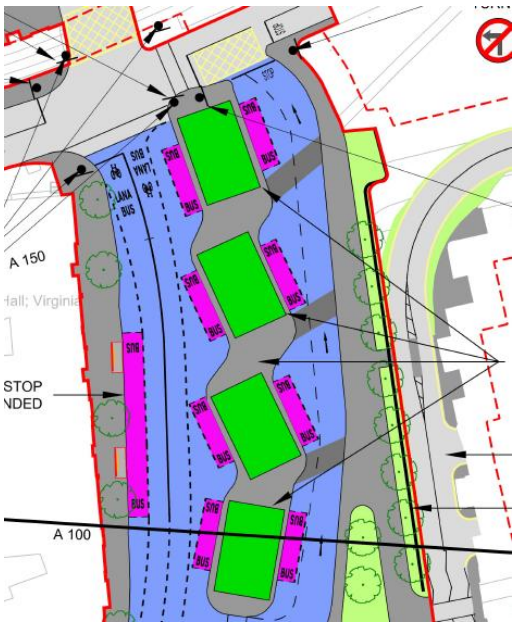
Luas Red Line and an extensive bus network, providing strategic accessibility across Dublin and the wider region.

Figure 3.6 Application Site's Public Transport Catchment

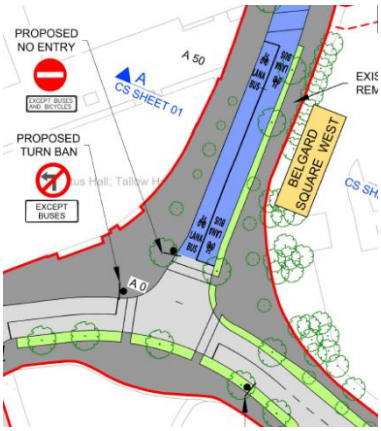


3.6. Planned BusConnects Improvements

The BusConnects programme includes 12 core bus corridors and a redesigned bus network. The Tallaght/ Clondalkin to City Centre Core Bus Corridor is planned to start adjacent to the Tallaght Luas stop (for the Tallaght end of the route) and run towards the City Centre. The planned route will provide a redesigned street network with bus priority and active travel measures. As part of the core corridor, a new bus terminal (see image on right) shall be built adjacent to the Tallaght Luas stop, providing a new public transport interchange with improved passenger facilities.



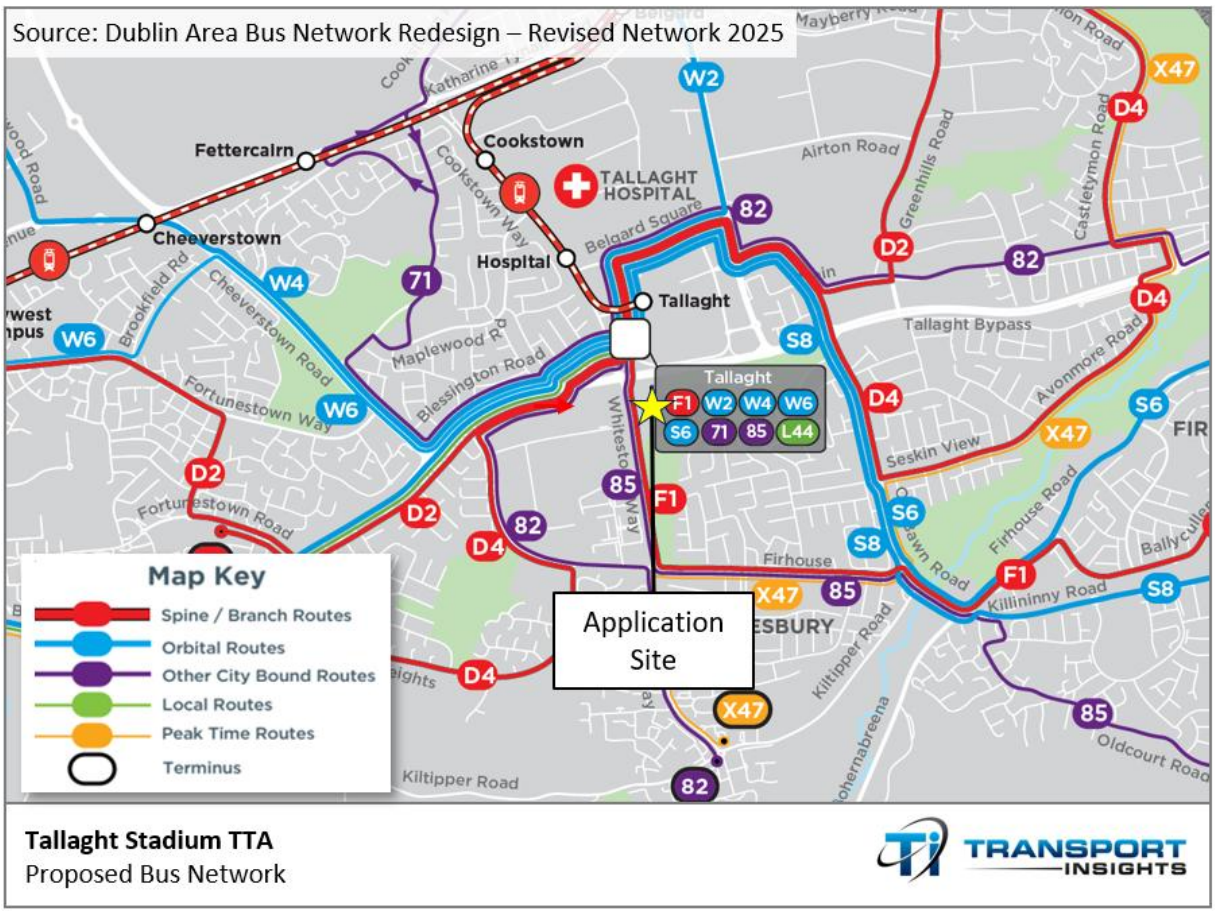
Public realm facilities and pedestrian circulation spaces in the vicinity of the core bus corridor route shall also be improved. For instance, the existing pedestrian public realm around the Belgard Square West/ Belgard Square South roundabout is planned to be improved



as the existing roundabout will be replaced by a signal junction with controlled crossing points. Moreover, the new junction will have a smaller footprint than the existing roundabout which provides the opportunity to increase the available public realm/ pedestrian circulation space (as per image on the right). These planned improvements should help provide a more comfortable experience for match/ event day crowds utilising public transport services in the general area (as well as access to The Square Shopping Centre).

In terms of bus service changes, implementation of the BusConnects programme is currently ongoing. In terms of progress made to date in the locality, Phase 5A (June 2023), Phase 5B (November 2023) and Phase 7 (October 2026) have commenced introducing a number of routes (e.g. 24-hour F1 spine, W and S routes, etc.). Phase 9 which launches the A spine routes as well as route 85 (Tallaght to City Centre) is expected to launch in early 2027. The following Figure 3.7 illustrates the BusConnects route network within the application site's vicinity.

Figure 3.7 Proposed Bus Network



3.7. Local Road Network

Whitestown Way



Whitestown Way runs in a north-south alignment and forms the western boundary of the site. It terminates at the 4-arm N81/ Whitestown Way/ Cookstown Way junction in the north and at the 4-arm Whitestown Way/ Firhouse Road West Extension/ Kiltipper Way roundabout ca. 800m south of the application site. In the vicinity of the stadium, Whitestown Way is a two-way single lane carriageway, which widens on approach to the N81 junction facilitating separate left, ahead and right turn lanes.

In the vicinity of the application site, a two-way segregated cycle track is provided on the western side of the carriageway that becomes a one-way cycle lane on either side of the carriageway in the vicinity of the N81. Footpaths are provided on both sides. A 60 km/ h speed limit is in place on Whitestown Way and public lighting is present.

Whitestown Way/ Site Access Junction



The site's vehicular access is from Whitestown Way via a 3-arm priority-controlled junction with traffic on the site access arm yielding to traffic on Whitestown Way. All arms are two-way with one lane in each direction. The site access junction is located on the eastern side of Whitestown Way.

Dedicated cycle infrastructure (i.e. two-way cycle track) is provided on the opposite side of the Whitestown Way carriageway. A gate is located on the site access arm of the junction, set back ca. 5.9 metres from Whitestown Way and an access control barrier is located ca. 9.2 metres from Whitestown Way. The gate is locked during the stadium's non-operational periods, and the barrier is used to control access to the on-site parking facilities at all times.

N81



Adjacent to the stadium, the N81 is a dual carriageway that forms part of the national road network. The N81 is a national secondary road that connects to the M50 at Junction 11, ca. 2.8km northeast of the site and to the N80 near Ballon in County Carlow. Adjacent to the application site, the N81 has two general traffic lanes and a hard shoulder (which later becomes a turning lane for access to R113) on the northern side of the carriageway (for eastbound traffic). The southern side of the carriageway (for westbound traffic) features two general traffic lanes, a left-turn only lane and a right-turn only lane. The N81 has a reasonable uniform vertical and horizontal alignment in the vicinity of the application site. Footpaths are provided on both sides of the N81 at this location and street lighting is also provided. An 80 km/ h speed limit is in place on the N81.

4-arm N81/ Whitestown Way/ Cookstown Way Junction

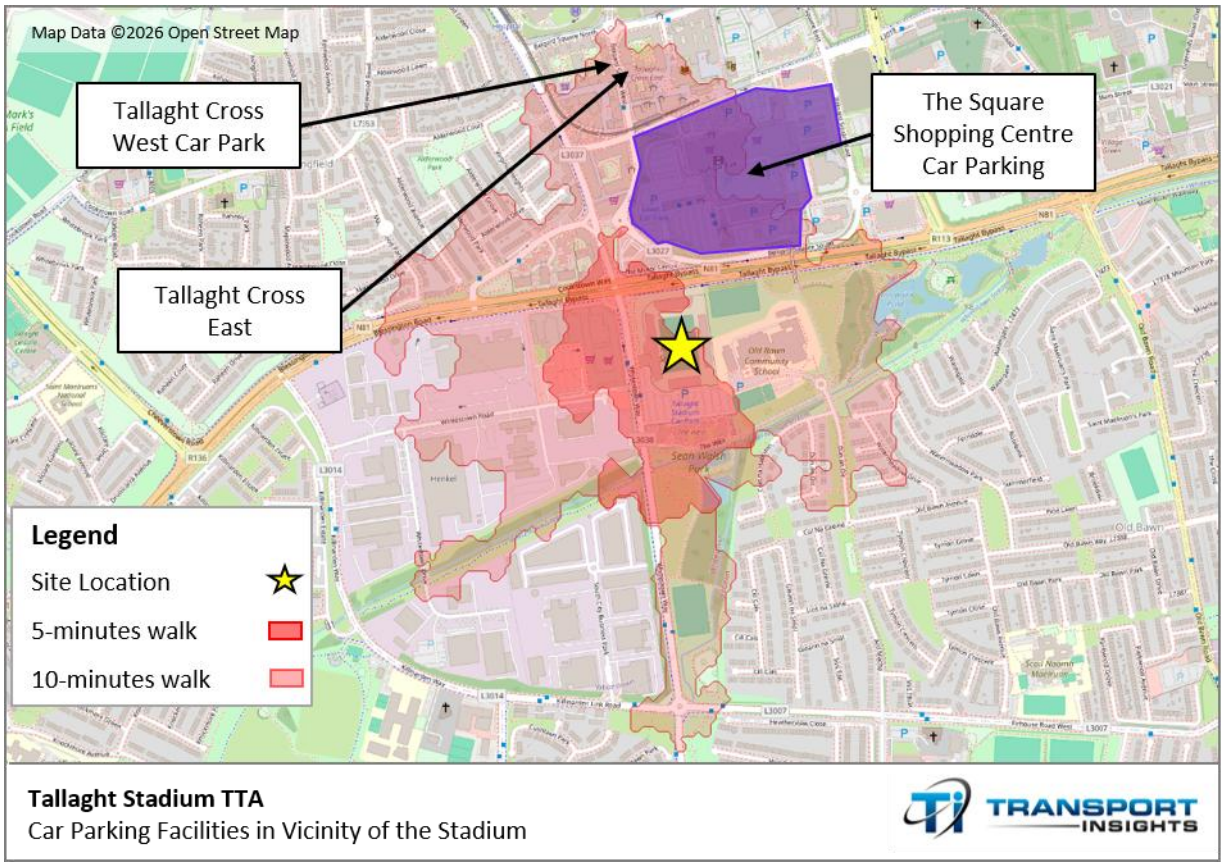


The 4-arm N81/Whitestown Way/ Cookstown Way signalised junction is located at the northwestern corner of the application site. All four arms of the junction have separate left-turn, straight-through and right-turn lanes with the N81 arms having 2 no. straight-through lanes. There is a signalised pedestrian crossing on all four arms. Street lighting is provided.

3.8. Nearby Car Parking Locations

In the vicinity of the Stadium there are a number of publicly accessible car parking sites. For instance, The Square Shopping Centre (over 2,500 car parking spaces), Euro Car Parks Tallaght Cross East and Best Car Parks Tallaght Cross West (over 1,000 spaces). These sites are all within a 10-minute walk of the stadium utilising existing pedestrian infrastructure. Figure 3.8 (overleaf) illustrates the location of available car parking facilities in the vicinity of the stadium as well as a 5- & 10-minute walking catchment from the stadium.

Figure 3.8 Car Parking Facilities in Vicinity of the Stadium



It is also noted that park and ride facilities are available at the Red Cow Luas stop (ca. 600 spaces) and the Cheeverstown Luas stop (ca. 310 spaces). Both stops are a ca. 10-minute Luas journey from Tallaght Luas stop. The car parks may be located near strategic roads and may be utilised by those travelling from outside Dublin on event days.

As previously noted, the application site does have on-site car parking, accessible from Whitestown Way. On non-event days, the parking is generally available however, on event/ match days, car parking access is controlled and its usage limited. It is also noted that match attendees are generally advised to utilise car parking facilities available at The Square Shopping Centre instead of the on-site facilities.

3.9. Traffic Survey Data Collection

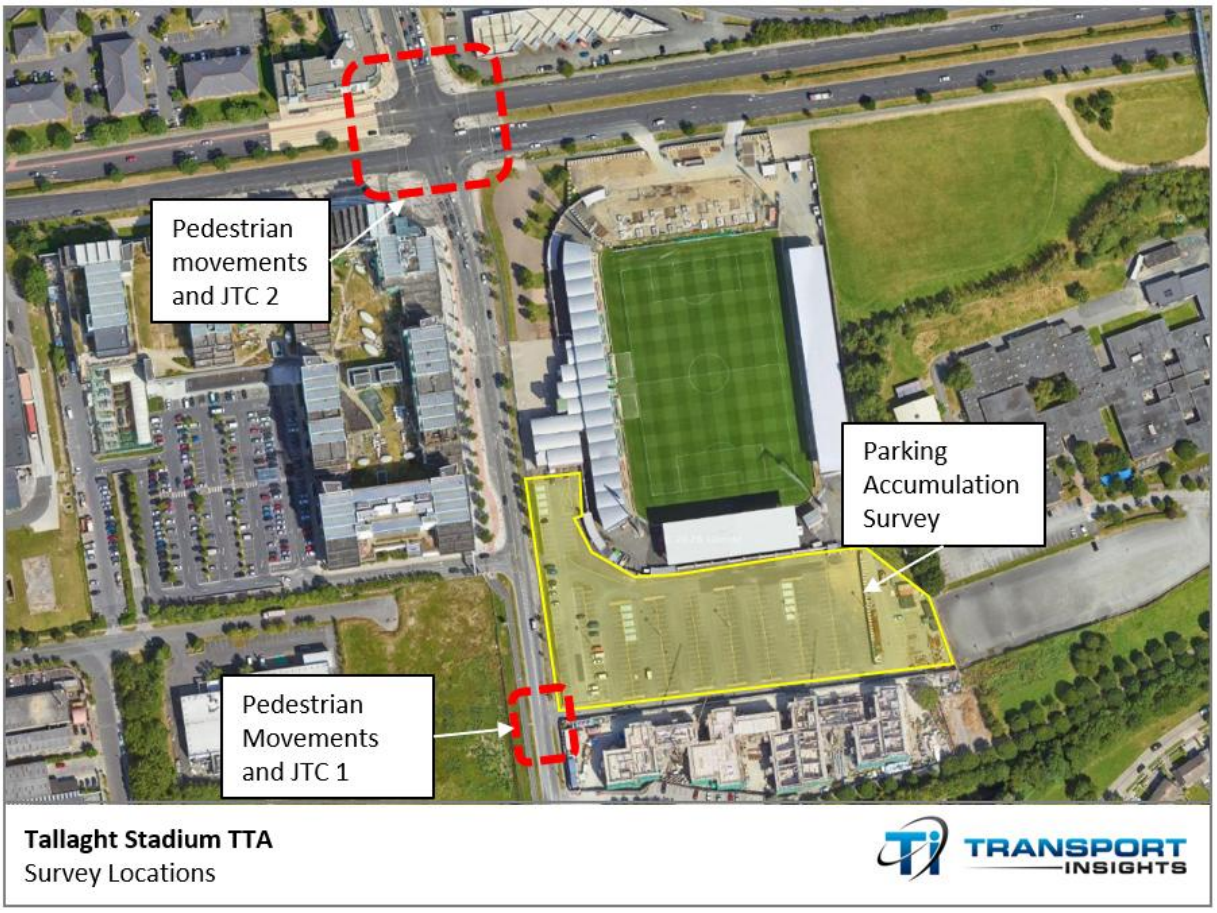
Traffic Survey Context

Traffic movements at key junctions in the sites' vicinity have been established by means of Junction Turning Count (JTC) surveys undertaken between 07:00hrs and 00:00hrs on the 17th and 18th of September 2026. The following junctions were surveyed:

- **Site 1:** three-arm priority-controlled Tallaght Stadium/ Whitestown Way Junction; and
- **Site 2:** four-arm signal-controlled N81/ Whitestown Way/ Cookstown Way Junction.

Pedestrian movements and a car park accumulation profile (of on-site parking) were also observed during the same time period as the JTCs. The survey data collection locations are presented within the following Figure 3.9.

Figure 3.9 Survey Locations



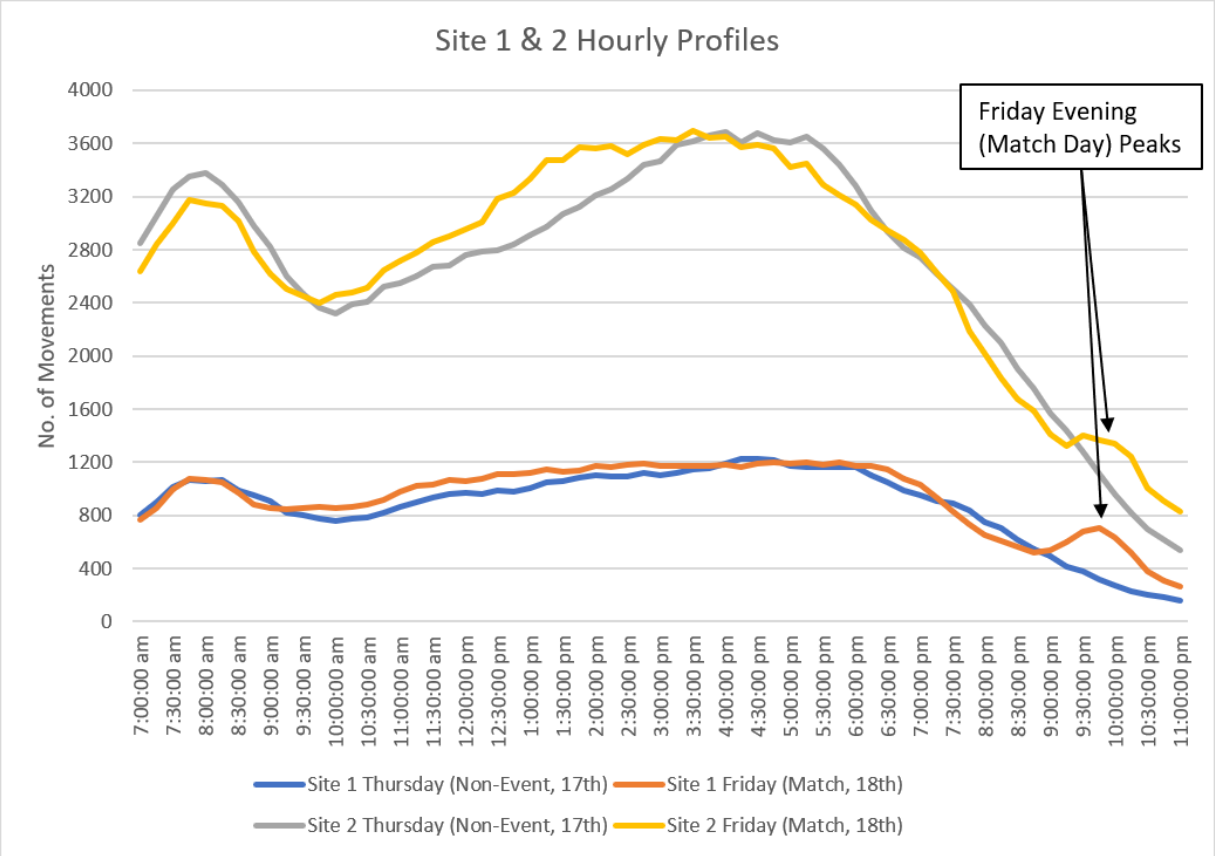
Surveys were undertaken over two days, so that survey data of a non-event day and an event day could be captured. Thursday (17th) represents the non-event day, a typical day when the venue is operating, with day-to-day activities occurring but does not feature a significant event (e.g. football match or another event). Friday (18th) represents the event day, a day when an event that will attract a large number of attendees from a significant geographic area will take place. Event day traffic generation may include event organisers/staff, stadium staff cars, security member vehicles, emergency response (standby) vehicles, and spectator vehicles.

In preparation of this Report (and by association the surveys), the upcoming event schedule for the stadium was considered. As noted, Shamrock Rovers are one of the anchor tenants, and their matches would draw a significant crowd. The Friday (18th) survey captured the Shamrock Rovers Vs Waterford match. The match, part of the SSE Airtricity Men's Premier Division, kicked off at 20:00 and had a reported attendance of over 5,800.

Traffic Data Overview

The following Figure 3.10 illustrates the hourly traffic flow profile for Sites 1 & 2 over the whole survey period. Appendix A contains a copy of the survey data.

Figure 3.10 Sites 1 & 2 Hourly Traffic Profile



The profiles illustrate traditional network AM and PM peaks followed by a general decrease in the profile into the nighttime hours. The following is noted:

- **Site 1 – Stadium Access Junction (Blue and Orange lines on graph):**
  - The Thursday AM peak hour is 08:15hrs - 09:15hrs and the PM peak hour is 16:30 - 17:30hrs.
  - The Friday AM peak hour is 07:45hrs - 08:45hrs and the PM peak hour is 17:15 - 18:15hrs.
  - On Friday, an additional peak is noted between 21:45hrs - 22:45hrs, which relates to match traffic movements.
  - The Thursday and Friday profile generally follow a similar alignment, other than the late night peak on Friday.
- **Site 2 – N81 Junction:**
  - As would be expected, given its strategic importance, the N81 experiences a larger volume of movements compared to Site 1 (Stadium Access junction).
  - The Thursday AM peak hour is 08:00hrs - 09:00hrs and the PM peak hour is 16:00hrs - 17:00hrs.

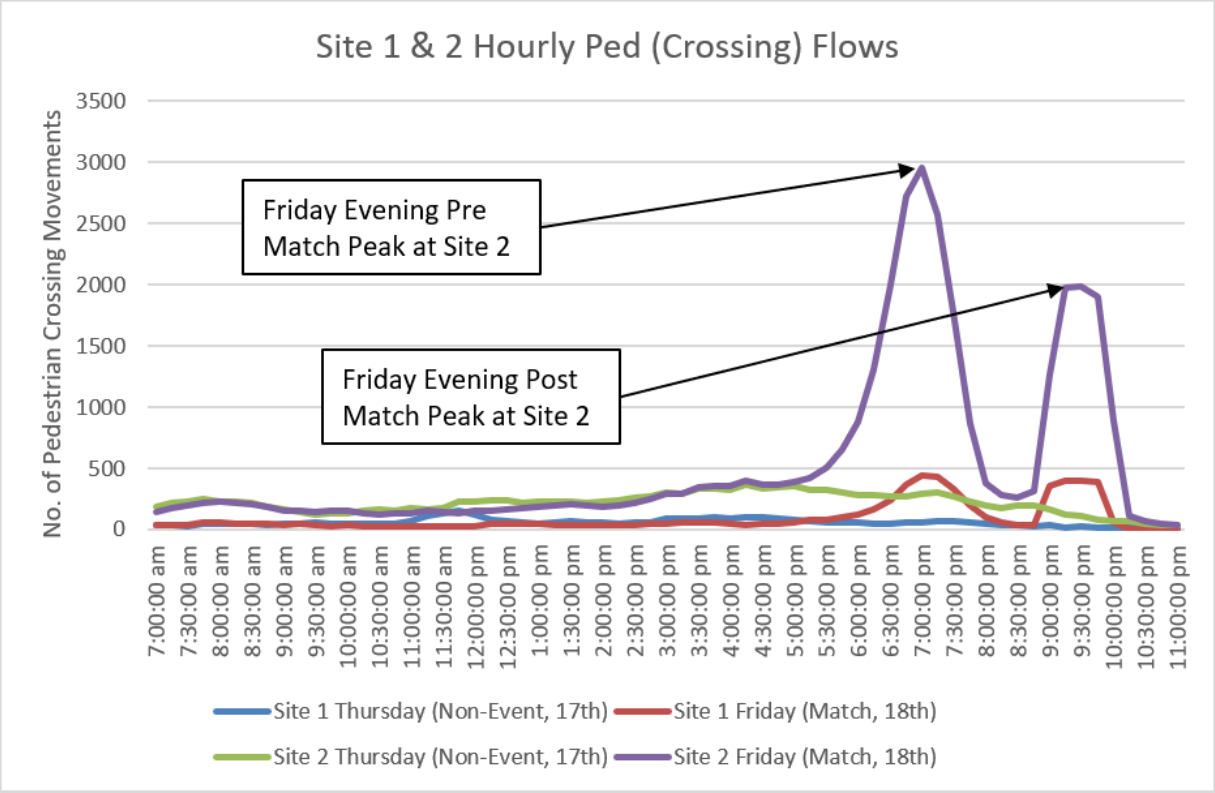
- The Friday AM peak hour is 07:45hrs - 08:45 and the PM peak hour is 16:00hrs -17:00hrs.
- On Friday, an additional peak is noted between 22:00hrs - 23:00hrs, which relates to match traffic movements.
- The Thursday and Friday profile are broadly similar although the Friday PM profile rises slightly sooner and reduces slightly sooner than the equivalent Thursday PM profile.

Pedestrian Data Overview

Pedestrian movement data was also observed at Site 1 and Site 2 on Thursday and Friday. The surveys picked up pedestrian movements on all arms of each junction, including road crossing movements and movements along the footpath (i.e. not crossing). It is noted that on Friday evening at certain times, due to the volume of pedestrians at Site 2, on duty gardai took control of the junction to facilitate crowd control and pedestrian crossing activities.

The following Figure 3.11 illustrates the pedestrian flow profile for both sites for the Thursday and Friday survey period. Appendix B contains the pedestrian survey data.

Figure 3.11 Sites 1 & 2 Hourly Ped (Crossing) Profile



The profiles over the two survey days at each site are broadly similar during the morning and afternoon periods. A clear change however, is visible in terms of Friday evening at Site 2 (N81 junction), with a substantial increase in pedestrian flows coinciding with pre match kick off and a post match period.

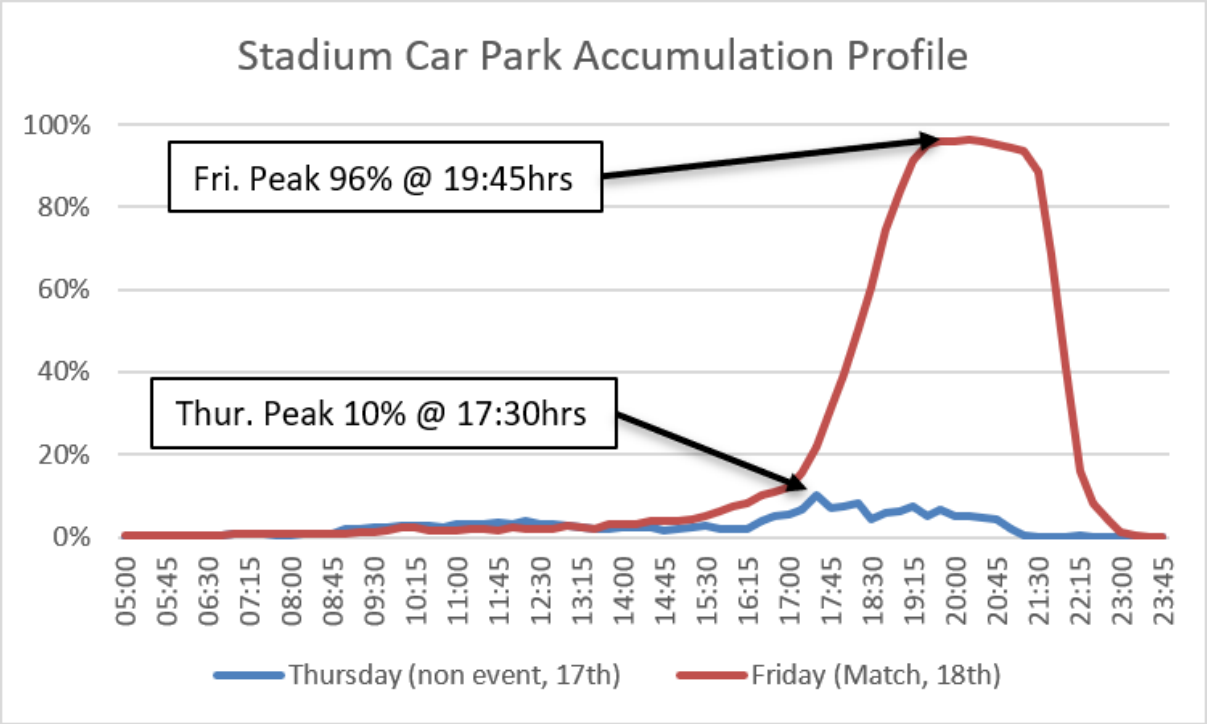
On Friday, pedestrian crossing movements on the N81 eastern arm (at Site 2) accounted for a significant volume (ca. 60%) of the total observed pedestrian crossing movements at the junction. Whereas the N81 western arm accounted for ca. 20% with ca. 10% utilising the Whitestown Way arm crossings and ca. 2% utilising Cookstown Way arm crossings. Given the N81 eastern arm is the main route for pedestrians coming from/ going to the Luas stop, bus stops and car parking facilities located to the north of the stadium, it is not unexpected that it would account for such a significant volume of movements on the Friday.

The traffic and pedestrian survey data provides a better understanding of traffic conditions on the local road network and also informs the impact assessment which is presented in subsequent section of this Report.

Car Parking Accumulation

Car parking accumulation profile for the on-site car park was also provided as part of the survey. The accumulation profile is based on the entry and exit movements at the stadium site access. The following Figure 3.12 presents the accumulation profile for the Thursday and Friday survey days. Note between 00:00-05:00hrs no parking activity was observed and for ease of presentation has not been included in the figure below. Appendix C contains a copy of the accumulation profile data.

Figure 3.12 Stadium Car Park Accumulation Profile



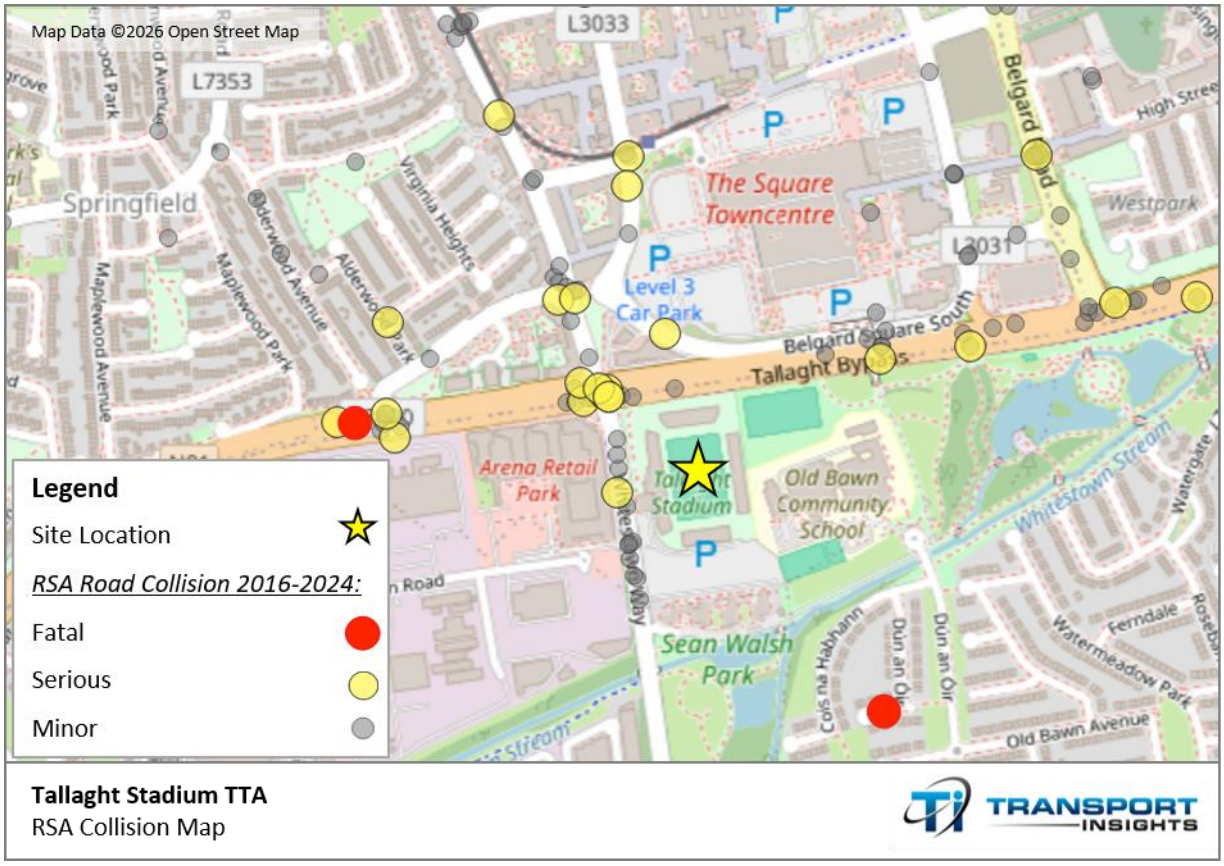
As set out in Figure 3.12, the accumulation profile indicates minimal parking activity on Thursday with a peak car park occupancy of 10% observed. The Friday profile also shows minimal parking activity in the morning and afternoon before parking activity picks up considerably in the evening, coinciding with

pre and post match. A peak parking occupancy of 96% was observed on Friday. As noted, access to the car park is restricted on match days and the observed parking activity mainly relates to players and supporting staff, club members and stadium staff.

3.10. Review of Historical Road Safety Data

Data from the Road Safety Authority's (RSA) traffic collision database was reviewed to assess the safety performance of roads within the vicinity of the stadium. The database contains information on all reported collisions by severity of injury incurred (i.e. fatal, serious or minor) and by year the collision occurred. The following Figure 3.13 illustrates the location of all the collisions which occurred within the vicinity of the stadium during the eight-year period from 2016 to 2024 inclusive.

Figure 3.13 RSA Collision Map



As can be ascertained from Figure 3.13 above, no fatal collisions occurred in the immediate vicinity of the subject site during the eight-year period. There was 1 fatal collision on the N81 in 2023, involving a pedestrian. There was a second fatal collision within a residential estate to the southeast of the subject site. The collision occurred in 2020 and involved a pedestrian.

Several serious and minor collisions occurred in the general vicinity of the application site during the time period. A review of the available collision data indicates no significant incident trends in the vicinity of the stadium.

4. Overview of Proposed Development

4.1. Introduction

This section of the Report sets out the characteristics of the proposed development, focusing on a representative outdoor concert event and setting out its transport related aspects.

4.2. Overview of Proposed Development

Overarching Proposal

The Part 8 application proposes the facilitation of hosting large-scale outdoor events and concerts involving amplified music within the grounds of Tallaght Stadium. No significant permanent works are proposed to the site as part of this Part 8 application. An overview of the proposal's principal parameters for individual events is below:

- Maximum proposed capacity of an event would be 22,000 no. attendees;
- A large part of the additional capacity would be accommodated on the existing pitch area;
- The proposal is for up to 5 no. events per calendar year; and
- Events music curfew is 22:45hrs.

The proposed development use would be in addition to the existing uses at the stadium. The above proposals are intended to set out the overarching criteria for an event at the stadium. An Event Management Strategy has been developed by SEG which sets out in more detail the parameters for a potential event. To inform assessment a representative event with a capacity of 22,000 has been developed and is detailed SEG's Event Management Strategy as well as being utilised for the impact assessment set out in this TTA Report.

4.3. Event Management Plan/ Event Traffic Management Plan

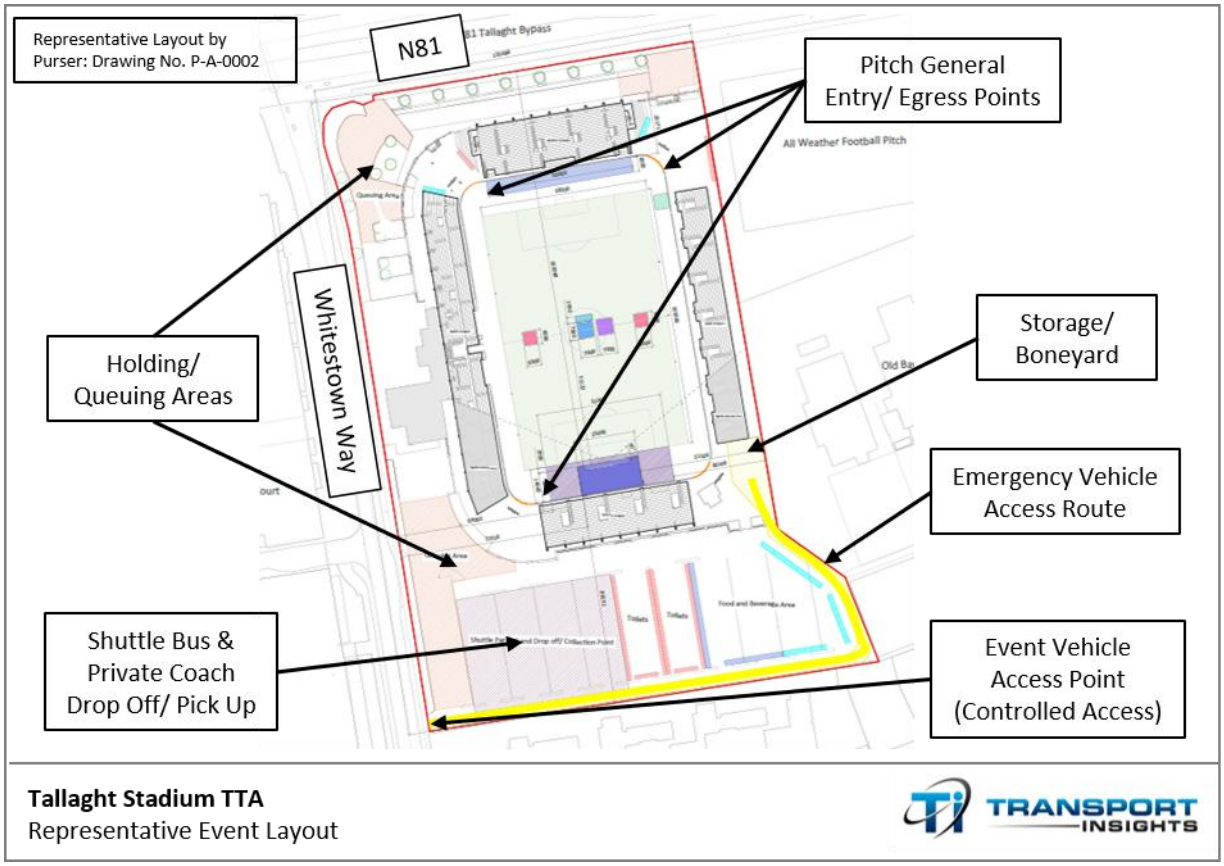
While the proposed events are authorised through the Part 8 process, detailed Event Management Plans (EMP) and Event Traffic Management Plans (ETMP) shall be prepared for each event and reviewed by SDCC and relevant stakeholders in advance of the event. The EMP/ ETMP would be required to show how it fits within and complies with the principal parameters and recommendations set out in the Part 8 application documentation.

4.4. Representative Event Layout

To inform this Part 8 application, an indicative event layout has been developed by the design team. Each event organiser would be expected to tailor aspects of the layout to suit their particular event characteristics while keeping with the principal parameters and conditions of the Part 8. As noted, any event layout would need to be approved by SDCC as part of the event planning process. The

representative event layout (produced by Purser, drawing no. P-A-0002) is presented in the following Figure 4.1.

Figure 4.1 Representative Site Layout



As can be seen from the preceding Figure 4.1, the stadium and its existing stands would provide the main venue area. Potentially placing the stage on the southern stand along with associated event production facilities on the pitch. In addition to utilising existing food and beverage and toilet facilities within the stands, additional temporary facilities would be required on site. The majority of these temporary facilities would be expected to be located in the existing car park to the south of the stadium. The car park would also be expected to accommodate various operational facilities for the event and back of house staging along with facilitating emergency access, queuing areas, shuttle bus arrangements, etc. Subsequent paragraphs outline proposed general access arrangements at the site for motorised and non motorised users.

4.5. Access Arrangements

Each event EMP/ ETMP would be expected to set out in detail access arrangements for all mode types including site routing and layout, management/ monitoring activities, access controls, etc. Final operational arrangements shall be reviewed and agreed with SDCC in consultation with relevant

statutory agencies. The subsequent paragraphs outline potential arrangements for the representative event.

General/ Attendee Access

The proposal will utilise existing general access arrangements on-site for attendees, both in terms of access to the existing stands and onto the pitch. Two indicative queuing/ holding areas have been identified on the layout (see Figure 4.1), one located to the north west of the stadium (adjacent the N81 junction) and the other to the south west of the stadium. These two areas are located along the main desire lines for pedestrians accessing/ egress the stadium. For instance, the northern queuing/ holding area is adjacent to the N81 junction crossing points on the N81 eastern arm, facilitating movements along the key northern desire line to public transport and car parking facilities to the north of the N81.

Crowd management measures would be put in place on the roads immediately surrounding the stadium. These measures would be expected to include wayfinding signage, barriers/ fencing, stewards, traffic management personnel, etc. The EMP/ ETMP would set out in more detail the exact requirements for each event.

Vehicular Access

Vehicular access to the site would be via the existing vehicular (see Figure 4.1) access located in the south west corner of the site. The access layout can accommodate cars, light goods vehicles, heavy goods vehicles, bus/ coach and emergency vehicles. As is the case on match days and at other large-scale outdoor events across Dublin, vehicular access to the site would be strictly controlled and general vehicular access for the public would not be allowed. The ETMP, provided by an event organiser/ promoter would set out the exact arrangements at the access in terms of barriers, stewards, signage, etc.



Utilising the existing vehicle access arrangements means no new on-site works to the car park or internal circulation routes are required. Its location away from the N81/ Whitestown Way/ Cookstown Way junction also enables vehicular traffic to route along the southern section of Whitestown Way, avoiding the N81 junction and reducing the potential for conflict between vehicles and non motorised users.

Emergency Vehicle Access

As illustrated in Figure 4.1, an emergency vehicle route to access the stadium and pitch is provided as part of the representative layout. The route runs from the existing vehicular access route along the southern site boundary and then the eastern site boundary to the south east corner of the stadium. The route is 4 metres wide. Signage along this route would identify it as the emergency route and require it to be kept clear at all times with stewards stationed in the vicinity being made aware of the route. The EMP & ETMP would be expected to set out in detail how this route would be identified, actively managed and monitored.

Event Set Up/ Breakdown

The 'build and break' activities are planned in advance and occur before and after the event when event attendees are not on site. These activities are carried out by professional personnel who are well rehearsed to deliver the activities in a safe and efficient manner. These activities would be expected to generate heavy goods vehicle movements as well as some light goods vehicle movements. The site has a large hard surfaced car parking area providing ample space and suitable surface to accommodate heavy goods vehicles. The area can be fenced off for the build activities and again for break down. The EMP would be expected to set out in detail the build and break activities including scheduling (e.g. utilising 'just in time' delivery arrangements) of said activities which would influence the number of heavy goods vehicle trips to be generated in the days leading up to the event and the days following the event. The ETMP would be expected to build on the detail set out in the EMP and identify suitable route(s) for heavy goods vehicles to utilise when accessing/ egressing the site as well as on-site parking/ holding areas (if required). Arrangements would seek to minimise potential impacts on the surrounding road network.

The stadium is located adjacent to the strategic road network which heavy goods vehicles are likely to utilise for the majority of their journey. Each EMP/ ETMP would define the heavy goods vehicle routing to/ from the site however, it would be expected that the routing would utilise the N81 and the M50.

4.6. On-Site Parking Arrangements

On-Site Car Park

The on-site car park will not be available for general public car parking use during an event. Some car parking will likely be accommodated for event related management, but this would be expected to be minimal and its allocation would be controlled. In addition, some on-site accessible car parking for the general public would be provided. In line with other large scale outdoor events in Dublin, these parking spaces would have to be reserved in advance, with the event organiser managing the process.

As no on-site general parking is to be provided, event communications and marketing material will clearly set this out and shall encourage attendees to travel via sustainable modes as well as provide information on alternative car parking facilities in the vicinity (e.g. The Square Shopping Centre, Tallaght Cross East, etc.). The EMP/ ETMP would be expected to set out in detail how and what information on parking facilities would be communicated in advance of the event as well as on the day of the event. The ETMP should include a review of current signage for car parking facilities in the vicinity and recommend additional temporary signage on approach to the area, directing attendees on where to park.

On-Site Cycle Parking



The stadium has 84 no. cycle parking spaces, mainly located towards the north and northwest of the stadium. These facilities would be expected to be available to attendees on event day. The EMP/ ETMP will need to consider and estimate the potential number of attendees expected to cycle to the event and if necessary, may need to consider provision of additional temporary cycle parking facilities. The location of temporary facilities should be informed by guidance set out in the NTA's Cycle Design Manual and should try to locate within easy access of existing cycling infrastructure on the surrounding roads.

5. Development Impact Assessment

5.1. Introduction

This section of the Report outlines the typical existing non-event and event day trip demand profile and considers the potential trip demand characteristics of the representative event. Potential impacts on various travel modes are considered (e.g. traffic flow, public transport, car parking, etc.). The analysis in this section is intended to identify potential capacity constraints on the various transport networks serving the stadium and locality. This in turn informs transport and travel related recommendations for an event's EMP/ ETMP which would be implemented by each event organiser/ promoter.

5.2. Analysis Overview

Considering the stadium's existing operational characteristics (see Section 3) as well as the representative event characteristics set out in Section 4, the following three scenarios have been analysed:

- **Typical Non-Event Day** scenario relates to a typical day when no events occur at the stadium. Activities at the stadium are relatively minor. Generally, these occur during normal working hours and involve a minimal number of staff (e.g. management, caretakers, etc.) and visitors on site. This is the Do-Nothing scenario.
- **Match-Day Event** scenario relates to a typical match day at the stadium. This would involve use of the stands and stadium facilities. Travel demand would be expected to be generated by match attendees, players and supporting staff, stadium staff, temporary staff, etc. This is the do-minimum scenario.
- **Proposed Representative Event (Max. Capacity)** scenario relates to an outdoor concert at the stadium site involving use of the full site including the pitch for attendees. Travel demand would mainly be generated by concert attendees however, event personnel (temporary and permanent) would also generate travel demand. This is the do-something scenario.

Given the nature of the three scenarios and baseline information available/ collected a first principles approach, centred around mode share portions, has been taken in determining travel demand for each scenario. It is noted that this approach is similar to that taken as part of the TTA Report for the recent North Stand development application at the stadium.

The focus of the analysis for each scenario relates to a single hour time period, 22:00 to 23:00hrs, around the proposed curfew (22:45hrs) time. This is considered to represent a robust scenario as regards peak travel demand, as it represents the period when the vast majority of attendees would leave the stadium over a relatively compressed time period. It is noted that for events that end at or

very close to the event curfew time of 22:45hrs, attendees will likely leave the stadium post 23:00hrs, when public transport frequencies and network capacity is more limited, thereby requiring a greater level of intervention on behalf of event organisers/ promoters to meet attendee travel needs.

In advance of events, it is expected that the arrival profile would be spread out over a longer time period than would typically be expected after events ending, with more limited potential impacts on transport infrastructure and services – notwithstanding background traffic/ transport demand likely being higher in advance of events commencing, it is for this reason that the pre-event scenario has not been considered in undertaking this assessment. Nevertheless, event organisers/ promoters would be expected to consider each individual event's specific travel demand characteristics/ operating pattern, and if a condensed schedule might impact the potential arrival profile, demand analysis may be required as part of the EMP/ ETMP.

For the purposes of impact analysis, a 2026 Year of Opening (YoO) has been assumed. While 2027 is deemed a more realistic YoO, traffic growth over such a short time period is deemed immaterial to the assessment's findings/ conclusions.

The subsequent sub-sections present the impact analysis for traffic movements, public transport (Luas & bus), pedestrian activity and car parking.

5.3. Typical Non-Event Day Scenario

As set out below, very limited trips are generated during this scenario, given the time of night and the lack of activity on site. As such a breakdown of mode share has not been developed for this scenario. It is assumed the majority of trips would be undertaken by car for this scenario.

Traffic Generation

The trip generation pattern of a typical non-event day is assumed to follow the traffic/ car parking pattern from the survey undertaken on Thursday 17 September 2026. There was no significant event at the stadium on this day as such observed traffic and car parking movements related to the minimal number of staff and visitors at the stadium.

The following Table 5.1 sets out the observed vehicle movements at the stadium access as well as the car parking accumulation for the on-site car park.

Table 5.1 Non-Event Day Observed Traffic & Parking

Traffic Movements/ Car Park Accumulation	Time Period	Vehicle Movements		Car Park Accumulation
		Arr.	Dep.	
Traffic Movements	Analysis Hour (22:00-23:00hrs)	1	1	-

Traffic Movements/ Car Park Accumulation	Time Period	Vehicle Movements		Car Park Accumulation
		Arr.	Dep.	
Car Park Accumulation	Analysis Hour (22:00-23:00hrs)	0	0	0%

As can be seen from Table 5.1, very little vehicle activity was observed at the stadium access and the on-site car park was empty. This is not unexpected for a typical non-event day given the time of night and lack of any meaningful activity on-site.

Public Transport Trip Generation

It is likely that very little to no trips were undertaken by public transport for this scenario. It is noted that Luas and bus services are available during this time period and could be utilised as an alternative form of transport.

5.4. Match-Day Event Scenario

This scenario (do-minimum) relates to a typical match-day at the stadium. On Friday 18 September 2026, Shamrock Rovers played Waterford FC at the stadium. This was an evening fixture, kicking off at 20:00hrs with ca. 5,800 persons in attendance. Based on match attendance figures provided by the stadium management for 2025 and 2026, average match attendance was ca. 5,500 persons per match. As such, the surveyed day represents a typical match-day.

The subsequent paragraphs outline demand patterns for individual travel modes and ultimately inform an estimated mode share allocation.

Traffic Generation

As set out in Section 3, traffic survey data was collected at the stadium site access off Whitestown Way in addition to the N81/ Whitestown Way/ Cookstown Way junction on the Friday. The survey data gives an understanding of traffic patterns on a typical match day. The following Table 5.2 sets out the total junction approach flows for the YoO analysis hour at each junction.

Table 5.2 Typical Event Day Junction Movements (Approach Flows) – Do-Minimum Scenario

Junction Location	Analysis Hour	Junction Arm		
		Flow From	Flow To	Approach Flow
Stadium Site Access/ Whitestown Way	22:00-23:00hrs	Site Access	Whitestown Way (S)	127
			Whitestown Way (N)	130
		Whitestown Way (S)	Site Access	0
			Whitestown Way (N)	149
		Whitestown Way (N)	Site Access	0

Junction Location	Analysis Hour	Junction Arm		
		Flow From	Flow To	Approach Flow
			Whitestown Way (S)	227
		Total Junction Flow		**633**
N81/ Whitestown Way/ Cookstown Way	22:00-23:00hrs	N81 (E)	Whitestown Way	105
			N81 (W)	346
			Cookstown Way	27
		Whitestown Way	N81 (E)	194
			N81(W)	96
			Cookstown Way	91
		N81 (W)	N81 (E)	294
			Whitestown Way	25
			Cookstown Way	9
		Cookstown Way	N81 (E)	33
			Whitestown Way	65
			N81 (W)	53
		Total Junction Flow		**1,339**

As can be seen within the preceding Table 5.2, departures from the stadium access arm are split nearly 50/50 north south along Whitestown Way. The N81 junction accommodates higher traffic volumes compared to the stadium access junction. Given the observed hourly approach flow during the AM and PM peak hours at the N81 junction was over 3,000 approach movements (see Section 3), the 1,339 observed approach movements during the analysis hour is considerably lower by comparison. A similar difference in traffic flows was also noted at the stadium site access/ Whitestown Way junction. This lower level of vehicle flows would indicate notable reserve capacity at these junctions during the analysed hour.

Car Parking

To gain an understanding of car parking usage for the typical event day, car parking accumulation analysis of the on-site car park was undertaken (see Section 3). In terms of operation of the on-site car park during typical match days, access is generally restricted to supporter club members, players and associated staff, stadium staff, etc. The general public is advised to utilise available car parking in the surrounding area, such as parking at The Square Shopping Centre. Furthermore, the capacity of the car park can fluctuate depending on match-day requirements, and during the survey period the capacity was noted to be 400 spaces, as some spaces were being utilised for container storage.

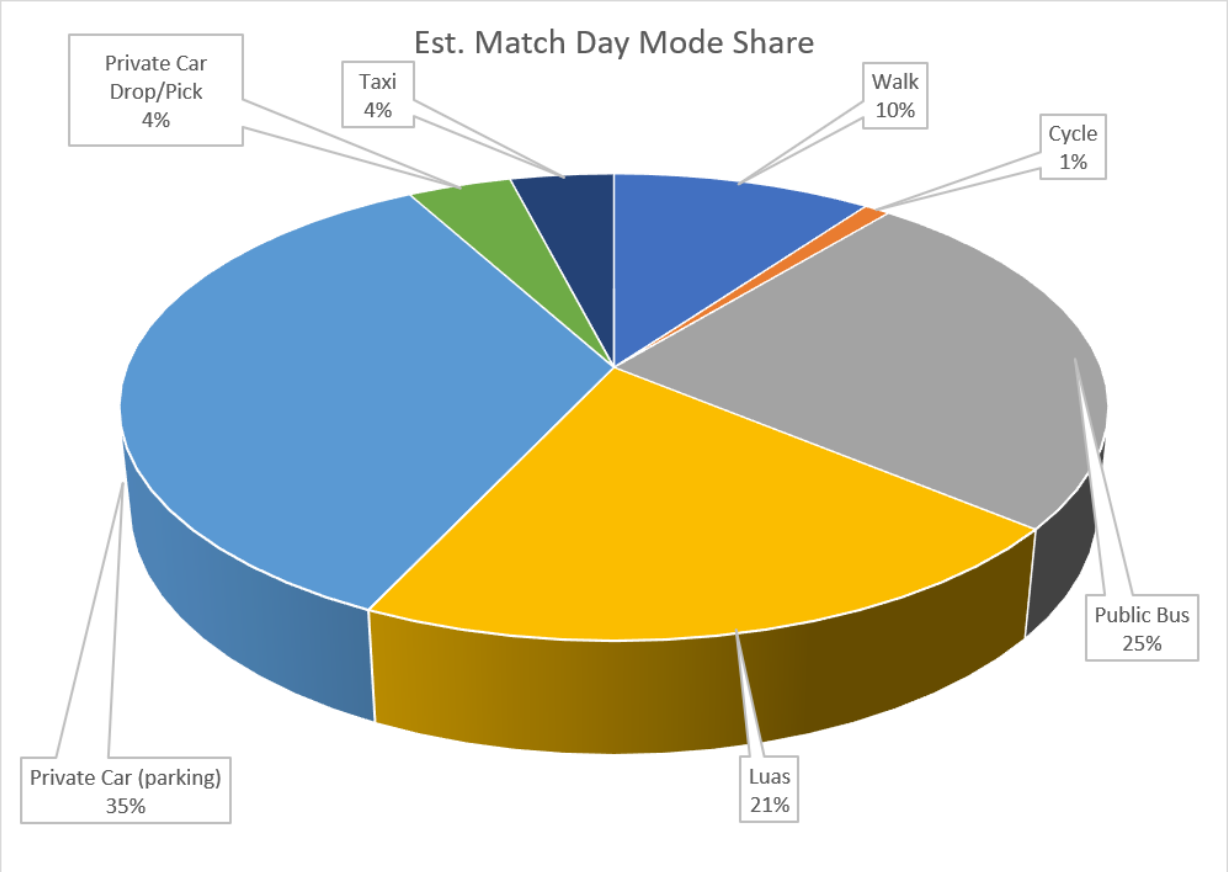
The car parking accumulation analysis indicates the on-site car parking was 4% occupied or had 16 parked vehicles (mainly cars) by the end of the analysis hour (22:00-23:00hrs). Whereas at the start of the analysis hour, occupancy was 41%. The car park accumulation analysis indicates car park occupancy reached up to 96% from 19:45-20:45 hrs, which coincides with the match.

High-level car parking usage figures were shared by The Square management with the design team. The figures covered the evening/ night period for the same days as the junction surveys. The figures show a ca. 27% increase in parking usage at The Square between Thursday and Friday with the duration of stay profile remaining largely similar on both days. The information provided by The Square, along with the on-site car parking accumulation profile has informed the development of the mode share for the typical match-day event.

Mode Share

Based on the information set out in the preceding paragraphs and informed by other mode share sources (e.g. SDCC County Development Plan, the granted planning application for the North Stand, etc.) mode shares have been estimated for the typical match-day scenario (with a capacity of ca. 5,800 attendees). The following Figure 5.1 illustrates the estimated mode shares.

Figure 5.1 Estimated Match-Day Mode Share – Do-Minimum Scenario



As set out in Figure 5.1, private car is considered the main mode share at 35% or just over 2,000 attendees. Public transport accounts for a combined 46% of the mode share, split 21% or 1,218 attendees on Luas and 25% or 1,450 attendees on public bus.

Further analysis of the public transport and active travel demand, based on the estimated mode shares, is outlined below.

Public Transport

As noted in Section 3, the stadium is within a reasonable walking distance of frequent Luas and bus services, mainly located to the north of the stadium. The public transport services connect the stadium to Dublin City Centre, local destinations within the wider Tallaght area, in addition to locations in the City's northern, western and southern suburbs.

Luas and bus service data has been provided to the design team (by the NTA). The data provides an indication of potential service patterns for each route in the locality, covering a 12-hour period. This information has provided a high-level understanding of available service frequencies during the analysis hour (22:00-23:00hrs). The following Table 5.3 outlines the average service frequency per mode, the potential capacity and estimated demand.

Table 5.3 Public Transport Service Frequency and Capacity – Do-Minimum Scenario

Public Transport Mode	Time Period	Departure Frequency	Potential Service Capacity[1]	Potential Stadium Demand
Luas Red Line (Tallaght Stop)	Analysis Hour (22:00-23:00hrs)	5 min. freq.	2,829	1,218
Bus Services (Tallaght Luas Bus Stop & The Square Bus Stops)	Analysis Hour (22:00-23:00hrs)	1 min. freq.	4,941	1,450

As set out in Table 5.3, the estimated potential travel demand for a typical match day for each public transport mode is within the estimated available capacity on each public transport mode. The estimated departure frequency considers all available routes which in relation to bus services includes routes such as the F1, W2, W4, W6, S6, S8, etc.

Walking & Cycling

The estimated mode share indicates that 10% or 580 attendees would be expected to walk along with 58 attendees expected to cycle. As set out in Section 3, the surrounding area typically has adequate pedestrian infrastructure, covering potential routes to/ from the stadium. For pedestrians coming to/ from the north of the stadium (i.e. those walking to/ from public transport services, car parking and those generally walking) the N81/ Whitestown Way/ Cookstown Way junction is the main crossing

[1] Capacity calculation assumes a 10% preloading of non-event related users. Luas tram capacity 262, bus vehicle capacity 90.

point of the N81. This junction has signal-controlled crossing points on all arms. Nevertheless, depending on the match crowd characteristics and safety protocols, An Garda Síochána personnel can and do take manual control of the junction operation for a period of time before and after a match, to safely control pedestrian (and by association vehicle) movements at the junction.

As noted in early sections of this Report, 84 no. cycle parking spaces are available on site. The estimated mode share for cycling is 1% or 58 attendees. The on-site cycle parking facilities would therefore have sufficient capacity to accommodate this demand.

5.5. Proposed Representative Event Scenario (Max. Capacity – 22,000)

Context

Under this scenario, considered the do-something scenario, the potential impacts on the transport network (infrastructure & services) for a proposed outdoor event at the stadium with a maximum attendance of 22,000 persons are analysed. Analysis focuses on a representative event however, each event will have its own individual demand characteristics depending on the event type, event-start and end-time, artist and demographic profile of attendees. As such the analysis provided in this Report is a guide to identify potential capacity constraints in the transport network which each individual event organiser/ promoter would have to further consider and provide appropriate and achievable mitigation measures (e.g. EMP/ ETMP), subject to analysis and agreement of the licensing authority (i.e. SDCC).

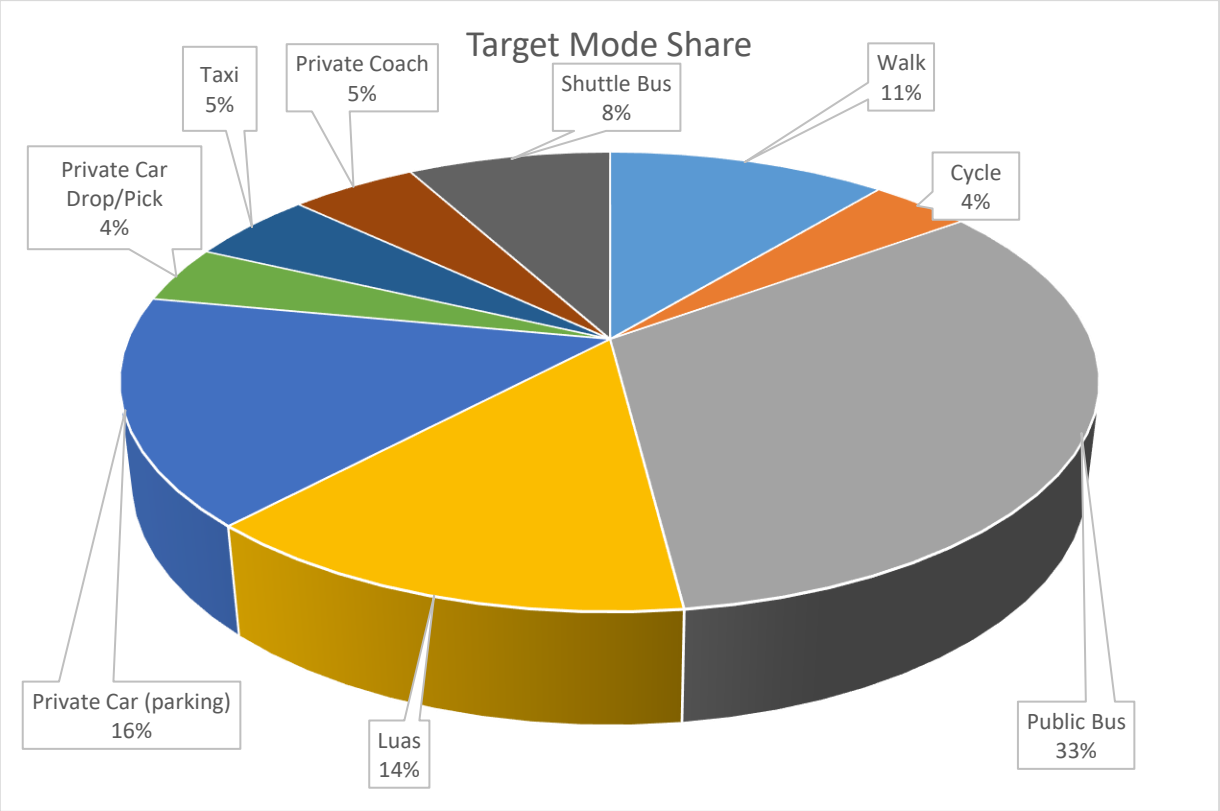
Target Mode Share

Utilising the representative event of an outdoor concert, target mode shares have been provisionally estimated. Such mode shares have been informed by analysis undertaken for the two previous scenarios, available baseline information, target mode shares in national and local policy and mode share characteristics of large-scale outdoor events at other venues in Dublin (e.g. Croke Park & Aviva Stadium). Figure 5.2 (overleaf) illustrates the provisionally targeted mode share for the analysis hour (22:00-23:00hrs).

As set out in Figure 5.2, the mode share targets equate to:

- 33% or 7,260 attendees by public bus services;
- 14% or 3,080 attendees by Luas;
- 16% or 3,520 attendees by private car (parking) & 4% or 880 attendees by drop off/ pick up;
- 5% or 1,100 attendees by taxi;
- 13% or 2,860 attendees by shuttle buses & private coaches combined; and
- 15% or 3,300 attendees by walking & cycling combined.

Figure 5.2 Target Mode Share for Representative Event – Do-Something Scenario



Public transport services are targeted to take a large share of the attendee demand. Public transport services accommodating such a high mode share is in line with similar travel demand patterns for other large-scale events in Dublin (e.g. Croke Park & Aviva Stadium) as well as acknowledging that the representative event would draw attendees from a much wider geographic area. After public transport, private car (parking and drop-off/ pick-up) is the next largest mode share. It is expected for large-scale events, such as the representative event, that private coaches would serve some of the travel demand along with organised shuttle buses.

As noted, the arrival profile of attendees is anticipated to be spread out over a longer time period, limiting potential impacts on transport infrastructure and services whereas the departure profile is expected to be concentrated around event finish time, hence a robust approach where all departure trips occur during a one-hour period (22:00-23:00hrs). Notwithstanding this, as noted in Section 5.2, events ending at the 22:45hrs curfew may require intervention in excess of recommended measures set out within this Report, as public transport frequency and network capacity is more limited after 23:00hrs.

It is noted that up to 87% of the provisional mode share (i.e. public transport, car parking, private car (parking + drop-off), taxi, walk and cycle) is likely to access transport services and facilities to the north of the stadium, crossing at the N81 junction. With shuttle bus and private coach, the remaining 13%,

accessed to the south of the stadium. The subsequent paragraphs outline the impact analysis per mode based the estimated mode share set out above.

Traffic Generation Impacts

The representative event would be expected to generate additional private vehicle movements on the surrounding road network. The vast majority of these movements would likely be generated by attendees parking at car parking sites in the vicinity of the stadium (no on-site general parking would be allowed) with the majority of car parking facilities located to the north of the stadium (as set out in Section 3). As noted, a target mode share of 16% or 3,520 attendees would be expected to travel by private car, parking within local facilities. As is common for an event of this type, it is likely that car journeys would be multi-occupancy. For the purposes of analysis, an average vehicle occupancy rate of 3 persons per vehicle has been assumed. This could potentially equate to 1,173 additional vehicles.

The potential impact of these additional vehicles on the road network was analysed against the traffic survey data. It is assumed the majority of car parking would be accommodated at existing car parks to the north (e.g. The Square Shopping Centre, Tallaght Cross East, Tallaght Cross West, etc.) with the majority of trips looking to access the strategic road network (i.e. N81 and likely onto the M50). Considering the road network layout in the vicinity of the car parks and access points to the N81, it has been assumed that a total of 30% of trips would access the N81/ Whitestown Way/ Cookstown Way junction (survey Site 2). The remaining trips are assumed to distribute 10% north along Cookstown Way and 60% mainly along Belgard Square South to other N81 access points to the east.

The following Table 5.4 sets out existing junction approach flows for both survey junctions as well as the estimated additional trips per junction arm for the YoO analysis hour at each junction.

Table 5.4 Representative Event Junction Movements (Approach Flows) – Do-Something Scenario

Junction Location	Analysis Hour	Junction Arm			
		Flow From	Flow To	Approach Flow	Additional Flows
Stadium Site Access/ Whitestown Way	22:00-23:00hrs	Site Access	Whitestown Way (S)	127	0
			Whitestown Way (N)	130	0
		Whitestown Way (S)	Site Access	0	0
			Whitestown Way (N)	149	0
		Whitestown Way (N)	Site Access	0	0
			Whitestown Way (S)	227	117
		Total Junction Flow		**633**	**117**
N81/ Whitestown Way/ Cookstown Way	22:00-23:00hrs	N81 (E)	Whitestown Way	105	0
			N81 (W)	346	0
			Cookstown Way	27	0
		Whitestown Way	N81 (E)	194	0
			N81(W)	96	0

Junction Location	Analysis Hour	Junction Arm			
		Flow From	Flow To	Approach Flow	Additional Flows
			Cookstown Way	91	0
		N81 (W)	N81 (E)	294	0
			Whitestown Way	25	0
			Cookstown Way	9	0
		Cookstown Way	N81 (E)	33	188
			Whitestown Way	65	117
			N81 (W)	53	47
		Total Junction Flow		**1,339**	**352**

As can be seen from the preceding Table 5.4, it is predicted that an additional 352 vehicle movements would pass through the N81 junction with 117 of these movements also travelling through the Stadium site access/ Whitestown Way junction. In view of the peak time vehicle flows through the junctions (e.g. over 3,000 vehicles at the N81 junction), the additional vehicle flows are likely to be accommodated with minimal overall impact over the hour. It is also noted that operational control of the junction is likely to be taken over by An Garda Síochána for a period of time to aid pedestrian flow through the junction. This in itself may induce some delay at the junction for vehicles however, the additional event-related vehicle movements through the junction would not appear to exceed the junction's capacity, and as a result are not expected to give rise to significant delay. It is also noted that the N81 layout is a dual carriageway with at least two lanes in either direction in the vicinity of the site. This layout provides vehicle stacking space between junctions on both N81 approaches to the junction, three lanes each ca. 250m in length stacking (ca. 750m in total) on N81 (W) arm and over 500m of dual lane (and additional turning lanes near the junction) stacking space (ca. over 1,000m in total) on N81 (E) arm. Further commentary on pedestrian movements through the junction are outlined in subsequent paragraphs.

As part of the pre planning engagement activities in preparation for this Part 8 application, the design team engaged with An Garda Síochána. A potential consideration noted by An Garda Síochána was the possibility of a period of temporary closure (to general traffic) of the Cookstown Way and Whitestown Way approaches to the N81 junction to aid with crowd management. If such a measure became a requirement, the ETMP would be expected to set out traffic management measures necessary to implement and manage the temporary closure along with detailing coordination with other aspects of the event management (e.g. shuttle bus/ private coach access, emergency vehicle access, public transport impacts, etc.). The requirement for such measure(s) would depend on individual event characteristics, would need to be set out in the ETMP and would be reviewed and agreed with SDCC in consultation with relevant statutory agencies prior to an event. If required, such a measure would introduce temporary delay at the N81 junction however, in view of the surrounding road network

layout and multiple alternative routes to the N81 and regional roads (and by extension onto the M50) the impact would be temporary and would not be expected to be significant.

It is also acknowledged that private car and taxi pick-up activities would likely generate additional trips on the local road network. Similar to car parking trips, it is assumed these trips would be multi-occupancy, potentially at a higher rate than that assumed for car parking trips. The level of private car and taxi pick-up would be influenced by the individual event characteristics and as such it is expected that an EMP/ ETMP would set out the particulars related to private car and taxi pick-up.

Car Parking Impacts

The representative event assumes the on-site car park would be utilised to provide event facilities (e.g. F&B, sanitary & welfare, boneyard, operation/ management facilities, etc.) and would not facilitate public car parking on-site. The exception to this would be the provision of accessible spaces. A total of 14 no. accessible spaces are currently available on-site, the exact amount provided on event-day would depend on a number of criteria including event attendance size, expected travel profile and event operational requirements for the car park. It would be up to each event organiser/ promoter through their EMP/ ETMP to quantify availability of on-site accessible car parking spaces. Spaces would be accessed via the existing site entrance off Whitestown Way and users would be directed to approach/ depart the site from the south, via Whitestown Way. As is common practice at other large-scale events in Dublin, a reservation system would be operated by the event organiser/ promoter, with an accessible space only be available if reserved in advance (typically up to a week beforehand).

As noted in Section 3, there are a number of car parks available in the vicinity of the stadium. These car parks have an estimated capacity of over 4,000 car parking spaces. It is predicted, based on the target mode share, that the car parking demand could equate to 1,173 vehicles. Considering the availability of car parking facilities in the surrounding area and likely timing of events within the stadium, the potential demand could be accommodated. It is also noted that the granted planning application for the North Stand estimated a match-day car parking demand of ca. 1,000 vehicles. The mode share target for the representative event seeks to enable a similar car parking demand as presently permitted, to minimise potential impacts on the available capacity.

Public Transport Impacts

As is the case for other large-scale outdoor events in Dublin, public transport is seen as a key transport mode given its potential geographical coverage and ability to efficiently move large numbers of people. Tallaght Stadium is well located to utilise the public transport network with Luas and numerous public bus services operating in proximity to the stadium. Furthermore, planned public transport infrastructure and service improvements (e.g. BusConnects Core Bus Corridor, new Tallaght Bus

Interchange Terminal and general service enhancements) in the area shall offer further improvements in future years.

The target mode shares allocate a mode share of:

- 33% or 7,260 attendees by public bus services; and
- 14% or 3,080 attendees by Luas.

Utilising the public transport service pattern data shared with the design team, the potential impact of the target mode shares on public transport services can be predicted. The following Table 5.5 outlines the average service frequency during the analysis hour (22:00-23:00hrs) and the potential demand.

Table 5.5 Public Transport Service Frequency and Capacity – Do-Something Scenario

Public Transport Mode	Time Period	Departure Frequency	Potential Service Capacity[2]	Potential Stadium Demand
Luas Red Line (Tallaght Stop)	Analysis Hour (22:00 – 23:00)	5 min. freq.	2,829	3,080
Bus Services (Tallaght Luas Bus Stop & The Square Bus Stops)	Analysis Hour (22:00 – 23:00)	1 min. freq.	4,941	7,260

As set out within the preceding Table 5.5, the estimated potential travel demand for the representative event indicates the existing service pattern during the analysis hour would not have sufficient capacity to accommodate the potential demand.

For reference, the peak hour departure frequency of buses is ca. 84 buses (i.e. 1 per 45 seconds) which equates to a potential capacity of ca. 6,800 passengers. While peak hour departure frequency for Luas is 14 trams (i.e. 1 per 4.5 mins) which equates to a potential capacity of 3,300 passengers. This indicates there is potential in the network to increase capacity compared to the existing frequency during the analysed hour however, this would be subject to prior consultation and agreement with the NTA and TII. It is also unlikely that full peak frequencies on public transport, particularly bus services, is achievable late at night and as such it would be expected that event organisers/ promoters as part of the EMP/ ETMP would also provide shuttle bus and coach services for an event. The passenger capacity of such services would need to exceed the combined 13% provisionally targeted within Figure 5.2.

[2] Capacity calculation assumes a 10% preloading of non-event related users. Luas tram capacity 262, Bus vehicle capacity 90.

The target mode shares presented represent an assessment scenario rather than a fixed operating model. Actual event-specific mode shares and transport arrangements would be developed in consultation with transport operators, the NTA and TII, with event capacities, ticket allocations, shuttle bus provision and travel demand management measures adjusted where necessary to ensure safe and effective operation of the transport network.

Shuttle Bus/ Private Coach

As noted in preceding paragraphs, while a significant portion of attendees are expected to travel to the stadium by public transport, it is highly likely shuttle bus service and private coaches would need to be provided/ accommodated to serve some of the potential demand that may not be able to be accommodated by public transport. Therefore, event organisers/ promoters through their EMP/ ETMP and consultation with transport operators/ NTA & TII, will need to consider shuttle bus and private coach provisions in combination with public transport provision.

A target mode share of 8% or 1,760 attendees for shuttle bus provision and 5% or 1,100 attendees for private coach provision has been assumed for the representative event. It is noted that shuttle bus and private coach capacity provision shall be decided on an event by event based and the capacity may need to exceed the provisional mode share targets. With public transport capacity being more constrained at nighttime (after 23:00hrs), a higher level of shuttle bus and private coach provision may be needed for events ending at or close to the 22:45hrs curfew time, with the feasibility of accommodating same to be assessed on an event-by-event basis.

The layout for the representative event allocates the western area of the car park, adjacent the site access, for shuttle bus and coach provision. The area would likely need to accommodate a drop-off/ pick-up area for buses as well as a shuttle bus stabling area (private coach stabling would not be accommodated). The existing car park layout includes physical islands between car parking rows which lends itself to providing separate areas for bus drop off/ pick up and bus stabling. Access to the shuttle bus and coach area would be via the existing vehicular site access.

Regarding the selection of potential shuttle bus route(s), these would be on an event-by-event basis influenced by an event's type, expected attendance, attendee demographic profile and potential public transport provision. The EMP/ ETMP would need to set out the expected route(s) & stops, number and type of vehicles, potential service frequency and management of service/ on-site shuttle bus area.

While a route isn't prescribed, it is suggested that all shuttle bus routes arrive and depart the site from the south via Whitestown Way. This would avoid shuttle buses travelling through the N81/ Whitestown Way/ Cookstown Way junction and reduce potential conflicts with pedestrians.

Walking & Cycling Impacts

The target walking mode share for the representative event is 11% or 2,420 attendees. Attendees would be expected to be from the local area with substantial areas of residential development located within a 30-minute walking distance of the stadium (see Section 3). The surrounding area generally has adequate pedestrian infrastructure, covering potential routes to/ from the stadium. It is also noted that an apparent future opportunity exists to enhance pedestrian facilities between the N81/ Whitestown Way/ Cookstown Way junction and The Square, and local bus and Luas services.

The majority of pedestrian activity is expected around the northwest corner of the stadium, adjacent to the N81/ Whitestown Way/ Cookstown Way junction. As noted, the pedestrian route to public transport and car parking facilities to the north of the stadium crosses the N81 at this junction. The junction is signal-controlled and includes crossing points on all arms however, the influx of attendees through the junction would likely impact its normal operation hence, temporary Gardai manual control of the junction's operation is needed to safely manage pedestrian and road traffic demands.

SEG has developed an Event Management Strategy (separate document) for the representative event which has undertaken an N81 Crossing Model (SEG_SDCC_N81_Crossing_Model v0.14). The model considers potential pedestrian and traffic (informed by survey data set out in Section 3 of this Report) flow impacts through the junction informed by holding arrangements on-site. A holding area for attendees once they leave the stadium is located at the northwest corner, this area aids management of pedestrians crossing the junction and has a working capacity of 4,370 attendees. The holding area allows for the controlled dispersal of large groups of pedestrians across the junction, enabling the potential impact on traffic flows to be managed. Pedestrians would be released in waves, emptying from the holding area as set out in SEG's N81 Crossing Model.

The target mode share for the representative event estimated a cycle mode share of 4% or 880 attendees. This is considered an ambitious target however, cycle facilities are available in the locality and increasing sustainable travel modes is encouraged in local and national policy, hence the 4% target. The event type and programme would have a big influence on this target, in that a daytime/ early-evening summer event would be expected to attract more cyclists than a late-evening/ night-time winter event. Cycle parking facilities are available on-site however, they would not be able to meet the predicted demand and would need to be supplemented with temporary cycle parking facilities on-site. The location, quantity and type of such temporary facilities would be detailed in an event EMP/ ETMP.

5.6. Impact Assessment Summary

This section of the Report has provided an impact assessment of the representative event along with an assessment of a typical non-event day and typical match event day for comparison. The analysis has considered various modes of travel and sought to develop target mode shares for the representative

event, to guide the analysis and identify potential constraints in the available transport network that are likely to need detailed consideration for each event and potential mitigation measures. The next section of this Report sets out the transport recommendations for an event, informed by the analysis outlined in this Section.

6. Event Traffic Management Plan Recommendations

6.1. Introduction

This section of the report sets out key Event Traffic Management Plan (ETMP) recommendations (and related Event Management Plan [EMP]). The recommendations are informed by baseline assessment and impact analysis activities, documented within earlier sections of this Report. They are intended to guide SDCC as the licensing authority as well as event organisers/ promoters in developing/ approving suitable and detailed EMP/ ETMPs for each event.

The recommendations aim to exploit opportunities for the stadium to be accessed in a sustainable way and for its traffic impact on the wider road network to be well managed and minimised.

6.2. Overarching Recommendations

- An EMP/ ETMP shall be prepared for each event. Consultation with key stakeholders shall form an integral part of the Plan development process. This shall include for each event the relevant authorities (e.g. NTA, TII, An Garda Síochána) and transport service providers. A post-event review report shall be prepared following each event and submitted to SDCC. The report shall assess transport performance, crowd management, shuttle bus provision, parking impacts, complaints received and recommendations for future events.
- The EMP/ ETMP shall carefully consider and set out potential travel mode shares for an event, providing realistic and achievable targets considering the event's characteristics, scheduled public transport service provision and demographic profile of attendees.
- Attendees shall be encouraged, where feasible, to travel by active and sustainable travel modes, and access by private car travel shall be discouraged.

6.3. Car Use Restrictions

- The on-site car park shall not provide general car parking for the public on event day.
- Noting the close proximity of the stadium to public transport services (bus, Luas), event attendees will be actively encouraged to arrive by means of transport other than the private car.
- To accommodate attendees with mobility impairments, limited publicly accessible car parking spaces shall be provided on-site. The quantity is to be determined on an event-by-event basis. An online pre-booking system to reserve a space shall be implemented and integrated with ticket sales.
- The existing vehicular site access shall be controlled on event day and also in the days leading up to and after (if required) to aid site build and break down activities. Stewards and/ or traffic management personnel shall be placed at the site access to monitor and enforce access restrictions.

6.4. Encouraging Public Transport Access

- Event attendees shall be encouraged to travel to the stadium by public transport, with information about available public transport routes, closest stops, and routes between the stadium and these stops made available in advance and on the day of the event.

6.5. Public Transport Service Provision

- A large number of attendee trips would be expected to be undertaken via public transport, as is the case with similar large-scale events elsewhere in Dublin. The EMP/ ETMP shall assess in detail the expected number of trips anticipated to use public transport vs. the expected public transport service provision and related passenger carrying capacity (which varies by day of week and time of day), informed through engagement with the NTA & TII.
- The EMP/ ETMP shall set out the communication channels and operational procedures for management of crowds utilising public transport, with support on the ground from transport operator personnel. Specifics are to be agreed with SDCC, An Garda Síochána, NTA & TII in advance of the event.
- As identified in the impact assessment, public transport service provision may be limited late in the evening and at night, and therefore it is expected that large-scale events would include provision for shuttle bus/ private coach services (see subsequent Report sub-section).
- Event organisers/ promoters shall actively engage with the NTA/ TII and transport operators prior to submission of all required documents to SDCC. This should be in addition to consultation that would take place as part of the licence application process.

6.6. Shuttle Bus/ Private Coach Provision

- Shuttle bus/ private coach provision is likely to be required for large-scale events with the EMP/ ETMP setting out the expected requirements. This should include but not be limited to routing, stops, service provision (no. of vehicles, frequency, vehicle type, etc.), operating times, contingency plans, on-site management and monitoring of service usage.
- While exact routing would be decided on an event-by-event basis, it is expected that the shuttle bus service would serve key transport interchanges and complement scheduled public transport service provision, seeking to plug any potential capacity gaps.
- As shuttle buses are intended to address public transport capacity shortfalls (which will vary by time of day depending on specific event start/ end times), shuttle bus provision is to be informed by engagement with the NTA/ TII and transport operators.
- Signage and wayfinding information across the site shall clearly identify the location of the shuttle bus and coach area, the routes served, pricing and operating times. This information shall also be

communicated to attendees prior to the event as part of the general event information/ ticket sales process.

- It is envisaged that private coaches would utilise the drop-off/ pick-up facilities on-site, alongside the shuttle bus service(s). Stabling of private coaches during the event would not be accommodated on-site and would be a consideration for individual operators. A potential location for stabling, in consultation with The Square management, could be The Square Shopping Centre parking areas.

6.7. Cycle Parking and Access

- Event-day access by active travel modes (walking and cycling) needs to be accommodated, with temporary cycle parking installed on-site to supplement permanent cycle parking provision. Capacity provided shall satisfy the targeted cycle mode share, with the EMP/ ETMP setting out the expected requirements.
- Signage and wayfinding information across the site shall clearly identify the location of cycle parking facilities, and related access/ egress routes. This information shall also be communicated to attendees prior to the event as part of the general event information/ ticket sales process.

6.8. Crowd Management

- The dominant direction for attendees to arrive and egress the event is expected to be north across the N81 junction and along Cookstown Way. The ETMP shall clearly detail the procedures to manage crowds along this route. Setting out any temporary infrastructure (e.g. barriers/ fencing, wayfinding, etc.) and staffing requirements to support management of the route.
- The ETMP shall set out on-site circulation routes for attendees and vehicles. The routes are to be designed to minimise and if possible, avoid potential conflict between pedestrians and vehicles.
- The ETMP shall consider the potential operating times for on-site food and beverage facilities, as operating times can influence the arrival and egress profile of attendees.

6.9. General Traffic Management

- The ETMP shall set out how the N81 and Whitestown Way carriageways adjacent to the stadium shall be managed during the event, in particular setting out measures to restrict stopping, hazardous parking, ad-hoc drop off and pick up at the stadium, maintain emergency access route(s). An Garda Síochána shall be consulted in relation to any potential measures.
- Emergency vehicle routing on the surrounding road network shall be considered and detailed in the ETMP. This shall include, inter alia, arrangements for emergency vehicle access to the stadium as well as Tallaght Hospital to the north. Consideration shall also be given to potential interaction of shuttle buses and private coaches with emergency vehicles on Whitestown Way, with the ETMP

setting out measures to manage shuttle bus/ coach movements so that, when required, emergency vehicle movements can be given priority.

- The ETMP shall review car parking signage on approach to the locality and provide additional temporary signage (fixed and dynamic display) directing attendees to car parking facilities in the area.
- The ETMP shall set out how the event organiser/ promoter shall communicate and advertise in advance the traffic management, vehicle access restrictions and car parking restrictions expected to be in place in the lead up to, during and post the event.
- The ETMP plan shall consider the suitability and capacity of existing drop-off/ pick-up infrastructure and locations in the in vicinity of the stadium for private cars and taxis. Based on an event's specific characteristics, the ETMP shall consider potential provision of supplementary location(s) within the stadium's general vicinity to accommodate car/ taxi drop-off/ pick-up activities.
- To minimise potential traffic and parking demand and noting car parking in the vicinity is subject to a charge, the ETMP shall consider potential alternative mobility solutions (e.g. car share, cycle/ scooter parking, etc.) and where required set out measures for the event, as part of the overall transport approach detailed in the ETMP.

6.10. N81/ Whitestown Way/ Cookstown Way Junction

- This is a key transport and traffic consideration for any event, as it influences stadium access and egress profile. The EMP/ ETMP shall set out in detail how the junction (including crossing of the N81) and its approaches is to be managed before and after an event, with support from An Garda Síochána.
- The ETMP shall detail any temporary road control measures (e.g. signage, cones, control measures, sterile areas, holding areas, etc.) that will be required to adequately manage traffic at and on approach to the junction. All measures are to be undertaken by competent personnel and be agreed with SDCC and TII in advance.

6.11. Event Set-Up/ Break-Down

- The ETMP is to set out a heavy goods vehicle access/ egress route to/ from the stadium. It is expected this would utilise the adjacent strategic road network (i.e. N81 & M50).
- The ETMP would outline the expected scheduling of heavy goods vehicle trips, informed by the build/ break plan for the event set out in the EMP, in the days leading up and after the event. Trips would be expected to be scheduled outside of network peak hours to minimise traffic impacts.
- The on-site car park is to be utilised for all delivery and servicing trips and provide heavy goods vehicle parking, avoiding heavy goods vehicles from stopping and/ or parking on roads surrounding the stadium.

6.12. Monitoring and Update Strategy

- It is important to monitor and update the ETMP to ensure the actions are being implemented and that actions are sustained over time. It also provides an opportunity for the effectiveness of actions to be assessed, and if required, new actions identified.
- A key component of the monitoring and update strategy shall include any potential overspill car parking onto the local road network. If needed, this shall need to be actively managed in consultation with relevant stakeholders, with agreed measures identified and implemented to discourage any such activities.

7. Summary and Conclusion

7.1. Summary

Transport Insights has been commissioned by SEG on behalf of SDCC to prepare a TTA Report, in relation to a Part 8 planning application for outdoor concert events at Tallaght Stadium, Tallaght, Dublin 24. The Part 8 planning application intends to provide the principal parameters for individual large-scale outdoor events and concerts, accommodating a maximum capacity of 22,000 attendees.

Receiving Environment

A comprehensive baseline review of the traffic and transport receiving environment has been detailed in this report. The stadium is located in the urban area of Tallaght is considered to have good accessibility and is accessible from the existing pedestrian, cycle and road network. A number of public transport (bus, Luas) services are available in a short walking distance of the stadium and provide connections to Dublin City Centre, its suburbs and connect with national services at various transport interchanges in the city.

The stadium is located adjacent to the strategic road network, with the N81 passing to the north of the site. The M50 is located a short distance to the east of the stadium, accessed via the N81. To gain a better understanding of traffic flows on the local road network as well as parking usage at the site, traffic surveys were undertaken at junctions adjacent to the stadium (for a non event and event/ match day). Public car parking facilities available in the locality were also reviewed.

The stadium currently hosts a number of event types as well as conference facilities. It is home to Shamrock Rovers Football Club and can accommodate up to 10,500 spectators in its current configuration. A review of existing crowd management measures that are employed on event/ match days was undertaken.

Overview of Proposed Development

The Part 8 application proposes the facilitation of hosting large-scale outdoor events and concerts involving amplified music within the grounds of Tallaght Stadium. No significant permanent works are proposed to the site as part of this Part 8 application. An overview of the proposal's principal parameters for individual events is below:

- Maximum proposed capacity of an event would be 22,000 no. attendees;
- A large part of the additional capacity would be accommodated on the existing pitch area;
- The proposal is for up to 5 no. events per calendar year; and
- Events music curfew is 22:45hrs.

The proposed development uses would be in addition the existing uses at the stadium. The above proposals are intended to set out the overarching criteria for an event at the stadium. Statutory outdoor licensing process would still be required to gain approval for an event.

Development Traffic Impact Analysis

This Part 8 application sets out the principal parameters for individual large-scale outdoor events and concerts however each event is to be considered on an event by event bases, in consultation with key stakeholders.

To inform the development impact analysis a representative event for an outdoor concert for 22,000 attendees was developed and analysed. In addition, the analysis also considered a non event day and an event day. The analysis sought to understand potential travel demands and identify potential issues with existing service provision and infrastructure in the locality. The analysis considered a number of modes, including walking, cycling, car, public transport and parking. Potential issues identified included public transport provision constraints, need for shuttle bus/ private coach provision, management of the N81/ Whitestown Way/ Cookstown Way junction, etc.

Car Parking Demand

Potential car parking demand for the representative event was also analysed. It is noted that the on-site car park would not be available for general public car parking during the event, as the car park shall form part of the event space and provide various services and operational users. The analysis indicates there is available capacity in publicly accessible car parks, mainly to the north of the site. To help minimise potential car parking demand, attendees would be encouraged to travel to/ from the stadium using sustainable travel modes, in particular public transport.

ETMP/ EMP Recommendations

Informed by the impact assessment, Section 6 of this Report has detailed an extensive number of traffic and transport recommendations for an event's ETMP (and EMP). These recommendations set out the considerations, parameters and potential mitigation each event organiser/ promoter should address when developing their event plans. Recommendations include undertaking active engagement with key stakeholders at a number of points in the process, considering a holistic approach to how attendees will be facilitated in travelling to/ from the stadium, public transport provision, communication channels and marketing activities to disseminate relevant information on travel service and traffic restrictions, event set up & break down, crowd control, monitoring, etc.

7.2. Conclusion

Considering the contents of this Report, it is apparent that the proposed development has been planned and designed in accordance with best practice guidance and latest planning and policy

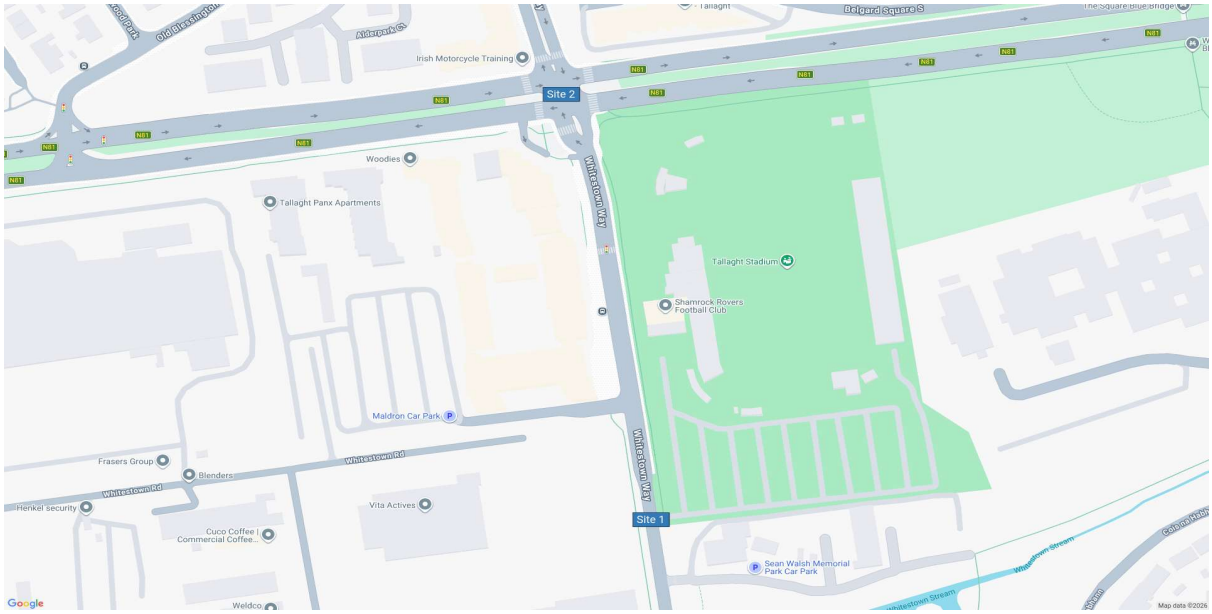
guidelines, and should actively contribute towards a reduction in private car use and achievement of more sustainable travel patterns compared to existing stadium related travel behaviours.

Subject to the implementation of event specific Event Management Plans and Event Traffic Management Plans, the proposed development is considered consistent with national, regional and local planning policy. The proposal supports the role of Tallaght while facilitating large-scale cultural and entertainment events in a sustainable manner and with appropriate safeguards for residential amenity and transport network operation.

Appendix A Traffic Survey Data

IDASO

Survey Name: 261004 - Tallaght Stadium Dublin 24
Date: Thu 17 Sep 2026 — Fri 18 Sep 2026

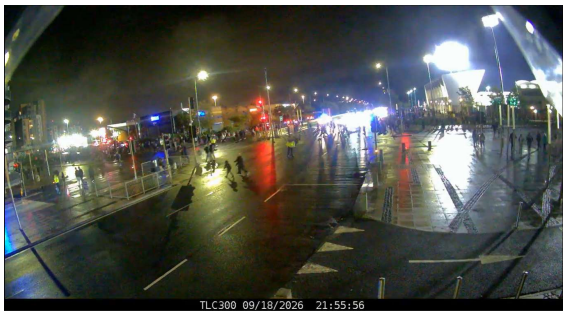


IDASO

Survey Name: 261004 - Tallaght Stadium Dublin 24
Date: Thu 17 Sep 2026 — Fri 18 Sep 2026

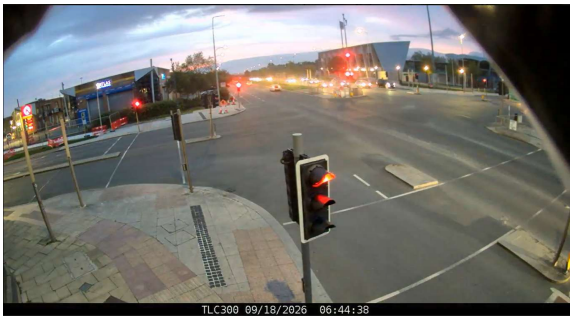
Site 2 **Due to heavy traffic volumes and a high number of pedestrians, junction movements were temporarily controlled by the police, with traffic cones placed on the road to manage traffic flow.**
These temporary traffic management measures were in place on the 18th during the following periods:
18:25:00–20:00:00
21:38:00–22:10:00



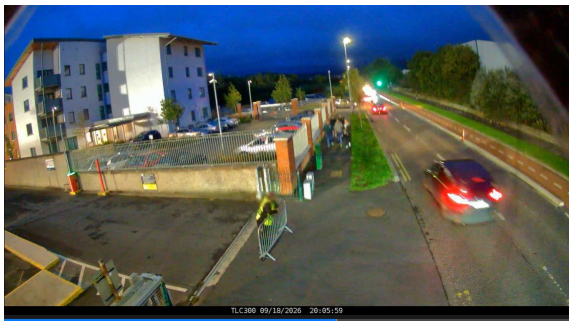




Barricades and traffic cones were placed along the eastern footpath of Arm D throughout the survey period. No roadworks were observed.



Site 1 - The entrance was controlled by stewards on 18 September, from 19:52 to 20:24.





IDASO

Survey Name: 261004 - Tallaght Stadium Dublin 24
Site: Site 1
Location: Whitestown Way/Tallaght Stadium access
Date: Thu 17-Sep-2026
AM Peak: 08:15 — 09:15 **Total:** 1069
PM Peak: 16:30 — 17:30 **Total:** 1227
15 Min Peak: 17:00 — 17:15 **Total:** 324
Overall 15 Min Peak: 17:00 — 17:15 **Total:** 324 **Date:** 17/09/2026

Arm A - Tallaght Stadium access
Arm B - Whitestown Way
Arm C - Whitestown Way

A => A

TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:59 TO	0	0	0	0	0	0	0	0	0

A => B

TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:59 TO	0	0	0	0	0	0	0	0	0

A => C

TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:59 TO	0	0	0	0	0	0	0	0	0

B => A

TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:59 TO	0	0	0	0	0	0	0	0	0

B => B

TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0
07:15

C => B								C => C									
M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
0	25	9	2	0	3	41	43.4	0	0	0	0	0	0	0	0	0
0	36	13	3	1	1	54	57.8	0	0	0	0	0	0	0	0	0
0	50	11	2	0	2	65	68	0	0	0	0	0	0	0	0	0
0	59	11	0	0	1	71	72	0	0	0	0	0	0	0	0	0
0	170	44	7	1	7	231	241.2	0	0	0	0	0	0	0	0	0
0	73	13	1	0	3	92	93.9	0	0	0	0	0	0	0	0	0
0	92	11	5	0	1	111	112.9	0	0	0	0	0	0	0	0	0
0	100	10	2	1	1	115	117.5	0	0	0	0	0	0	0	0	0
0	70	15	5	0	0	91	92.7	0	0	0	0	0	0	0	0	0
0	335	49	13	1	5	403	417	0	0	0	0	0	0	0	0	0
1	90	12	3	1	1	108	111.2	0	0	0	0	0	0	0	0	0
0	58	7	4	0	1	71	73.2	0	0	0	0	0	0	0	0	0
0	68	11	1	1	1	84	85.2	0	0	0	0	0	0	0	0	0
0	77	12	5	0	2	96	100.5	0	0	0	0	0	0	0	0	0
1	293	42	13	2	5	359	370.1	0	0	0	0	0	0	0	0	0
0	69	8	1	1	1	81	83	0	0	0	0	0	0	0	0	0
0	77	6	3	1	2	89	93.8	0	0	0	0	0	0	0	0	0
0	74	14	5	1	1	96	100	0	0	0	0	0	0	0	0	0
0	72	15	2	1	1	91	94.7	0	0	0	0	0	0	0	0	0
0	292	43	11	4	5	359	371.5	0	0	0	0	0	0	0	0	0
0	87	6	5	0	2	100	104.5	0	0	0	0	0	0	0	0	0
0	78	3	1	0	1	84	84.7	0	0	0	0	0	0	0	0	0
2	107	10	3	1	1	124	126.6	0	0	0	0	0	0	0	0	0
0	97	13	5	4	1	122	129.1	0	0	0	0	0	0	0	0	0
2	369	32	14	5	5	430	444.9	0	0	0	0	0	0	0	0	0
0	106	9	1	1	0	117	118.8	0	0	0	0	0	0	0	0	0
1	97	8	3	1	2	114	116.6	0	0	0	0	0	0	0	0	0
0	93	14	3	0	1	117	114.7	0	0	0	0	0	0	0	0	0
0	104	19	1	0	1	126	126.7	0	0	0	0	0	0	0	0	0
1	400	50	8	2	4	474	476.8	0	0	0	0	0	0	0	0	0
0	101	11	3	1	3	120	125	0	0	0	0	0	0	0	0	0
0	117	17	1	0	1	138	137.9	0	0	0	0	0	0	0	0	0
0	104	10	5	0	1	122	123.9	0	0	0	0	0	0	0	0	0
0	105	14	2	2	1	125	128.8	0	0	0	0	0	0	0	0	0
0	427	52	11	3	6	505	515.6	0	0	0	0	0	0	0	0	0
0	114	14	3	0	1	134	134.9	0	0	0	0	0	0	0	0	0
0	124	11	6	0	1	143	146.2	0	0	0	0	0	0	0	0	0
2	136	14	4	1	1	160	161.5	0	0	0	0	0	0	0	0	0
1	125	23	1	0	1	154	152.5	0	0	0	0	0	0	0	0	0
3	499	62	14	1	4	591	595.1	0	0	0	0	0	0	0	0	0
1	138	19	2	0	1	162	162.6	0	0	0	0	0	0	0	0	0
0	120	15	3	0	1	143	142.3	0	0	0	0	0	0	0	0	0
0	138	18	3	0	2	162	164.7	0	0	0	0	0	0	0	0	0
0	125	14	1	0	3	144	146.7	0	0	0	0	0	0	0	0	0
1	521	66	9	0	7	611	616.3	0	0	0	0	0	0	0	0	0
0	136	17	8	0	1	165	167.6	0	0	0	0	0	0	0	0	0
0	143	12	2	0	1	163	161	0	0	0	0	0	0	0	0	0
0	146	17	3	0	2	173	172.5	0	0	0	0	0	0	0	0	0
1	148	23	3	0	1	177	178.1	0	0	0	0	0	0	0	0	0
1	573	69	16	0	5	678	679.2	0	0	0	0	0	0	0	0	0
2	160	15	3	0	0	183	180.9	0	0	0	0	0	0	0	0	0
2	140	15	5	0	1	163	165.3	0	0	0	0	0	0	0	0	0
2	135	13	2	1	1	155	156.3	0	0	0	0	0	0	0	0	0
1	132	12	0	0	2	151	149.2	0	0	0	0	0	0	0	0	0
7	567	55	10	1	4	652	651.7	0	0	0	0	0	0	0	0	0
2	142	8	4	0	0	158	157.2	0	0	0	0	0	0	0	0	0
2	134	16	0	1	0	154	153.3	0	0	0	0	0	0	0	0	0
1	125	15	2	0	2	146	147.6	0	0	0	0	0	0	0	0	0
2	135	6	0	0	1	146	144.2	0	0	0	0	0	0	0	0	0
7	536	45	6	1	3	604	602.3	0	0	0	0	0	0	0	0	0
0	114	9	0	0	1	126	125.4	0	0	0	0	0	0	0	0	0
0	126	12	0	0	1	139	140	0	0	0	0	0	0	0	0	0
0	98	7	1	0	1	108	108.7	0	0	0	0	0	0	0	0	0
0	130	4	0	0	1	138	136.6	0	0	0	0	0	0	0	0	0
0	468	32	1	0	4	511	510.7	0	0	0	0	0	0	0	0	0
1	86	7	0	0	1	97	95.8	0	0	0	0	0	0	0	0	0
1	122	5	1	0	1	130	130.9	0	0	0	0	0	0	0	0	0
1	108	3	0	0	1	113	113.4	0	0	0	0	0	0	0	0	0
0	87	5	0	0	1	93	94	0	0	0	0	0	0	0	0	0
3	403	20	1	0	4	431	434.1	0	0	0	0	0	0	0	0	0
0	78	7	0	0	1	87	87.2	0	0	0	0	0	0	0	0	0
0	60	5	0	0	1	66	67	0	0	0	0	0	0	0	0	0
0	63	6	1	0	1	71	72.5	0	0	0	0	0	0	0	0	0
0	51	5	0	0	1	57	58	0	0	0	0	0	0	0	0	0
0	252	23	1	0	4	281	284.7	0	0	0	0	0	0	0	0	0
1	56	0	0	0	2	61	60.8	0	0	0	0	0	0	0	0	0
0	38	2	0	0	1	41	42	0	0	0	0	0	0	0	0	0
0	35	0	0	0	1	36	37	0	0	0	0	0	0	0	0	0
0	28	1	1	0	1	32	32.7	0	0	0	0	0	0	0	0	0
1	157	3	1	0	5	170	172.5	0	0	0	0	0	0	0	0	0
1	27	0	1	0	0	29	28.9	0	0	0	0	0	0	0	0	0
0	29	2	0	0	1	32	33	0	0	0	0	0	0	0	0	0
0	19	0	0	0	2	21	23	0	0	0	0	0	0	0	0	0
0	15	2	0	0	0	17	17	0	0	0	0	0	0	0	0	0
1	90	4	1	0	3	99	101.9	0	0	0	0	0	0	0	0	0
28	6352	691	137	21	80	7397	7486	0	0	0	0	0	0	0	0	0

C => B								C => C									
M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
0	35	9	2	0	1	47	49	0	0	0	0	0	0	0	0	0
0	30	8	0	0	2	40	42	0	0	0	0	0	0	0	0	0
0	45	7	1	0	2	56	57.7	0	0	0	0	0	0	0	0	0
0	74	17	5	1	1	98	102.8	0	0	0	0	0	0	0	0	0
0	184	41	8	1	6	241	251.5	0	0	0	0	0	0	0	0	0
0	65	11	1	1	3	82	86	0	0	0	0	0	0	0	0	0
0	86	22	2	1	2	116	117.9	0	0	0	0	0	0	0	0	0
0	103	13	1	2	1	123	124.7	0	0	0	0	0	0	0	0	0
0	90	8	1	0	0	100	99.7	0	0	0	0	0	0	0	0	0
0	344	54	5	4	6	421	428.3	0	0	0	0	0	0	0	0	0
0	75	15	2	0	2	94	97	0	0	0	0	0	0	0	0	0
0	58	11	5	1	1	77	81	0	0	0	0	0	0	0	0	0
0	74	10	2	0	1	87	89	0	0	0	0	0	0	0	0	0
1	69	13	7	0	0	91	93.1	0	0	0	0	0	0	0	0	0
1	276	49	16	1	4	349	360.1	0	0	0	0	0	0	0	0	0
0	80	13	3	2	1	99	104.1	0	0	0	0	0	0	0	0	0
0	82	21	4	1	1	110	113.5	0	0	0	0	0	0	0	0	0
0	74	15	3	0	1	94	95.7	0	0	0	0	0	0	0	0	0
0	94	13	4	0	1	115	115.6	0	0	0	0	0	0	0	0	0
0	330	62	14	3	4	418	428.9	0	0	0	0	0	0	0	0	0
0	97	15	3	0	1	117	118.7	0	0	0	0	0	0	0	0	0
0	96	15	4	0	1	116	119	0	0	0	0	0	0	0	0	0
1	91	7	8	1	1	111	115.1	0	0	0	0	0	0	0	0	0
0	115	17	5	0	1	138	141.5	0	0	0	0	0	0	0	0	0
1	399	54	20	1	4	482	494.3	0	0	0	0	0	0	0	0	0
0	111	14	4	0	2	133	135.4	0	0	0	0	0	0	0	0	0
1	107	18	4	0	1	133	133.8	0	0	0	0	0	0	0	0	0
2	115	19	4	0	1	142	143	0	0	0	0	0	0	0	0	0
0	123	12	4	0	1	141	143.2	0	0	0	0	0	0	0	0	0
3	456	63	16	0	5	549	555.4	0	0	0	0	0	0	0	0	0
0	115	12	3	1	2	133	137.8	0	0	0	0	0	0	0	0	0
0	131	20	3	0	1	156	157.7	0	0	0	0	0	0	0	0	0
1	118	8	4	0	1	136	135.2	0	0	0	0	0	0	0	0	0
0	122	11	4	0	1	140	141.4	0	0	0	0	0	0	0	0	0
1	486	51	14	1	5	565	572.1	0	0	0	0	0	0	0	0	0
0	143	21	2	0	1	169	169.4	0	0	0	0	0	0	0	0	0
1	127	17	1	0	1	147	147.9	0	0	0	0	0	0	0	0	0
0	127	17	2	0	2	149	151.2	0	0	0	0	0	0	0	0	0
1	137	12	6	0	1	159	160.8	0	0	0	0	0	0	0	0	0
2	534	67	11	0	5	624	629.3	0	0	0	0	0	0	0	0	0
1	143	17	3	0	2	169	169.5	0	0	0	0	0	0	0	0	0
1	138	21	2	0	0	162	162.4	0	0	0	0	0	0	0	0	0
0	135	22	3	0	1	164	164.1	0	0	0	0	0	0	0	0	0
0	144	12	4	0	1	166	165	0	0	0	0	0	0	0	0	0
2	560	72	12	0	4	661	661	0	0	0	0	0	0	0	0	0
2	127	20	1	0	1	151	151.3	0	0	0	0	0	0	0	0	0
2	146	16	2	0	0	171	166.8	0	0	0	0	0	0	0	0	0
0	154	15	2	0	1	177	175	0	0	0	0	0	0	0	0	0
0	144	15	4	0	1	167	167.6	0	0	0	0	0	0	0	0	0
4	571	66	9	0	3	666	660.7	0	0	0	0	0	0	0	0	0
0	143	8	1	0	0	155	153.1	0	0	0	0	0	0	0	0	0
1	143	17	4	0	2	170	171	0	0	0	0	0	0	0	0	0
0	131	15	2	0	1	152	151.6	0	0	0	0	0	0	0	0	0
0	112	4	2	0	1	122	121.6	0	0	0	0	0	0	0	0	0
1	529	44	9	0	4	599	597.3	0	0	0	0	0	0	0	0	0
0	124	9	4	0	1	139	141.2	0	0	0	0	0	0	0	0	0
0	112	7	0	0	2	124	123.6	0	0	0	0	0	0	0	0	0
1	129	7	2	0	2	142	143.6	0	0	0	0	0	0	0	0	0
1	86	9	0	0	1	97	97.4	0	0	0	0	0	0	0	0	0
2	451	32	6	0	6	502	505.8	0	0	0	0	0	0	0	0	0
0	116	3	1	0	1	124	123.1	0	0	0	0	0	0	0	0	0
2	105	3	0	1	1	113	113.3	0	0	0	0	0	0	0	0	0
0	106	5	1	0	1	113	114.5	0	0	0	0	0	0	0	0	0
0	126	2	0	0	1	131	130.4	0	0	0	0	0	0	0	0	0
2	453	13	2	1	4	481	481.3	0	0	0	0	0	0	0	0	0
0	101	3	0	0	1	108	106.6	0	0	0	0	0	0	0	0	0
0	96	5	0	0	1	103	103.2	0	0	0	0	0	0	0	0	0
0	90	1	0	0	2	94	95.2	0	0	0	0	0	0	0	0	0
0	86	6	0	0	0	92	92	0	0	0	0	0	0	0	0	0
0	373	15	0	0	4	397	397	0	0	0	0	0	0	0	0	0
1	77	3	1	0	1	84	84.1	0	0	0	0	0	0	0	0	0
0	55	2	0	0	1	59	59.2	0	0	0	0	0	0	0	0	0
0	46	2	0	0	1	49	50	0	0	0	0	0	0	0	0	0
0	75	1	0	0	0	77	76.2	0	0	0	0	0	0	0	0	0
1	253	8	1	0	3	269	269.5	0	0	0	0	0	0	0	0	0
0	56	4	0	0	0	61	60.2	0	0	0	0	0	0	0	0	0
0	61	2	0	0	1	67	65.6	0	0	0	0	0	0	0	0	0
0	55	1	2	0	1	59	61	0	0	0	0	0	0	0	0	0
0	41	2	0	0	1	44	45	0	0	0	0	0	0	0	0	0
0	213	9	2	0	3	231	231.8	0	0	0	0	0	0	0	0	0
1	40	1	1	0	0	43	42.9	0	0	0	0	0	0	0	0	0
0	39	0	0	0	1	40	41	0	0	0	0	0	0	0	0	0
0	38	0	0	0	1	40	40.2	0	0	0	0	0	0	0	0	0
0	34	1	0	0	0	35	35	0	0	0	0	0	0	0	0	0
1	151	2	1	0	2	158	159.1	0	0	0	0	0	0	0	0	0
21	6563	702	146	12	72	7613	7683	0	0	0	0	0	0	0	0	0



IDASO

Survey Name: 261004 - Tallaght Stadium Dublin 24
Site: Site 2
Location: NB/Cookstown Way/Whitestown Way
Date: Thu 17-Sep-2026
AM Peak: 08:00 — 09:00 **Total:** 3377
PM Peak: 16:00 — 17:00 **Total:** 3690
15 Min Peak: 17:15 — 17:30 **Total:** 952
Overall 15 Min Peak: 15:30 — 15:45 **Total:** 953 **Date:** 18/09/2026

Arm A - N81
Arm B - Whitestown Way
Arm C - N81
Arm D - Cookstown Way

A => A

TIME	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	1	0	0	1	1
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	1	1
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	1	0	0	1	1
10:30	0	0	0	0	0	0	0	0
10:45	0	0	2	0	0	0	2	2.5
H/TOT	0	0	2	1	0	0	3	3.5
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
13:00	0	0	0	1	0	0	1	1
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	1	1
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	1	0	0	1	1
H/TOT	0	0	0	1	0	0	1	1
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	1	0	0	1	1.5
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	1	1.5
16:00	0	0	1	0	0	0	1	1
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	1	1
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0
16:59 TO	0	0	2	0	0	0	2	2

A => B

TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	16	3	0	0	22	23.2
07:15	0	0	0	14	2	1	0	23	25
07:30	0	0	0	23	6	2	0	31	32
07:45	0	0	0	29	8	0	0	47	47
H/TOT	0	0	0	82	19	3	0	123	127.2
08:00	0	0	0	32	6	1	0	41	43.5
08:15	0	0	0	49	9	4	0	62	64
08:30	0	0	0	52	7	1	0	64	64.5
08:45	0	0	0	49	11	1	0	61	61.5
H/TOT	0	0	0	182	33	8	1	226	233.3
09:00	0	0	0	76	14	3	1	94	92.8
09:15	0	0	0	33	5	5	0	43	45.5
09:30	0	0	0	38	5	1	0	45	46.8
09:45	0	0	0	48	4	2	0	54	64
H/TOT	0	0	0	195	30	13	2	240	249.1
10:00	0	0	0	43	7	2	1	53	53.3
10:15	0	0	0	49	9	3	0	63	64.7
10:30	0	0	0	45	10	4	1	61	63.5
10:45	0	0	0	47	12	1	1	61	62.8
H/TOT	0	0	0	184	36	10	3	236	244.3
11:00	0	0	0	54	11	5	0	70	72.5
11:15	0	0	0	55	1	1	0	57	58.5
11:30	0	0	0	55	6	2	1	65	66.7
11:45	0	0	0	39	8	5	3	56	61.8
H/TOT	0	0	0	203	26	13	4	248	259.5
12:00	0	0	0	52	6	1	0	59	60.3
12:15	0	0	0	57	7	4	1	69	73.2
12:30	0	0	0	37	14	1	0	52	52.5
12:45	0	0	0	60	20	1	0	81	81.5
H/TOT	0	0	0	206	47	7	1	261	267.5
13:00	0	0	0	54	3	2	1	61	64.3
13:15	0	0	0	61	17	1	0	79	79.5
13:30	0	0	0	57	6	3	0	66	67.5
13:45	0	0	0	61	1	1	0	63	63.5
H/TOT	0	0	0	233	27	7	1	269	274.8
14:00	0	0	0	67	7	2	0	76	79
14:15	0	0	0	57	10	5	0	72	74.5
14:30	0	0	0	80	11	2	0	93	95.6
14:45	0	0	0	75	6	3	0	84	91.4
H/TOT	0	0	0	279	34	12	0	325	340.5
15:00	0	0	0	66	12	2	0	80	81.4
15:15	0	0	0	82	10	4	0	96	98
15:30	0	0	0	63	18	2	0	84	84.2
15:45	0	0	0	55	7	1	1	64	65.5
H/TOT	0	0	0	266	47	9	1	325	329.1
16:00	0	0	1	0	0	0	0	108	110
16:15	0	0	0	55	2	0	0	77	68.4
16:30	0	0	0	81	16	4	0	103	105.4
16:45	0	0	0	58	14	1	0	73	73.5
H/TOT	0	0	1	279	59	11	1	362	357.3
17:00	0	0	0	68	11	2	0	82	82.4
17:15	0	0	0	82	2	0	0	91	93.2
17:30	0	0	0	60	7	1	0	68	68.5
17:45	0	0	0	66	8	0	0	74	74
H/TOT	0	0	1	276	28	3	0	315	318.1
18:00	0	0	0	85	6	2	1	95	96.7
18:15	0	0	0	76	9	0	0	86	85.2
18:30	0	0	0	71	7	2	0	81	87.4
18:45	0	0	0	65	4	0	0	70	69.4
H/TOT	0	0	0	299	26	4	1	337	338.7
19:00	0	0	0	62	5	1	0	68	72
19:15	0	1	0	71	7	0	0	78	76
19:30	0	1	0	55	4	1	0	61	60.7
19:45	0	1	1	66	6	0	0	74	72.2
H/TOT	0	2	2	254	23	1	0	280	278.9
20:00	0	0	0	46	4	0	0	53	53
20:15	0	0	0	85	2	0	0	89	87.6
20:30	0	0	0	54	1	0	0	55	55
20:45	0	0	0	40	3	0	0	47	48
H/TOT	0	0	0	228	13	0	1	244	243.6
21:00	0	0	0	45	5	0	0	50	50
21:15	0	0	0	40	6	0	0	46	46
21:30	0	0	0	41	3	1	0	45	45.5
21:45	0	0	0	40	3	0	0	44	45
H/TOT	0	0	0	166	17	1	0	185	186.5
22:00	0	0	0	25	0	0	0	28	25.8
22:15	0	0	0	25	0	0	0	25	25
22:30	0	0	0	22	1	0	0	23	23
22:45	0	0	0	18	0	0	0	18	18
H/TOT	0	0	0	90	1	0	0	94	91.8
23:00	0	0	0	21	1	1	0	24	23.9
23:15	0	0	0	20	1	0	0	21	21
23:30	0	0	0	13	2	0	0	14	14
23:45	0	0	0	15	2	0	0	17	17
H/TOT	0	0	0	69	5	1	0	76	75.9
16:59 TO	0	0	0	1	0	0	0	1	1

A => C

TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	1	1
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	1	1
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:59 TO	0	0	0	0	0	0	0	0	0

A => D

TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:59 TO	0	0	0	0	0	0	0	0	0

B => A

TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	55	16	0	0	71	73
07:15	0	0	0	43	23	0	0	68	68.4
07:30	0	0	0	57	12	0	0	69	69
07:45	0	0	0	61	13	0	1	76	76.7
H/TOT	0	0	0	216	64	0	1	284	286.1
08:00	0	0	0	64	12	0	0	79	82.1
08:15	0	0	0	81	15	2

B => D

M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
0	34	9	2	0	0	48	46.6
0	46	4	1	0	0	53	53.7
0	57	3	1	0	1	63	63.7
1	86	5	0	0	1	99	94.6
1	223	21	4	0	3	263	258.6
0	66	7	2	0	0	80	77
0	64	5	1	0	0	70	70.5
0	49	5	1	0	0	62	61.5
0	61	6	2	0	1	71	72.2
0	240	24	6	0	3	283	281
0	73	6	0	0	0	79	79
0	70	3	0	0	2	75	77
0	59	4	0	0	1	66	65.4
0	50	3	0	0	0	53	53.2
0	252	16	0	0	3	274	274.6
1	32	6	0	0	3	42	42.6
0	34	3	0	0	1	39	39.2
0	39	4	4	0	0	47	49
0	42	6	0	0	2	51	52.2
1	147	19	4	0	5	179	183
0	34	1	1	0	1	39	38.9
0	44	1	1	0	1	48	48.1
0	44	5	1	0	1	52	52.7
1	47	3	1	0	0	54	52.3
1	169	13	4	0	3	196	195.6
0	62	5	0	0	2	71	71.4
0	45	3	2	0	0	50	51
0	50	9	2	0	0	66	63
0	45	5	2	0	2	55	57.2
0	202	22	6	0	2	232	232.6
0	46	2	0	0	1	51	50.4
0	50	5	1	0	1	59	58.9
0	57	3	1	0	1	64	63.9
0	61	7	1	0	1	70	71.5
0	214	17	3	0	4	244	244.7
0	64	2	1	0	0	68	68.5
0	56	7	2	0	0	65	66
0	36	2	3	0	2	45	46.9
0	62	4	3	0	2	71	72.5
0	218	15	9	0	4	248	254.9
0	55	4	0	0	0	63	61.1
0	46	4	0	0	2	55	54.6
0	55	9	4	0	1	73	72.8
0	65	10	1	0	1	78	79.7
0	221	27	6	0	4	269	267.2
1	59	5	2	1	0	70	70.1
1	59	3	1	0	0	64	64.7
0	46	5	1	0	1	54	54.7
0	68	4	0	0	1	74	74.2
2	232	17	4	1	3	267	267.7
0	65	9	1	0	1	78	77.9
0	60	4	0	0	1	66	64
1	74	3	2	0	2	84	84.8
1	39	4	0	0	0	44	43.4
2	238	20	3	0	2	270	270.1
0	63	9	1	0	1	76	75.9
0	48	4	0	0	2	56	56.4
0	57	4	0	0	1	62	62
1	56	2	0	0	2	61	62.4
1	224	19	1	0	5	255	255.9
1	61	1	0	0	0	66	63
0	36	0	0	0	1	37	38
0	47	1	0	0	1	50	50.2
0	44	5	1	0	0	55	54.2
1	188	7	0	0	4	205	204.4
0	57	1	0	0	0	63	60.2
1	39	3	0	0	1	45	44.6
0	19	0	0	0	1	21	21.6
0	33	0	0	0	1	34	35
1	148	4	0	0	4	162	161.4
0	24	0	0	0	2	27	28.2
0	18	0	0	0	0	20	19
0	16	1	0	0	0	17	17
0	10	0	0	0	3	13	16
0	68	1	0	0	6	75	81.2
0	15	1	0	0	0	19	16.6
0	14	1	0	0	2	17	18.1
0	8	0	0	0	2	12	12.4
0	7	0	0	0	0	7	7
0	44	2	0	0	0	54	53
0	6	0	0	0	2	8	10
0	3	0	0	0	1	4	5
0	7	0	0	0	1	8	9
0	3	0	0	0	1	4	5
0	19	0	0	0	5	24	29
10	3047	244	50	1	66	3511	3523

C => A

M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
0	263	68	5	6	0	345	353.1
0	230	54	9	3	1	297	304.4
1	263	63	7	2	1	291	65
1	254	37	2	4	1	303	307
5	1038	224	25	16	4	1314	1348
1	269	42	10	5	1	333	341.1
1	271	34	2	8	1	319	329.4
0	275	33	0	6	0	321	318.2
1	226	33	9	6	0	276	286.9
7	1041	142	25	25	2	1249	1286
0	146	24	5	2	0	183	182.9
1	256	27	7	2	0	293	298.3
1	193	33	4	9	4	244	261.1
2	183	27	12	12	1	235	264.7
3	778	111	28	25	5	953	1000
4	148	13	4	3	1	143	147.5
2	138	31	7	1	0	179	182.6
1	114	20	3	6	2	146	156.7
0	138	21	7	2	1	169	173.6
8	508	85	21	12	4	637	662.9
0	127	23	3	4	0	157	163.7
0	131	16	1	4	2	154	160.5
1	144	20	5	9	1	181	194.8
1	124	27	5	4	1	162	170.3
2	526	70	19	21	4	642	677.5
0	117	11	4	2	0	135	139
1	148	18	2	6	0	171	178.4
0	146	15	2	6	0	169	152.9
2	172	20	6	7	0	172	181.7
2	517	61	17	19	4	624	662.9
0	125	15	5	2	0	147	152.1
0	125	14	9	5	0	153	164
0	133	23	0	1	0	157	160.7
1	155	15	6	4	0	181	188.4
1	538	67	25	12	0	644	676.7
2	188	24	5	3	0	221	225.3
2	158	25	2	6	0	192	200.2
3	156	22	3	2	0	186	188.3
2	193	16	3	2	1	215	220.1
4	675	87	13	18	1	798	826.5
0	186	20	2	2	1	211	215.6
2	192	23	2	1	0	220	221.1
1	199	21	1	2	0	228	229.2
1	156	19	6	3	1	185	192.9
0	177	17	0	0	1	198	196.6
3	750	73	4	3	2	844	848.3
1	158	19	1	0	1	181	181.1
0	144	11	3	1	0	159	161.8
0	109	9	0	0	0	118	115.3
0	101	13	1	0	0	115	118.3
0	187	20	7	4	0	218	226.7
1	162	31	8	3	2	207	216.3
1	148	20	1	2	0	172	169.2
0	180	27	12	12	1	236	264.7
0	125	9	2	4	0	140	137.4
0	226	28	9	3	0	267	264.6
0	189	17	3	1	0	210	205.7
0	198	20	3	2	0	223	231.9
0	184	18	3	0	0	209	207.9
6	741	82	12	4	1	851	857.4
0	185	17	1	0	1	205	205.7
0	210	21	3	2	1	241	240.9
0	178	18	0	1	1	201	201.3

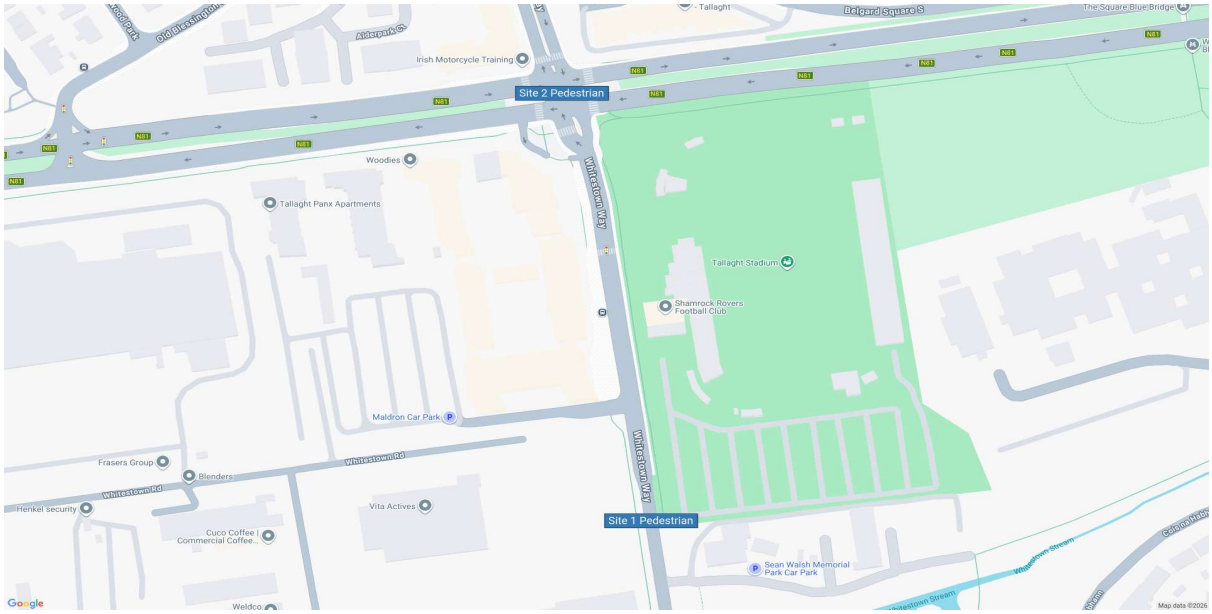
D => C						D => D									
LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
0	0	0	0	12	12	0	0	0	0	0	0	0	0	0
2	1	0	0	18	18.5	0	0	0	0	0	0	0	0	0
3	0	0	0	17	17	0	0	0	0	0	0	0	0	0
2	0	0	0	16	16	0	0	0	0	0	0	0	0	0
7	1	0	0	63	63.5	0	0	0	0	0	0	0	0	0
4	0	0	0	22	21.2	0	0	0	0	0	0	0	0	0
2	0	0	0	8	8	0	0	0	0	0	0	0	0	0
5	0	1	0	24	24.7	0	0	0	0	0	0	0	0	0
0	0	0	0	25	25	0	0	0	0	0	0	0	0	0
11	0	1	0	79	78.9	0	0	0	0	0	0	0	0	0
0	0	0	0	21	21	0	0	2	0	0	0	0	2	2
3	0	0	0	23	23	0	0	0	0	0	0	0	0	0
2	1	0	0	11	11.5	0	0	0	0	0	0	0	0	0
4	1	0	0	25	24.9	0	0	0	0	0	0	0	0	0
9	2	0	0	80	80.4	0	0	2	0	0	0	0	2	2
3	0	0	0	23	23	0	0	1	0	0	0	0	1	1
2	0	0	0	25	25	0	0	0	0	0	0	0	0	0
1	1	0	0	38	38.5	0	0	0	0	0	0	0	0	0
3	0	0	0	22	22	0	0	0	0	0	0	0	0	0
9	1	0	0	108	108.5	0	0	1	0	0	0	0	1	1
1	1	0	0	43	42.9	0	0	0	0	0	0	0	0	0
3	0	0	0	44	44	0	0	0	0	0	0	0	0	0
3	0	0	0	48	48	0	0	0	0	0	0	0	0	0
3	0	0	0	31	30.2	0	0	0	0	0	0	0	0	0
10	1	0	0	166	165.1	0	0	0	0	0	0	0	0	0
3	0	0	0	47	47	0	0	0	0	0	0	0	0	0
3	0	0	0	30	29.4	0	0	0	0	0	0	0	0	0
1	0	1	0	53	53.7	0	0	0	0	0	0	0	0	0
2	0	0	0	43	42.2	0	0	0	0	0	0	0	0	0
9	0	1	0	173	172.3	0	0	0	0	0	0	0	0	0
2	0	0	0	50	50	0	0	0	0	0	0	0	0	0
6	0	0	0	39	39	0	0	0	0	0	0	0	0	0
2	2	0	0	43	43.4	0	0	0	0	0	0	0	0	0
1	0	0	0	49	47.6	0	0	0	0	0	0	0	0	0
11	2	0	0	181	180	0	0	0	0	0	0	0	0	0
4	0	0	0	33	32.4	0	0	0	0	0	0	0	0	0
3	3	0	0	47	47.7	0	0	0	0	0	0	0	0	0
5	0	0	0	47	47	0	0	0	0	0	0	0	0	0
1	1	0	0	34	33.9	0	0	0	0	0	0	0	0	0
13	4	0	0	161	161	0	0	0	0	0	0	0	0	0
1	1	0	0	42	41.3	0	0	1	0	0	0	0	1	1
4	0	0	0	52	52	0	0	0	0	0	0	0	0	0
1	2	0	0	49	50	0	0	1	0	0	0	0	1	1
0	1	0	0	33	33.5	0	0	0	0	0	0	0	0	0
6	4	0	0	176	176.8	0	0	2	0	0	0	0	2	2
2	0	0	0	21	21	0	0	0	0	0	0	0	0	0
2	0	0	0	38	38	0	0	0	0	0	0	0	0	0
2	0	0	0	33	33	0	0	0	0	0	0	0	0	0
2	0	0	0	51	51	0	0	0	0	0	0	0	0	0
8	0	0	0	143	143	0	0	0	0	0	0	0	0	0
0	1	0	0	34	33.9	0	0	2	0	0	0	0	2	2
1	0	0	0	27	27	0	0	0	0	0	0	0	0	0
1	0	0	0	42	42	0	0	0	0	0	0	0	0	0
5	1	0	0	41	41.5	0	0	0	0	0	0	0	0	0
7	2	0	0	144	144.4	0	0	2	0	0	0	0	2	2
3	1	0	0	30	30.5	0	0	1	0	0	0	0	1	1
4	1	0	0	46	46.5	0	0	0	0	0	0	0	0	0
6	0	0	0	32	32	0	0	0	0	0	0	0	0	0
3	0	0	0	41	40.2	0	0	0	0	0	0	0	0	0
16	2	0	0	149	149.2	0	0	1	0	0	0	0	1	1
7	0	0	0	43	43	0	0	0	0	0	0	0	0	0
2	0	0	0	41	41	0	0	0	0	0	0	0	0	0
4	0	0	0	45	44.4	0	0	0	0	0	0	0	0	0
4	0	0	0	40	40	0	0	0	0	0	0	0	0	0
17	0	0	0	169	168.4	0	0	0	0	0	0	0	0	0
4	0	0	0	57	56.4	0	0	1	0	0	0	0	1	1
0	0	0	0	35	34.2	0	0	1	0	0	0	0	1	1
0	1	0	0	46	45.9	0	0	0	0	0	0	0	0	0
4	0	0	0	35	35	0	0	0	0	0	0	0	0	0
8	1	0	0	173	171.5	0	0	2	0	0	0	0	2	2
2	0	0	0	25	24.4	0	0	0	0	0	0	0	0	0
0	0	0	0	29	29	0	0	0	0	0	0	0	0	0
2	0	0	0	16	16	0	0	0	0	0	0	0	0	0
0	0	0	0	11	11	0	0	0	0	0	0	0	0	0
4	0	0	0	81	80.4	0	0	0	0	0	0	0	0	0
1	0	0	0	21	20.4	0	0	0	0	0	0	0	0	0
1	0	0	0	15	15	0	0	0	0	0	0	0	0	0
1	0	0	0	12	12	0	0	0	0	0	0	0	0	0
0	0	0	0	12	12	0	0	0	0	0	0	0	0	0
3	0	0	0	60	59.4	0	0	0	0	0	0	0	0	0
0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	0	0	17	17	0	0	0	0	0	0	0	0	0
148	20	2	0	2123	2120	0	0	10	0	0	0	0	10	10

D => C						D => D									
LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
5	0	0	0	14	14	0	0	0	0	0	0	0	0	0
3	0	0	0	12	12	0	0	0	0	0	0	0	0	0
0	0	0	0	14	14	0	0	0	0	0	0	0	0	0
2	0	0	0	15	15	0	0	0	0	0	0	0	0	0
10	0	0	0	55	55	0	0	0	0	0	0	0	0	0
2	0	1	0	20	21.3	0	0	1	0	0	0	0	1	1
0	1	0	0	13	13.5	0	0	0	0	0	0	0	0	0
3	0	0	0	18	17.2	0	0	0	0	0	0	0	0	0
1	0	0	0	21	21	0	0	2	0	0	0	0	2	2
6	1	1	0	72	73	0	0	3	0	0	0	0	3	3
2	0	0	0	24	24	0	0	0	0	0	0	0	0	0
1	0	0	0	18	18	0	0	0	0	0	0	0	0	0
0	1	0	0	21	21.5	0	0	0	0	0	0	0	0	0
0	0	0	0	16	16	0	0	0	0	0	0	0	0	0
3	1	0	0	79	79.5	0	0	0	0	0	0	0	0	0
1	0	0	0	29	29	0	0	0	0	0	0	0	0	0
2	0	0	0	39	39	0	0	0	0	0	0	0	0	0
0	0	0	0	27	27	0	0	0	0	0	0	0	0	0
3	0	0	0	40	40	0	0	0	0	0	0	0	0	0
6	0	0	0	135	135	0	0	0	0	0	0	0	0	0
3	0	0	0	42	42	0	0	0	0	0	0	0	0	0
3	0	0	0	35	35	0	0	0	0	0	0	0	0	0
6	0	0	0	50	50	0	0	1	0	0	0	0	1	1
3	0	0	0	35	35	0	0	1	0	0	0	0	1	1
15	0	0	0	162	162	0	0	2	0	0	0	0	2	2
2	1	0	0	35	35.5	0	0	1	0	0	0	0	1	1
4	0	0	0	55	55	0	0	0	0	0	0	0	0	0
5	0	0	0	44	42.4	0	0	0	0	0	0	0	0	0
4	0	0	0	43	43	0	0	0	0	0	0	0	0	0
15	1	0	0	177	175.9	0	0	1	0	0	0	0	1	1
5	1	0	0	41	41.5	0	0	0	0	0	0	0	0	0
4	1	0	0	41	41.5	0	0	0	0	0	0	0	0	0
1	0	0	0	41	41	0	0	0	0	0	0	0	0	0
5	0	0	0	59	58.4	0	0	0	0	0	0	0	0	0
15	2	0	0	182	182.4	0	0	0	0	0	0	0	0	0
5	0	0	0	53	53	0	0	0	0	0	0	0	0	0
2	0	0	0	42	42	0	0	0	0	0	0	0	0	0
2	1	0	0	41	40.9	0	0	0	0	0	0	0	0	0
0	1	0	0	36	35.4	0	0	1	0	0	0	0	1	1
9	1	0	0	172	171.3	0	0	1	0	0	0	0	1	1
2	1	0	0	35	35.5	0	0	0	0	0	0	0	0	0
1	0	0	0	22	22	0	0	1	0	0	0	0	1	1
2	1	0	0	43	43.5	0	0	0	0	0	0	0	0	0
5	1	0	0	50	50.5	0	0	0	0	0	0	0	0	0
10	3	0	0	150	151.5	0	0	0	1	0	0	0	1	1
1	0	0	0	46	46	0	0	1	0	0	0	0	1	1
1	0	0	0	35	35	0	0	0	0	0	0	0	0	0
3	1	1	0	40	41.2	0	0	1	0	0	0	0	1	1
0	1	0	0	32	31.9	0	0	0	0	0	0	0	0	0
5	2	1	0	153	154.1	0	0	2	0	0	0	0	2	2
1	0	0	0	27	27	0	0	0	0	0	0	0	0	0
2	0	0	0	24	24	0	0	0	0	0	0	0	0	0
3	1	0	0	30	30.5	0	0	0	0	0	0	0	0	0
2	0	0	0	29	29	0	0	0	0	0	0	0	0	0
8	1	0	0	110	110.5	0	0	0	0	0	0	0	0	0
1	0	0	1	36	37	0	0	0	0	0	0	0	0	0
2	0	0	0	46	45.4	0	0	0	0	0	0	0	0	0
1	0	0	0	37	37	0	0	0	0	0	0	0	0	0
3	0	0	0	46	46	0	0	0	0	0	0	0	0	0
7	0	0	1	165	165.4	0	0	0	0	0	0	0	0	0
2	0	0	1	27	28	0	0	0	0	0	0	0	0	0
3	0	0	0	37	37	0	0	0	0	0	0	0	0	0
3	0	0	0	37	37	0	0	0	0	0	0	0	0	0
2	0	0	0	46	46	0	0	0	0	0	0	0	0	0
10	0	0	1	147	148	0	0	0	0	0	0	0	0	0
3	0	0	0	49	48.4	0	0	1	0	0	0	0	1	1
0	0	0	0	30	30	0	0	0	0	0	0	0	0	0
0	0	0	0	38	38	0	0	0	0	0	0	0	0	0
1	1	0	0	32	32.5	0	0	0	0	0	0	0	0	0
4	1	0	0	149	148.9	0	0	1	0	0	0	0	1	1
0	1	0	0	25	25.5	0	0	0	0	0	0	0	0	0
0	0	0	0	18	18	0	0	0	0	0	0	0	0	0
0	0	0	0	14	14	0	0	0	0	0	0	0	0	0
0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
0	1	0	0	59	59.5	0	0	0	0	0	0	0	0	0
0	0	0	0	10	10	0	0	0	0	0	0	0	0	0
0	0	0	0	21	21	0	0	0	0	0	0	0	0	0
0	0	0	0	10	10	0	0	0	0	0	0	0	0	0
1	0	0	0	12	12	0	0	0	0	0	0	0	0	0
1	0	0	0	53	53	0	0	0	0	0	0	0	0	0
1	0	0	0	14	14	0	0	0	0	0	0	0	0	0
0	0	0	1	15	16	0	0	0	0	0	0	0	0	0
1	0	0	1	14	15	0	0	0	0	0	0	0	0	0
0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
2	0	0	2	48	50	0	0	0	0	0	0	0	0	0
126	14	2	4	2068	2075	0	0	10	1	0	0	0	11	11

Appendix B Pedestrian Survey Data

IDASO

Survey Name: 261004 - Tallaght Stadium Dublin 24 Pedestrian
Date: Thu 17 Sep 2026 — Fri 18 Sep 2026

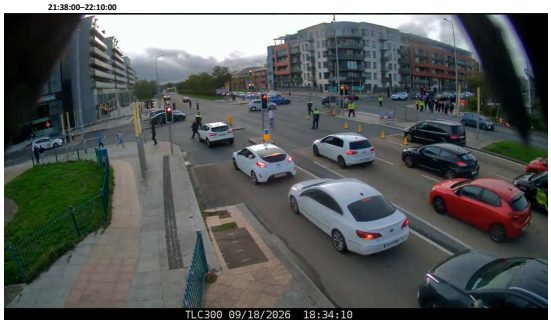


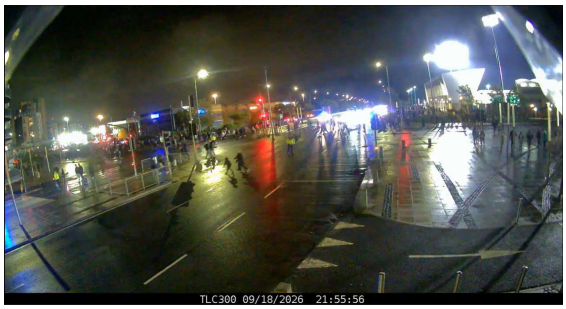
IDASO

Survey Name: 261004 - Tallaght Stadium Dublin 24
Date: Thu 17 Sep 2026 — Fri 18 Sep 2026

Sites 1 and 2: On 18 September 2026, during the periods 18:45–19:00 and 21:45–22:00, the accuracy of pedestrian counts and classifications may have been affected by exceptionally high pedestrian volumes.

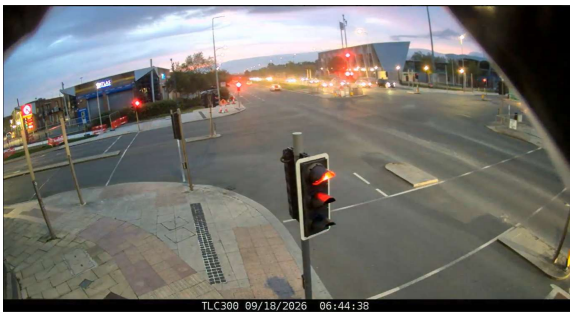
Site 2 **Due to heavy traffic volumes and a high number of pedestrians, junction movements were temporarily controlled by the police, with traffic cones placed on the road to manage traffic flow.**
These temporary traffic management measures were in place on the 18th during the following periods:
18:25:00–20:00:00
21:38:00–22:10:00



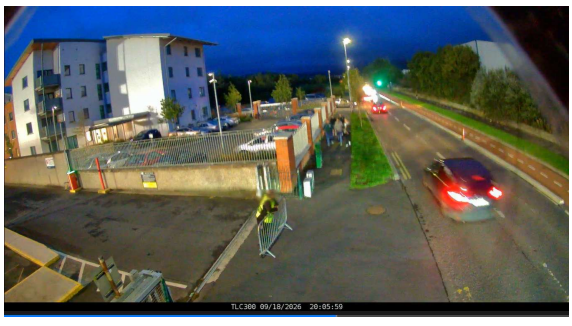




Barricades and traffic cones were placed along the eastern footpath of Arm D throughout the survey period. No roadworks were observed.



Site 1 - The entrance was controlled by stewards on 18 September, from 19:52 to 20:24.

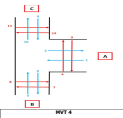




IDASO

Survey Name: 261004 - Tallaght Stadium Dublin 24 Pedestrian
Site: Site 1 Pedestrian
Location: Whitestown Way/Tallaght Stadium access
Date: Thu 17-Sep-2026

Arm A - Tallaght Stadium access
Arm B - Whitestown Way
Arm C - Whitestown Way



	MVT 1								MVT 2								MVT 3								MVT 4							
TIME	Child <	hild < 1	Adult	Elderly	Disable	P/C	TOT	PCU	Child <	hild < 1	Adult	Elderly	Disable	P/C	TOT	PCU	Child <	hild < 1	Adult	Elderly	Disable	P/C	TOT	PCU	Child <	hild < 1	Adult	Elderly	Disable	P/C	TOT	PCU
07:00	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1	0	0	2	0	0	0	2	2	0	0	4	0	0	0	4	4
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	0	0	4	0	0	0	4	4
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4	0	0	6	0	0	0	6	6
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.2	0	0	3	0	0	0	3	3	0	0	4	0	0	0	4	4
H/TOT	0	0	1	0	0	0	1	1	0	0	2	0	0	0	2	2	0	0	12	0	0	0	12	12	0	0	18	0	0	0	18	18
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	3	0	0	0	3	3
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	4	0	0	0	4	4
08:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	4	0	0	0	4	4	0	0	7	0	0	0	7	7
08:45	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	2	0	0	0	2	2	0	0	5	0	0	0	5	5
H/TOT	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4	0	0	4	11	0	0	15	15	1	0	19	1	0	0	20	20
09:00	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1	0	0	2	0	0	0	2	2	0	0	1	0	0	0	1	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	0	0	2	2	1	1	4	0	0	0	6	6
09:30	0	0	1	0	0	0	1	1	0	0	2	0	0	0	2	2	0	0	1	0	0	0	1	1	0	0	3	0	0	0	3	3
09:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	2	0	0	0	2	2	0	0	7	0	0	0	7	7
H/TOT	0	0	2	0	0	0	2	2	0	0	5	1	0	0	6	6	0	0	6	2	0	0	8	8	1	1	15	0	0	0	16	16
10:00	0	0	1	0	0	0	1	1	0	0	2	0	0	0	2	2	0	0	3	0	0	0	3	3	1	0	5	0	0	0	6	6
10:15	0	0	2	0	0	0	2	2	0	0	1	0	0	1	2	1.2	0	0	5	0	0	0	5	5	0	0	5	0	0	0	5	5
10:30	0	0	1	0	0	0	1	1	0	0	2	0	0	0	2	2	0	0	4	0	0	0	4	4	0	0	7	0	0	0	7	7
10:45	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	6	0	0	0	6	6	0	0	6	0	0	0	6	6
H/TOT	0	0	4	0	0	0	4	4	0	0	3	0	0	1	4	3.2	0	0	16	1	0	0	18	18	1	1	19	0	0	0	21	21
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	0	0	2	0	0	0	2	2
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	0	0	4	0	0	0	4	4
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	6	0	0	0	6	6
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	4	0	0	0	4	4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	9	0	0	16	0	0	0	16	16
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	25	3	0	0	0	29	29	0	3	3	0	0	6
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H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	2	46	15	1	0	0	64	64	1	5	11	0	0	17
13:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	6	0	0	0	6	6	0	0	3	0	0	0	3	3
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	7	0	0	1	0	0	0	1	1
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	10	0	0	0	10	10
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5	0	0	4	0	0	0	4	4
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	28	28	0	0	14	0	0	14	14	2	5	51	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	7	0	0	13	0	0	0	13	13
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	7	0	0	7	0	0	0	7	7
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	7	0	0	1	0	0	0	1	1
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	28	0	0	24	0	0	24	24	1	1	35	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	8	0	0	0	8	8
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	8	8	0	0	9	0	0	0	9	9
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	11	11	0	0	2	0	0	0	2	2
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	8	0	0	0	8	8
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	2	0	0	23	23	0	0	27	0	0	0	27	27
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4	0	0	6	0	0	0	6	6
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	0	0	4	0	0	0	4	4
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	5	0	0	0	5	5
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	11	0	0	20	0	0	0	20	20
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17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	0	0	4	0	0	0	4	4
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	0	0	4	0	0	0	4	4
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5	0	0	6	0	0	0	6	6
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	13	13	0	0	18	0	0	0	18	18
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	12	0	0	6	1	0	0	7	7
18:15	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	0	0	2	5	1	0	0	0	8	8	0	0	3	0	0	3
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	4	4	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5	0	0	5	0	0	0	5	5
H/TOT	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	0	0	21	7	1	0	0	0	29	29	0	0	6	0	0	6
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	9	9	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1.4	0	0	3	0	0	0	0	0	3	3	0	0	6	0	0	6
19:30	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	8	0	0	4	0	0	0	4	4
19:45	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	7	0	0	6	0	0	0	6	6
H/TOT	0	0	3	0	0	0	3	3	0	0	1	0	0	0	2	1.4	0	0	27	1	0	0	0	0	28	27	0	0	20	0	0	20
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6	0	0	8	0	0	0	8	8
20:15	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	8	0	0	0	0	1	0	0	1
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	0	0	4	0	0	0	4	4
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1
H/TOT	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	18	0	0	0	12	0	0	12	12	2	1	42	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	9	0	0	3	0	0	0	3	3
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	5	0	0	0	5	5
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	8	0	0	1	0	0	0	1	1
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	1	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0	0	21	21	0	0	5	0	0	0	5	5
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	5	0	0	0	5	5
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	1	0	0	0	1	1
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4	0	0	3	0	0	0	3	3
16:59 TO	0	0	15	0	0	2	17	15.4	0	7	26	1	0	4	38	34.8	9	72	324	6	1	0	412	412	11	22	297	3	0	0	343	343

	MVT 5								MVT 6								MVT 7								MVT 8							
TIME	Child <	hild < 1	Adult	Elderly	Disable	P/C	TOT	PCU	Child <	hild < 1	Adult	Elderly	Disable	P/C	TOT	PCU	Child <	hild < 1	Adult	Elderly	Disable	P/C	TOT	PCU	Child <	hild < 1	Adult	Elderly	Disable	P/C	TOT	PCU
07:00	0	0	6	0	0	0	6	6	0	0	3	0	0	1	4	3.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	4	0	0	0	4	4	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	4	0	0	0	4	4	0	0	3	0	0	0	3	3	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
07:45	0	0	8	0	0	0	8	8	0	0	4	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	22	0	0	0	22	22	0	0	12	0	0	1	13	10.2	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
08:00	0	0	6	0	0	0	6	6	0	0	3	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	8	0	0	0	8	8	0	0	3	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	9	0	0	0	9	9	0	0	3	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	9	0	0	0	9	9	0	0	3	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	32	0	0	0	32	32	0	0	12	0	0	0	12	9.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	8	0	0	0	8	8	0	0	3	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	17	0	0	0	17	17	0	0	6	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	9	0	0	0	9	9	0	0	3	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	11	0	0	0	11	11	0	0	4	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	44	0	0	0	44	44	0	0	16	0	0	0	16	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	10	0	0	0	10	10	0	0	4	0	0	0	4	3.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	7	0	0	0	7	7	0	0	3	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	4	0	0	0	4	4	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	6	0	0	0	6	6	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	27	0	0	0	27	25.4	0	0	10	0	0	0	10	8.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	8	0	0	0	8	8	0	0	3	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	4	0	0	0	4	4	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	5	0	0	0	5	5	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	8	0	0	0	8	8	0	0	3	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	25	0	0	0	25	25	0	0	9	0	0	0	9	7.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	7	0	0	0	7	7	0	0	2	0	0	0

MVT 9								MVT 10								MVT 11								MVT 12							
Child < 1	Child < 5	Adult	Elderly	Disable	P/C	TOT	PCU	Child < 1	Child < 5	Adult	Elderly	Disable	P/C	TOT	PCU	Child < 1	Child < 5	Adult	Elderly	Disable	P/C	TOT	PCU	Child < 1	Child < 5	Adult	Elderly	Disable	P/C	TOT	PCU
0	0	3	0	0	1	4	3.2	0	0	5	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	4	0	0	0	4	4	0	0	7	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	3	0	0	0	4	4	0	0	12	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	4	0	0	0	4	4	0	0	6	0	0	3	9	6.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	14	0	0	1	16	15.2	0	0	30	0	0	3	33	30.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	5	0	0	1	6	5.2	0	0	10	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	7	0	0	0	7	7	1	0	7	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	3	13	0	0	0	18	18	1	0	11	1	0	0	13	13	0	0	2	2	0	0	4	4	0	0	0	0	0	0	0	0
1	0	5	0	0	0	6	6	0	0	9	0	0	1	10	9.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	3	30	0	0	1	37	36.2	2	0	37	1	0	1	41	40.2	0	2	2	0	0	0	4	4	0	0	0	0	0	0	0	0
1	0	4	0	0	0	5	5	0	0	13	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	5	0	0	1	6	5.2	2	2	16	0	0	0	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	7	0	0	0	8	8	1	0	12	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	10	0	0	0	12	12	1	0	9	1	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	26	0	0	1	31	30.2	5	2	50	1	0	0	58	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	5	0	0	0	5	5	3	0	10	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
1	0	7	0	0	0	8	8	0	0	11	0	0	1	12	11.2	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
0	0	8	0	0	0	8	8	0	0	14	0	0	0	14	14	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
0	0	7	0	0	1	8	7.2	1	0	6	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	27	0	0	1	29	28.2	4	0	41	0	0	1	46	45.2	0	0	2	0	0	0	2	2	0	0	1	0	0	0	1	1
1	0	8	0	0	0	9	9	1	0	17	0	0	1	19	18.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	5	0	0	0	5	5	1	0	6	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	3	0	0	0	3	3	2	0	11	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	3	12	0	0	0	17	17	2	42	6	0	0	0	50	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	3	28	0	0	0	34	34	5	42	40	0	0	1	88	87.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	10	12	0	0	0	43	43	0	6	9	0	0	0	15	15	0	6	3	0	0	0	9	9	0	0	0	0	0	0	0	0
1	4	9	0	0	0	14	14	0	0	16	0	0	0	16	16	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
1	11	14	0	0	1	27	26.2	1	1	13	0	0	0	15	15	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0
0	0	13	0	0	0	13	13	0	0	6	0	0	0	6	6	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0
3	45	48	0	0	1	97	96.2	1	7	44	0	0	0	52	52	0	8	6	0	0	0	14	14	0	0	2	0	0	0	2	2
0	0	14	0	0	0	14	14	2	0	15	0	0	0	17	17	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
1	0	15	0	0	1	17	16.2	0	2	12	0	0	1	15	14.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	15	0	0	1	20	19.2	0	0	17	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	1	11	0	0	0	13	13	1	1	10	0	0	1	13	12.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	3	55	0	0	2	64	62.4	3	3	54	0	0	2	62	60.4	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
0	0	10	0	1	0	12	11.2	0	0	7	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	9	0	0	0	9	9	1	0	12	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	11	0	0	0	11	11	0	0	10	0	0	0	10	10	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
0	0	12	0	0	0	12	12	0	0	8	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	22	0	0	0	23	23	0	0	12	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	78	0	0	0	80	80	1	5	57	0	0	0	63	63	0	0	4	0	0	0	4	4	0	0	0	0	0	0	0	0
0	0	18	0	0	0	18	18	0	0	12	1	0	1	14	13.2	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0
0	0	17	1	0	0	18	18	0	0	4	0	0	0	4	4	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1
0	0	5	0	0	0	5	5	2	0	11	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
0	0	11	0	0	0	11	11	0	0	16	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	51	1	0	0	52	52	2	0	43	1	0	1	47	46.2	0	0	3	0	0	0	3	3	0	0	2	0	0	0	2	2
1	0	18	0	0	0	19	19	0	0	6	0	0	0	6	6	0	0	3	0	0	0	3	3	0	0	0	0	0	0	0	0
0	0	9	0	0	0	9	9	0	0	12	0	0	0	12	12	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
0	0	15	0	0	0	15	15	0	0	9	0	0	0	9	9	0	0	1	0	0	2	3	1.4	0	0	0	0	0	0	0	0
0	0	15	0	0	0	15	15	1	0	21	0	0	1	23	23	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
1	0	57	0	0	0	58	58	1	0	48	0	1	0	50	50	0	0	6	0	0	2	8	6.4	0	0	0	0	0	0	0	0
0	4	17	0	0	0	21	21	0	0	16	0	0	0	16	16	0	0	2	0	0	0	2	2	0	0	1	0	0	0	1	1
0	0	14	0	0	0	14	14	1	0	8	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	12	0	0	0	12	12	0	0	14	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	5	0	0	0	5	5	1	0	6	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
0	4	48	0	0	0	52	52	2	0	44	0	0	0	46	46	0	0	2	0	0	0	2	2	0	0	1	0	0	0	1	1
0	0	11	0	0	0	11	11	0	0	9	0	0	0	9	9	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
0	0	7	0	0	0	7	7	0	0	5	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	11	0	0	1	12	11.2	0	0	3	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
0	0	1	0	0	0	1	1	0	0	4	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	30	0	0	1	31	30.2	0	0	21	0	0	0	21	21	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1
0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	2	0	0	0	2	2	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	1	0.2	0	0	4	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	4	0	0	1	5	4.2	0	0	7	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	3	0	0	0	3	3	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	4	0	0	1	5	4.2	0	0	3	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
22	68	678	2	2	14	786	774.8	29	95	658	3	2	14	801	789.8	0	10	38	0	0	2	50	48.4	0	0	8	0	0	0	8	8

MVT 9								MVT 10								MVT 11								MVT 12							
Child < 1	Child < 5	Adult	Elderly	Disable	P/C	TOT	PCU	Child < 1	Child < 5	Adult	Elderly	Disable	P/C	TOT	PCU	Child < 1	Child < 5	Adult	Elderly	Disable	P/C	TOT	PCU	Child < 1	Child < 5	Adult	Elderly	Disable	P/C	TOT	PCU
0	0	4	0	0	0	4	4	0	0	5	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	1	1	0	0	10	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	3	0	0	0	3	3	0	0	4	0	0	1	5	4.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	4	0	0	0	4	4	0	0	13	0	0	2	15	13.4	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
0	0	12	0	0	0	12	12	0	0	32	0	0	3	35	32.6	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
0	0	1	0	0	1	2	1.2	1	0	9	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	6	10	1	0	0	17	17	0	0	9	0	0	0	9	9	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0
1	4	15	0	0	0	20	20	0	0	9	0	0	0	9	9	0	1	2	0	0	0	3	3	0	0	0	0	0	0	0	0
0	2	3	0	0	0	5	5	0	0	9	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
1	12	29	1	0	1	44	43.2	1	1	36	0	0	0	38	38	0	4	2	0	0	0	6	6	0	0	1	0	0	0	1	1
0	0	1	0	0	0	1	1	0	0	9	0	0	0	9	9	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
0	0	6	0	0	1	7	6.2	1	0	16	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
0	0	5	0	0	0	5	5	2	0	9	2	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	2	0	0	1	3	2.2	1	0	4	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	14	0	0	2	16	14.4	4	0	38	2	0	0	44	44	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1
1	0	10	0	0	0	11	11	0	0	10	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	6	0	1	1	10	9.2	0	0	5	0	0	0	6	5.2	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
0	0	1	0	0	0	1	1	0	0	4	0	0	1	5	4.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	8	0	0	1	11	10.2	0	0	6	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	25	0	1	2	33	31.4	0	0	25	0	0	2	27	25.4	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
0	0	3	0	0	0	3	3	0	0	8	0	0	0	8	8	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
0	0	3	0	0	0	3	3	0	0	4	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
0	0	6	0	0	0	6	6	0	0	5	0	0	1	7	6.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	9	0	0	0	9	9	0	0	4	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	21	0	0	1	22	21.2	0	0	21	0	0	1	22	22.2	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1
0	0	1	0	0	1	2	1.2	1	0	5	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	3	0	0	0	3	3	1	0	7	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	7	0	0	0	7	7	1	0	6	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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1	0	4	0	0	0	5	5	0	0	4	0	0	0	4	4	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
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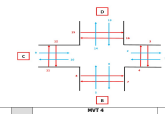
0	0	12	1	0	0	13	13	0	0	24	0	0	0	24	24	0	0	1



IDASO

Survey Name: 261004 - Tallaght Stadium Dublin 24 Pedestrian
Site: Site 2 Pedestrian
Location: N81/Cookstown Way/Whitestown Way
Date: Thu 17-Sep-2026

Arm A - N81
Arm B - Whitestown Way
Arm C - N81
Arm D - Cookstown Way



	MVT 1							MVT 2							MVT 3							MVT 4							MVT 5							MVT 6							MVT 7							MVT 8						
TIME	Child < 1	Child < 2	Adult	Elderly	Disable	P/C	TOT	PCU	Child < 1	Child < 2	Adult	Elderly	Disable	P/C	TOT	PCU	Child < 1	Child < 2	Adult	Elderly	Disable	P/C	TOT	PCU	Child < 1	Child < 2	Adult	Elderly	Disable	P/C	TOT	PCU	Child < 1	Child < 2	Adult	Elderly	Disable	P/C	TOT	PCU	Child < 1	Child < 2	Adult	Elderly	Disable	P/C	TOT	PCU	Child < 1	Child < 2	Adult	Elderly	Disable	P/C	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	2	0	0	3	5	2.6	0	0	1	0	0	3	4	1.6	0	0	2	0	0	2	2	2	0	0	7	0	0	1	8	7.2	0	0	5	0	0	2	7	5.4	0	0	0	0	0	0	0	0	0	1	0	0	2	3	1.4
07:15	0	0	0	0	0	0	0	0	0	0	2	0	0	4	6	3.4	0	0	5	0	0	4	4	3	0	0	4	0	0	0	4	4	0	0	16	0	0	0	18	17.2	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	0	0	0	0	0	0	3	3
07:30	1	0	5	0	0	3	9	6.6	0	0	1	0	0	1	2	1.2	1	1	2	0	0	4	4	0.6	0	0	1	0	0	1	7	6.2	1	2	16	0	0	0	19	19	2	0	7	0	0	2	9	9	0	0	2	0	0	2	4	2.4	0	0	2	0	0	1	3	2.2
07:45	0	0	3	0	0	1	4	3.2	0	0	1	0	0	0	1	1	0	0	6	0	0	0	6	6	0	0	10	0	0	3	13	10.6	1	0	15	0	0	5	21	17	2	1	24	0	0	0	27	27	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0
M/TOT	1	0	8	0	0	6	15	10.2	0	0	8	0	0	4	12	8.8	1	1	14	0	0	3	19	16.6	0	0	22	0	0	4	26	22.8	2	2	52	0	0	6	62	57.2	5	1	52	0	0	5	61	58.6	0	0	4	0	0	3	7	4.6	0	0	6	0	0	3	9	6.6
08:00	0	0	2	0	0	0	2	2	0	0	1	0	0	0	1	1	0	0	6	0	0	0	6	6	0	0	4	0	0	0	4	4	2	0	12	0	0	3	17	14.6	1	3	15	0	0	3	22	19.6	0	0	1	0	0	1	2	1.2	0	0	3	0	0	1	4	3.2
08:15	0	0	1	0	0	1	2	1.2	0	0	2	0	0	1	3	2.2	0	1	4	0	0	0	5	5	0	0	3	0	0	0	5	5	2	1	9	0	0	0	12	12	0	1	20	0	0	4	29	25.8	0	0	0	0	0	1	1	0.2	0	0	4	0	0	1	5	4.2
08:30	0	0	2	0	0	2	4	3.6	0	0	2	0	0	2	5	3.8	0	0	6	0	0	0	7	6.2	0	0	7	0	0	0	7	6.2	1	0	14	0	0	2	17	16.2	2	0	18	0	0	1	21	20.2	0	0	0	0	0	1	1	0.2	0	0	5	0	0	1	6	4.4
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M/TOT	0	0	4	0	0	6	10	5.2	1	3	14	0	0	5	23	19	0	1	21	0	0	1	23	22.2	0	2	22	0	0	1	25	24.2	5	3	46	0	0	5	59	55	4	8	76	0	0	9	97	89.8	0	0	2	0	0	6	8	3.2	1	2	21	0	0	6	30	25.2
09:00	0	0	1	0	0	0	1	1.4	0	0	2	0	0	0	2	2	0	0	1	0	0	0	1	1	0	0	4	0	0	0	4	4	0	0	12	0	0	2	14	12	0	0	20	0	0	0	20	20	0	0	1	0	0	0	1	1.2	0	0	1	0	0	0	1	1.2
09:15	0	0	1	0	0	0	1	1	0	0	0	2	0	0	2	2	0	0	7	0	0	1	7	7	0	1	5	0	0	0	6	6	1	2	10	0	0	0	13	13	0	0	17	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
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M/TOT	1	0	6	0	0	3	10	7.6	0	0	7	0	0	2	9	7.4	0	0	16	0	0	2	18	16.4	1	1	20	0	0	2	24	22.4	3	2	48	0	0	0	53	53	1	0	58	0	0	1	60	59.2	1	0	2	0	0	2	5	3.4	0	0	5	0	0	0	5	5
10:00	0	0	1	0	0	2	3	1.4	0	0	1	0	0	2	3	1.4	1	0	3	0	0	1	5	4.2	1	0	6	0	0	0	7	7	0	0	9	0	0	1	12	11.2	1	0	4	0	0	0	5	5	0	0	2	0	0	0	2	2.4	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	0	0	2	0	0	0	2	2	0	0	9	0	0	0	9	9	0	0	10	0	0	0	10	10	0	0	0	0	0	1	1	0.2	0	0	1	0	0	0	1	1
10:30	0	0	1	0	0	1	2	1.2	0	0	2	0	0	0	2	2	0	0	10	0	0	0	10	10	0	0	8	0	0	0	8	8	0	0	14	0	0	0	14	14	0	0	12	0	0	0	12	12	0	0	1	0	0	2	3	1.4	0	0	0	0	0	0	0	0
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M/TOT	0	0	4	0	0	3	7	4.6	0	0	3	0	0	2	5	3.4	1	0	21	0	0	1	23	22.2	1	0	18	0	0	0	19	19	2	0	36	0	0	1	39	38.2	1	0	36	0	0	1	38	37.2	0	0	5	0	0	5	10	6	0	0	1	0	0	1	2	1.2
11:00	0	0	2	0	0	0	2	2	0	0	3	0	0	0	3	3	0	0	2	0	0	0	2	2	0	0	10	0	0	0	10	10	0	0	24	0	0	0	24	24	0	0	10	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
11:15	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	0	0	4	0	0	0	4	4	1	0	19	0	0	0	20	20	0	0	8	0	0	0	8	8	1	0	2	0	0	0	3	2.2	0	0	1	0	0	0	1	1
11:30	0	0	1	0	0	0	1	1	0	0	2	0	0	0	2	2	0	0	5	0	0	0	5	5	0	0	4	0	0	0	4	4	1	0	14	0	0	1	16	15.2	0	0	7	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
11:45	0	0	5	0	0	1	6	5.2	1	0	3	0	0	0	4	3	0	0	3	1	0	0	4	3	1	0	12	0	0	0	13	12	2	0	19	0	0	0	21	21	0	0	12	0	0	1	13	12.2	0	0	2	0	0	1	3	2.2	0	0	1	0	0	0	1	1.2
M/TOT	0	0	9	0	0	1	10	8.8	1	0	13	0	0	0	14	10	0	0	13	1	0	0	14	13	1	0	10	0	0	0	11	10	5	0	76	0	0	2	83	78.6	1	0	37	0	0	2	40	38.2	1	0	4	0	0	1	6	5.2	0	0	1	0	0	0	1	1
12:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	1	5	0	0	0	6	6	0	0	5	0	0	1	6	5.2	0	0	14	0	0	1	15	14.2	1	0	8	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
12:15	1	0	5	0	0	0	6	5.6	0	0	4	0	0	0	4	3.4	0	0	14	0	0	0	14	14.2	0	0	10	0	0	0	10	10	0	0	14	0	0	0	14	14	0	0	19	0	0	2	21	20.4	0	0	2	0	0	0	2	2	0	0	3	0	0	0	3	3.2
12:30	0	0	2	0	0	1	3	2.2	0	0	5	0	0	0	5	5	1	0	10	0	0	0	11	11	1	1	15	0	0	0	17	17	1	0	18	0	0	0	20	20	1	2	24	0	0	1	28	26	1	0	0	0	0	2	3	2.2	0	0	3	0	0	0	3	3
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M/TOT	1	0	8	0	0	1	10	9.2	0	0	15	0	0	1	16	15.2	1	0	23	0	0	0	24	23.2	1	1	37	0	0	0	39	37.2	3	1	63	0	0	4	71	69.2	3	2	56	0	0	3	64	60.8	0	0	1	0	0	5	6	4.2	0	0	2	0	0	2	4	3.2
13:00	0	0	4	0	0	2	6	4.4	1	1	4	0	0	0	6	6	1	0	11	0	0	0	12	12	0	0	4	0	0	1	5	4.2	0	0	11	0	0	1	12	11.2	1	0	4	0	0	0	5	4.2	0	0	1	0	0	2	3	2.2	0	0	2	0	0	1	3	2.2
13:15	0	0	3	0	0	1	4	3.2	1	0	4	0	0	0	5	5	0	0	10	0	0	0	10	10	0	0	5	0	0	0	5	5	0	0	12	0	0	0	12	12	0	0	6	0	0	0	6	5.2	0	0	1	0	0	2	3	2.2	0	0	5	0	0	0	5	5
13:30	0	0	1	0	0	2	3	1.4	1	0	4	0	0	0	5	5	0	0	6	0	0	0	6	6.4	0	0	7	0	0	0	7	7	1	0	19	0	0	0	20	20	0	0	8	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	2	4	0	0	0	6	6	0	0	2	0	0	0	2	2	1	0	5	0	0	0	6	6	0	0	8	0	0	0	8	8	0	0	18	0	0	1	19	18.2	0	1	4	0	0	0	5	5	0	0	3	0	0	0	3	3	0	0	0	0	0	0	0	0
M/TOT	2	11	0	0	3	16	13.6	2	1	10	0	0	0	13	13	3	0	0	24	0	0	2	26	24.4	1	0	60	0	1	2	64	62.4	6	2	66	0	0	6	80	75.2	0	1	7	0	0	1	9	8.2	1	0	10	0	0	1	12	11.2
14:00	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	11	1	0	9	0	0	0	10	9	1	0	15	0	0	0	16	15	0	0	9	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
14:15	1	0	4	0	0	1	6	5.2	0	1	5	0	1	0	7	7	0	0	6	0	1	1	8	7.2	0	0	4	0	0	0	4	4	1	0	17	0	0	0	18	18	0	0	15	0	0	1	16	15.2	1	0	2	0	0	1	4	3.2	0	1	3	0	0	0	4	4
14:30	0	0	2	0	0	0	2	2	0	0	1	0	0	0	1	1	0	0	8	0	0	0	8	8	0	0	7	0	0	0	7	7	0	0	13	0	0	1	14	13.2	0	0	14	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
14:45	0	0	5	0	0	0	5	4	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	10.2	0	0	8	0	0	0	8	8	1	0	16	0	0	0	17	16	0	0	9	0	0	0	9	9	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0
M/TOT	1	0	13	0	1	1	16	15.2	0	1	8	0	1	0	10	10	0	0	35	0	1	2	38	36.4	1	1	26	0	1	0	29	29	2	1	61	0	0	1	65	64.2	2	1	67	0	1	3	74	71.6	1	0	2	0	0	1	4	3.2	0	1	5	0	0	0	6	6
15:00	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	0	0	8	0	0	0	8	8	1	0	11	0	0	0	12	11.2	0	0	21	0	0	0	21	21	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
15:15	0	0	5	0	0	0	5	5	0	0	3	0	0	0	3	3	0	0	11	0	0	0	11	11	0	0	8	0	0	0	8	8	1	0	30	0	0	1	33	32.2	2	0	23	0	0	3	28	25.6	0	0	1	0	0	1	2	1	0	0	4	0	0	0	4	4
15:30	0	0	1	0	0	2	3	1.4	1	0	2	0	0	0	3	3	0	0	13	0	0	0	13	13	0	0	5	0	0	1	6	5.2	1	0	23	0	0	1	25	24.2	0	0	25	0	0	1	26	25.2	0	0	2	0	0	1	3	2.2	1	0	2	0	0	0	3	3
15:45	0	7	10	0	0	3	20	17.6	0	0	0	0	0	0	0	0	0	0	14	0	0	0	14	14	0	0	13	0	0	1	14	13	1	0	44	0	0	1	46	44.2	1	0	32	0	0	1	34	32.6	0	0	10	0	0	4	14	10.8	0	0	2	0	0	0	2	2
M/TOT	0	7	18	0	0	5	30	26	1	0	5	0	0	0	6	6	0	0	41	0	0	0	41	41	0	4	32	0	0	2	38	36.4	3	1	89	0	0	5	98	94	4	0	100	0	0	6	110	105.2	0	0	16	0	0	5	21	17	1	0	8	0	0	0	9	9
16:00	1	0	1	0	0	2	4	2.4	0	0	0	0	0	1	7	6.2	0	0	5	0	0	1	6	5.2	0	0	6	0	0	1	7	6.2	1	0	13	0	0	2	16	14.4	0	0	16	0	0	3	19	16.6	1	0	1	0	0	3	5	2.2	0	0	2	0	0	0	2	2
16:15	0	0	2	0	0	2	4	2.8	0	0	2	0	0	2	4	2.8	0	0	6	0	0	0	6	6	0	0	22	0	0	2	24	22.8	2	0	34	0	0	4	40	38.4	0	0	24	0	0	2	26	24	2	0	3	0	0	3	8	3	0	0	2	0	0	0	2	2
16:30	0	0	1	0	0	2	3	1.4	0	1	0	0	0	1	2	1.2	0	0	9	0	0	1	10	9.2	1	0	10	0	0	1	12	11.2	1	3	30	0	0	1	35	34.2	0	0	22	0	0	1	23	22.2	0	0	0	0	0	2	2	0.4	0	0	2	0	0	0	2	2
16:45	0	0	3	0	0	1	4	3.2	0	2	7	0	0	3	12	9.6	0	2	15	0	0	0	17	16	0	0	14	0	0	0	14	12	2	0	24	0	0	1	27	26	0	0	12	0	0	0	12	12	0	0	1	0	0	0	1	0.2	0	0	1	0	0	0	1	1
M/TOT	1	0	10	0	0	7	22	16.8	0	3	14	0	0	7	27	19.4	0	0	50	0	0	2	52	50.4	2	0	52	0	0	3	57	54.4	6	3	101	0	0	11	121	118.6	0	0	90	0	0	11	101	92.2	1	0	4	0	0	4	9	5.8	0	1	8	0	0	0	9	9.6
17:00	0	0	4	0	0	2	6	4.4	0	0	0	0	0	1	1	0.2	0	0	19	0	0	1	20	19.2	0	0	14	0	0	0	14	14.2	2	3	21	0	0	1	27	26.2	4	1	30	0	0	1	36	35.2	0	0	5	0	0	2	7	5.4	0	0	1	0	0	1	2	1.2
17:15	0	0	8	0	0	2	10	7.6	0	0	3	0	0	1	4	3	0	0	16	0	0	0	16	16	0	0	12	0	0	1	13	12	1	0	24	0	0	0	25	24	0	0	26	0	0	0	26	25.2	0	0	2	0	0	0	2	1.2	0	0	2	0	0	1	3	2.2
17:30	0	0	4	0	1	1	6	5.2	0	0	3	0	0	0	3	3	0	0	12	0	0	1	13	12.2	0	0	9	0	0	0	9	9	0	0	20	0	0	3	23	23	0	0	20	0	0	0	20	20	0	0	3	0	0	0	3	2.2	0	0	1	0	0	0	1	1
17:45	0	2	8	0	0	3	13	10.6	1	2	3	0	0	0	6	6	1	2	11	0	0	2	16	14.4	0	2	5	0	0	1	8	7.2	1	0	14	0	0	1	16	15.2	0	0	31	0	0	1	32	31.2	1	0	3	0	0	2	6	4.4	0	0	3	0	0	0	3	3
M/TOT	0	2	24	0	1	8	35	28.6	1	5	15	0	0	2	23	21.4	2	2	56	0	0	4	64	64.8	2	2	36	0	0	2	42	38.4	4	3	72	0	0	5	84	79.6	5	1	110	0	0	6	122	119.4	1	1	13	0	0	5	20	16	0	0	11	0	0	2	13	11.4
18:00	0	0	7	0	0	0	7	7	0	2	2	0	0	0	4	4	0	2	8	0	0	0	10	10	0	0	10	0	0	0	10	10	0	0	23	0	0	0	23	23	0	0	28	0	0	0	28	28	0	0	1	0	0	0	1	1	0	0	2	0	0	0	2	2
18:15	0	0	4	0	0	4	8	4.8	0	0	2	0	0	3	5	2.6	0	0	5	0	0	0	5	5	0	0	3	0	0	1

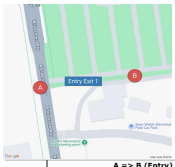
| MVT 9 | | | | | | | | | MVT 10 | | | | | | | | | MVT 11 | | | | | | | | | MVT 12 | | | | | | | | | MVT 13 | | | | | | | | | MVT 14 | | | | | | | | | MVT 15 | | | | | | | | | MVT 16 | | | | | | | | |
|---|---|---

Appendix C Parking Accumulation Data

IDASO

Survey Name: 261004 - Tallaght Stadium Dublin 24 CP 1
Date: Thu 17 Sep 2026 — Fri 18 Sep 2026

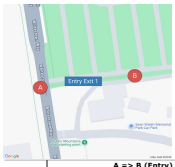




IDASO

Survey Name: 261004 - Tallaght Stadium Dublin 24 CP 1
Site: Entry Exit 1
Location: Access to Tallaght Stadium
Date: Thu 17-Sep-2026

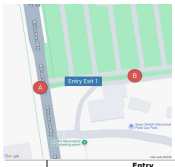
	A => B (Entry)								B => A (Exit)							
TIME	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
06:00	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	1	0	0	0	2	2	0	0	1	0	0	0	1	1
07:00	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	1	0	0	0	0	1	1	0	2	0	0	0	0	2	2
H/TOT	0	3	0	0	0	0	3	3	0	2	0	0	0	0	2	2
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	3	0	0	0	0	3	3	0	1	0	0	0	0	1	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	3	0	0	0	0	3	3	0	1	0	0	0	0	1	1
09:00	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	3	0	0	0	0	3	3	0	0	1	0	0	0	1	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	6	1	0	0	0	7	7	0	0	1	0	0	0	1	1
10:00	0	1	0	1	0	0	2	2.5	0	1	0	0	0	0	1	1
10:15	0	1	0	0	0	0	1	1	0	0	0	1	0	0	1	1.5
10:30	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
10:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	0	3	0	1	0	0	4	4.5	0	3	0	1	0	0	4	4.5
11:00	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0
11:15	0	1	1	0	0	0	2	2	0	2	0	0	0	0	2	2
11:30	0	1	0	0	0	0	1	1	0	2	0	0	0	0	2	2
11:45	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0
H/TOT	0	6	2	0	0	0	8	8	0	4	0	0	0	0	4	4
12:00	0	1	0	0	0	0	1	1	0	2	0	0	0	0	2	2
12:15	0	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0
12:30	0	0	1	0	0	0	1	1	0	1	2	1	0	0	4	4.5
12:45	0	2	0	0	0	0	2	2	0	2	0	0	0	0	2	2
H/TOT	0	4	1	1	0	0	6	6.5	0	5	2	1	0	0	8	8.5
13:00	0	2	0	0	0	0	2	2	0	3	0	0	0	0	3	3
13:15	0	0	1	0	0	0	1	1	0	2	1	0	0	0	3	3
13:30	0	0	1	0	0	0	1	1	0	1	1	0	0	0	2	2
13:45	0	1	0	0	0	0	1	1	0	0	1	0	0	0	1	1
H/TOT	0	3	2	0	0	0	5	5	0	6	3	0	0	0	9	9
14:00	0	2	0	0	0	0	2	2	0	1	0	0	0	0	1	1
14:15	0	2	0	0	0	0	2	2	0	1	0	0	0	0	1	1
14:30	0	0	1	0	0	0	1	1	0	2	0	0	0	0	2	2
14:45	0	1	0	0	0	0	1	1	0	3	1	0	0	0	4	4
H/TOT	0	5	1	0	0	0	6	6	0	7	1	0	0	0	8	8
15:00	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0
15:15	0	3	0	0	0	0	3	3	0	1	0	0	0	0	1	1
15:30	0	1	0	1	0	0	2	2.5	0	1	0	0	0	0	1	1
15:45	0	3	1	0	0	0	4	4	0	5	1	1	0	0	7	7.5
H/TOT	0	8	2	1	0	0	11	11.5	0	7	1	1	0	0	9	9.5
16:00	0	2	0	0	0	0	2	2	0	2	0	0	0	0	2	2
16:15	0	1	0	0	0	0	1	1	0	0	1	0	0	0	1	1
16:30	0	7	1	0	0	0	8	8	0	1	0	0	0	0	1	1
16:45	0	7	1	0	0	0	8	8	0	2	0	0	0	0	2	2
H/TOT	0	17	2	0	0	0	19	19	0	5	1	0	0	0	6	6
17:00	0	1	2	0	0	0	3	3	0	1	1	0	0	0	2	2
17:15	0	5	1	0	0	0	6	6	0	2	0	0	0	0	2	2
17:30	0	16	0	0	0	0	16	16	0	2	0	0	0	0	2	2
17:45	0	6	0	0	0	0	6	6	0	14	4	0	0	0	18	18
H/TOT	0	28	3	0	0	0	31	31	0	19	5	0	0	0	24	24
18:00	0	5	0	0	0	0	5	5	0	4	0	0	0	0	4	4
18:15	0	8	1	0	0	0	9	9	0	4	1	0	0	0	5	5
18:30	0	4	0	0	0	0	4	4	0	19	0	0	0	0	19	19
18:45	0	9	0	0	0	0	9	9	0	3	0	0	0	0	3	3
H/TOT	0	26	1	0	0	0	27	27	0	30	1	0	0	0	31	31
19:00	0	1	1	0	0	0	2	2	0	1	0	0	0	0	1	1
19:15	0	5	0	0	0	0	5	5	0	1	0	0	0	0	1	1
19:30	0	9	0	0	0	0	9	9	0	16	1	0	0	0	17	17
19:45	0	6	2	0	0	0	8	8	0	2	0	0	0	0	2	2
H/TOT	0	21	3	0	0	0	24	24	0	20	1	0	0	0	21	21
20:00	0	1	0	0	0	0	1	1	0	7	1	0	0	0	8	8
20:15	0	2	2	0	0	0	4	4	0	2	1	0	0	0	3	3
20:30	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
20:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
H/TOT	0	3	2	0	0	0	5	5	0	13	2	0	0	0	15	15
21:00	0	1	0	0	0	0	1	1	0	9	1	0	0	0	10	10
21:15	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6
21:30	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	1	1	0	16	2	0	0	0	18	18
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 TOT	0	140	21	3	0	0	164	165.5	0	140	21	3	0	0	164	165.5



IDASO

Survey Name: 261004 - Tallaght Stadium Dublin 24 CP 1
Site: Entry Exit 1
Location: Access to Tallaght Stadium
Date: Fri 18-Sep-2026

	A => B (Entry)								B => A (Exit)							
TIME	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
H/TOT	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
07:15	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0
07:30	0	0	1	0	0	0	1	1	0	0	0	1	0	0	1	1.5
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	1	1	0	0	3	3.5	0	0	0	1	0	0	1	1.5
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	1	1	0	0	0	2	2	0	0	2	0	0	0	2	2
08:30	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
08:45	0	1	0	0	0	0	1	1	0	0	1	0	0	0	1	1
H/TOT	0	3	1	0	0	0	4	4	0	1	3	0	0	0	4	4
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
09:30	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
09:45	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
H/TOT	0	3	0	0	0	0	3	3	0	1	0	0	0	0	1	1
10:00	0	2	0	1	0	0	3	3.5	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	1	0	0	0	0	1	1	0	3	0	1	0	0	4	4.5
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	3	0	1	0	0	4	4.5	0	3	0	1	0	0	4	4.5
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0
11:30	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
11:45	0	3	0	0	0	0	3	3	0	4	0	0	0	0	4	4
H/TOT	0	6	0	0	0	0	6	6	0	5	0	0	0	0	5	5
12:00	0	3	0	1	0	0	4	4.5	0	2	0	0	0	0	2	2
12:15	0	1	1	0	0	0	2	2	0	3	0	0	0	0	3	3
12:30	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
12:45	0	2	0	0	0	0	2	2	0	1	0	1	0	0	2	2.5
H/TOT	0	7	1	1	0	0	9	9.5	0	7	0	1	0	0	8	8.5
13:00	0	3	1	0	0	0	4	4	0	1	0	0	0	0	1	1
13:15	0	1	0	0	0	0	1	1	0	2	1	0	0	0	3	3
13:30	0	2	0	0	0	0	2	2	0	3	0	0	0	0	3	3
13:45	0	6	0	0	0	0	6	6	0	2	0	0	0	0	2	2
H/TOT	0	12	1	0	0	0	13	13	0	8	1	0	0	0	9	9
14:00	0	2	0	0	0	0	2	2	0	1	0	0	0	0	1	1
14:15	0	2	0	0	0	0	2	2	0	3	0	0	0	0	3	3
14:30	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	0	7	1	0	0	0	8	8	0	5	0	0	0	0	5	5
15:00	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
15:15	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0
15:30	0	3	0	0	0	0	3	3	0	1	0	0	0	0	1	1
15:45	0	5	2	0	0	0	7	7	0	1	1	0	0	0	2	2
H/TOT	0	11	2	0	0	0	13	13	0	2	1	0	0	0	3	3
16:00	0	5	1	0	0	0	6	6	0	1	1	0	0	0	2	2
16:15	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0
16:30	0	9	0	0	0	0	9	9	0	1	0	0	0	0	1	1
16:45	0	6	1	0	0	0	7	7	0	3	1	0	0	0	4	4
H/TOT	0	23	3	0	0	0	26	26	0	5	2	0	0	0	7	7
17:00	0	4	1	0	0	0	5	5	0	1	0	0	0	0	1	1
17:15	0	15	0	0	0	0	15	15	0	1	0	0	0	0	1	1
17:30	0	27	2	0	0	0	29	29	0	3	0	0	0	0	3	3
17:45	0	37	1	0	0	0	38	38	0	1	0	0	0	0	1	1
H/TOT	0	83	4	0	0	0	87	87	0	6	0	0	0	0	6	6
18:00	0	32	3	0	0	0	35	35	0	2	0	0	0	0	2	2
18:15	0	40	2	1	0	0	43	43.5	0	0	0	0	0	0	0	0
18:30	0	40	1	0	0	0	41	41	0	1	0	0	0	0	1	1
18:45	0	55	2	1	0	0	58	58.5	0	1	0	0	0	0	1	1
H/TOT	0	167	8	2	0	0	177	178	0	4	0	0	0	0	4	4
19:00	0	37	3	0	0	0	40	40	0	2	0	0	0	0	2	2
19:15	0	31	1	0	0	0	32	32	0	3	0	0	0	0	3	3
19:30	2	14	1	0	0	0	17	15.8	0	2	0	0	0	0	2	2
19:45	0	7	0	0	0	0	7	7	0	3	0	0	0	0	3	3
H/TOT	2	89	5	0	0	0	96	94.8	0	10	0	0	0	0	10	10
20:00	0	1	1	0	0	0	2	2	0	2	0	0	0	0	2	2
20:15	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
20:45	0	0	1	0	0	0	1	1	0	4	0	0	0	0	4	4
H/TOT	0	1	3	0	0	0	4	4	0	6	1	0	0	0	7	7
21:00	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
21:15	0	1	0	0	0	0	1	1	0	5	0	0	0	0	5	5
21:30	0	1	0	0	0	0	1	1	0	18	3	0	0	0	21	21
21:45	0	0	0	0	0	0	0	0	1	75	3	0	0	0	79	78.4
H/TOT	0	2	0	0	0	0	2	2	1	101	6	0	0	0	108	107.4
22:00	0	0	0	0	0	0	0	0	1	104	5	0	0	0	110	109.4
22:15	0	0	0	0	0	0	0	0	0	91	8	2	0	0	101	102
22:30	0	0	0	0	0	0	0	0	0	30	1	0	0	0	31	31
22:45	0	0	0	0	0	0	0	0	0	14	2	0	0	0	16	16
H/TOT	0	0	0	0	0	0	0	0	1	239	16	2	0	0	258	258.4
23:00	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12	12
23:15	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
23:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	16	1	0	0	0	17	17
24 TOT	2	420	31	5	0	0	458	459.3	2	420	31	5	0	0	458	459.3



IDASO

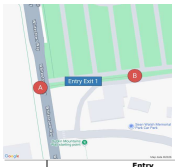
Survey Name: 261004 - Tallaght Stadium Dublin 24 CP 1
Site: CP 1
Location: Tallaght Stadium CP
Date: Thu 17-Sep-2026

Accumulation Values at 17-Sep-2026 00:00:00								
M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	Capacity	Capacity %
0	0	0	0	0	0	0	400	0%

**Some parking bays were obstructed by shipping containers and were therefore excluded from the total parking capacity*

	Entry								Exit							
TIME	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
06:00	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	1	0	0	0	2	2	0	0	1	0	0	0	1	1
07:00	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	1	0	0	0	0	1	1	0	2	0	0	0	0	2	2
H/TOT	0	3	0	0	0	0	3	3	0	2	0	0	0	0	2	2
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	3	0	0	0	0	3	3	0	1	0	0	0	0	1	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	3	0	0	0	0	3	3	0	1	0	0	0	0	1	1
09:00	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	3	0	0	0	0	3	3	0	0	1	0	0	0	1	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	6	1	0	0	0	7	7	0	0	1	0	0	0	1	1
10:00	0	1	0	1	0	0	2	2.5	0	1	0	0	0	0	1	1
10:15	0	1	0	0	0	0	1	1	0	0	0	1	0	0	1	1.5
10:30	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
10:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	0	3	0	1	0	0	4	4.5	0	3	0	1	0	0	4	4.5
11:00	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0
11:15	0	1	1	0	0	0	2	2	0	2	0	0	0	0	2	2
11:30	0	1	0	0	0	0	1	1	0	2	0	0	0	0	2	2
11:45	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0
H/TOT	0	6	2	0	0	0	8	8	0	4	0	0	0	0	4	4
12:00	0	1	0	0	0	0	1	1	0	2	0	0	0	0	2	2
12:15	0	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0
12:30	0	0	1	0	0	0	1	1	0	1	2	1	0	0	4	4.5
12:45	0	2	0	0	0	0	2	2	0	2	0	0	0	0	2	2
H/TOT	0	4	1	1	0	0	6	6.5	0	5	2	1	0	0	8	8.5
13:00	0	2	0	0	0	0	2	2	0	3	0	0	0	0	3	3
13:15	0	0	1	0	0	0	1	1	0	2	1	0	0	0	3	3
13:30	0	0	1	0	0	0	1	1	0	1	1	0	0	0	2	2
13:45	0	1	0	0	0	0	1	1	0	0	1	0	0	0	1	1
H/TOT	0	3	2	0	0	0	5	5	0	6	3	0	0	0	9	9
14:00	0	2	0	0	0	0	2	2	0	1	0	0	0	0	1	1
14:15	0	2	0	0	0	0	2	2	0	1	0	0	0	0	1	1
14:30	0	0	1	0	0	0	1	1	0	2	0	0	0	0	2	2
14:45	0	1	0	0	0	0	1	1	0	3	1	0	0	0	4	4
H/TOT	0	5	1	0	0	0	6	6	0	7	1	0	0	0	8	8
15:00	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0
15:15	0	3	0	0	0	0	3	3	0	1	0	0	0	0	1	1
15:30	0	1	0	1	0	0	2	2.5	0	1	0	0	0	0	1	1
15:45	0	3	1	0	0	0	4	4	0	5	1	1	0	0	7	7.5
H/TOT	0	8	2	1	0	0	11	11.5	0	7	1	1	0	0	9	9.5
16:00	0	2	0	0	0	0	2	2	0	2	0	0	0	0	2	2
16:15	0	1	0	0	0	0	1	1	0	0	1	0	0	0	1	1
16:30	0	7	1	0	0	0	8	8	0	1	0	0	0	0	1	1
16:45	0	7	1	0	0	0	8	8	0	2	0	0	0	0	2	2
H/TOT	0	17	2	0	0	0	19	19	0	5	1	0	0	0	6	6
17:00	0	1	2	0	0	0	3	3	0	1	1	0	0	0	2	2
17:15	0	5	1	0	0	0	6	6	0	2	0	0	0	0	2	2
17:30	0	16	0	0	0	0	16	16	0	2	0	0	0	0	2	2
17:45	0	6	0	0	0	0	6	6	0	14	4	0	0	0	18	18
H/TOT	0	28	3	0	0	0	31	31	0	19	5	0	0	0	24	24
18:00	0	5	0	0	0	0	5	5	0	4	0	0	0	0	4	4
18:15	0	8	1	0	0	0	9	9	0	4	1	0	0	0	5	5
18:30	0	4	0	0	0	0	4	4	0	19	0	0	0	0	19	19
18:45	0	9	0	0	0	0	9	9	0	3	0	0	0	0	3	3
H/TOT	0	26	1	0	0	0	27	27	0	30	1	0	0	0	31	31
19:00	0	1	1	0	0	0	2	2	0	1	0	0	0	0	1	1
19:15	0	5	0	0	0	0	5	5	0	1	0	0	0	0	1	1
19:30	0	9	0	0	0	0	9	9	0	16	1	0	0	0	17	17
19:45	0	6	2	0	0	0	8	8	0	2	0	0	0	0	2	2
H/TOT	0	21	3	0	0	0	24	24	0	20	1	0	0	0	21	21
20:00	0	1	0	0	0	0	1	1	0	7	1	0	0	0	8	8
20:15	0	2	2	0	0	0	4	4	0	2	1	0	0	0	3	3
20:30	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
20:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
H/TOT	0	3	2	0	0	0	5	5	0	13	2	0	0	0	15	15
21:00	0	1	0	0	0	0	1	1	0	9	1	0	0	0	10	10
21:15	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6
21:30	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	1	1	0	16	2	0	0	0	18	18
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 TOT	0	140	21	3	0	0	164	165.5	0	140	21	3	0	0	164	165.5

Accumulation								
M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	Capacity	Capacity %
0	0	0	0	0	0	0	400	0%



IDASO

Survey Name: 261004 - Tallaght Stadium Dublin 24 CP 1
Site: CP 1
Location: Tallaght Stadium CP
Date: Fri 18-Sep-2026

Accumulation Values at 18-Sep-2026 00:00:00								
M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	Capacity	Capacity %
0	0	0	0	0	0	0	400	0%

	Entry								Exit								Accumulation								
TIME	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	Capacity	Capacity %
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	400	0%
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	400	0%
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	400	0%
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	400	0%
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	400	0%
01:15	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	400	0%
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	400	0%
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	400	0%
H/TOT	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1									
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	400	0%
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	400	0%
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	400	0%
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	400	0%
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	400	0%
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	400	0%
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	400	0%
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	400	0%
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	400	0%
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	400	0%
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	400	0%
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	400	0%
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
05:00	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	400	0%
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	400	0%
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	400	0%
05:45	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	400	1%
H/TOT	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0									
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	400	1%
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	400	1%
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	400	1%
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	400	1%
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
07:00	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	400	1%
07:15	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	2	1	1	0	0	4	400	1%
07:30	0	0	1	0	0	0	1	1	0	0	0	1	0	0	1	1.5	0	2	2	0	0	0	4	400	1%
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	400	1%
H/TOT	0	1	1	1	0	0	3	3.5	0	0	0	1	0	0	1	1.5									
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	400	1%
08:15	0	1	1	0	0	0	2	2	0	0	2	0	0	0	2	2	0	3	1	0	0	0	4	400	1%
08:30	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1	0	3	1	0	0	0	4	400	1%
08:45	0	1	0	0	0	0	1	1	0	0	1	0	0	0	1	1	0	4	0	0	0	0	4	400	1%
H/TOT	0	3	1	0	0	0	4	4	0	1	3	0	0	0	4	4									
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	400	1%
09:15	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	400	1%
09:30	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1	0	5	0	0	0	0	5	400	1%
09:45	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	400	2%
H/TOT	0	3	0	0	0	0	3	3	0	1	0	0	0	0	1	1									
10:00	0	2	0	1	0	0	3	3.5	0	0	0	0	0	0	0	0	0	8	0	1	0	0	9	400	2%
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	1	0	0	9	400	2%
10:30	0	1	0	0	0	0	1	1	0	3	0	1	0	0	4	4.5	0	6	0	0	0	0	6	400	2%
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	400	2%
H/TOT	0	3	0	1	0	0	4	4.5	0	3	0	1	0	0	4	4.5									
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	400	2%
11:15	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	400	2%
11:30	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1	0	8	0	0	0	0	8	400	2%
11:45	0	3	0	0	0	0	3	3	0	4	0	0	0	0	4	4	0	7	0	0	0	0	7	400	2%
H/TOT	0	6	0	0	0	0	6	6	0	5	0	0	0	0	5	5									
12:00	0	3	0	1	0	0	4	4.5	0	2	0	0	0	0	2	2	0	8	0	1	0	0	9	400	2%
12:15	0	1	1	0	0	0	2	2	0	3	0	0	0	0	3	3	0	6	1	1	0	0	8	400	2%
12:30	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1	0	6	1	1	0	0	8	400	2%
12:45	0	2	0	0	0	0	2	2	0	1	0	1	0	0	2	2.5	0	7	1	0	0	0	8	400	2%
H/TOT	0	7	1	1	0	0	9	9.5	0	7	0	1	0	0	8	8.5									
13:00	0	3	1	0	0	0	4	4	0	1	0	0	0	0	1	1	0	9	2	0	0	0	11	400	3%
13:15	0	1	0	0	0	0	1	1	0	2	1	0	0	0	3	3	0	8	1	0	0	0	9	400	2%
13:30	0	2	0	0	0	0	2	2	0	3	0	0	0	0	3	3	0	7	1	0	0	0	8	400	2%
13:45	0	6	0	0	0	0	6	6	0	2	0	0	0	0	2	2	0	11	1	0	0	0	12	400	3%
H/TOT	0	12	1	0	0	0	13	13	0	8	1	0	0	0	9	9									
14:00	0	2	0	0	0	0	2	2	0	1	0	0	0	0	1	1	0	12	1	0	0	0	13	400	3%
14:15	0	2	0	0	0	0	2	2	0	3	0	0	0	0	3	3	0	11	1	0	0	0	12	400	3%
14:30	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	14	2	0	0	0	16	400	4%
14:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	13	2	0	0	0	15	400	4%
H/TOT	0	7	1	0	0	0	8	8	0	5	0	0	0	0	5	5									
15:00	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	14	2	0	0	0	16	400	4%
15:15	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	16	2	0	0	0	18	400	5%
15:30	0	3	0	0	0	0	3	3	0	1	0	0	0	0	1	1	0	18	2	0	0	0	20	400	5%
15:45	0	5	2	0	0	0	7	7	0	1	1	0	0	0	2	2	0	22	3	0	0	0	25	400	6%
H/TOT	0	11	2	0	0	0	13	13	0	2	1	0	0	0	3	3									
16:00	0	5	1	0	0	0	6	6	0	1	1	0	0	0	2	2	0	26	3	0	0	0	29	400	7%
16:15	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	29	4	0	0	0	33	400	8%
16:30	0	9	0	0	0	0	9	9	0	1	0	0	0	0	1	1	0	37	4	0	0	0	41	400	10%
16:45	0	6	1	0	0	0	7	7	0	3	1	0	0	0	4	4	0	40	4	0	0	0	44	400	11%
H/TOT	0	23	3	0	0	0	26	26	0	5	2	0	0	0	7	7									
17:00	0	4	1	0	0	0	5	5	0	1	0	0	0	0	1	1	0	43	5	0	0	0	48	400	12%
17:15	0	15	0	0	0	0	15	15	0	1	0	0	0	0	1	1	0	57	5	0	0	0	62	400	16%
17:30	0	27	2	0	0	0	29	29	0	3	0	0	0	0	3	3	0	81	7	0	0	0	88	400	22%
17:45	0	37	1	0	0	0	38	38	0	1	0	0	0	0	1	1	0	117	8	0	0	0	125	400	31%
H/TOT	0	83	4	0	0	0	87	87	0	6	0	0	0	0	6	6									
18:00	0	32	3	0	0	0	35	35	0	2	0	0	0	0	2	2	0	147	11	0	0	0	158	400	40%
18:15	0	40	2	1	0	0	43	43.5	0	0	0	0	0	0	0	0	0	187	13	1	0	0	201	400	50%
18:30	0	40	1	0	0	0	41	41	0	1	0	0	0	0	1	1	0	226	14	1	0	0	241	400	60%
18:45	0	55	2	1	0	0	58	58.5	0	1	0	0	0	0	1	1	0	280	16	2	0	0	298	400	75%
H/TOT	0	167	8	2	0	0	177	178	0	4	0	0	0	0	4	4									
19:00	0	37	3	0	0	0	40	40	0	2	0	0	0	0	2	2	0	315	19	2	0	0	336	400	84%
19:15	0	31	1	0	0	0	32	32	0	3	0	0	0	0	3	3	0	343	20	2	0	0	365	400	91%
19:30	2	14	1	0	0	0	17	15.8	0	2	0	0	0	0	2	2	2	355	21	2	0	0	380	400	95%
19:45	0	7	0	0	0	0	7	7	0	3	0	0	0	0	3	3	2	359	21	2	0	0	384	400	96%
H/TOT	2	89	5	0	0	0	96	94.8	0	10	0	0	0	0	10	10									
20:00	0	1	1	0	0	0	2	2	0	2	0	0	0	0	2	2	2	358	22	2	0	0	384	400	96%
20:15	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	2	358	23	2	0	0	385	400	96%
20:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	2	358	22	2	0	0	384	400	96%
20:45	0	0	1	0	0	0	1	1	0	4	0	0	0	0	4	4	2	354	23	2	0	0	381	400	95%
H/TOT	0	1	3	0	0	0	4	4	0	6	1	0	0	0	7	7									
21:00	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	2	351	23	2	0	0	378	400	95%
21:15	0	1	0	0	0	0	1	1	0	5	0	0	0	0	5	5	2	347	23	2	0	0	374	400	94%
21:30	0	1	0	0	0	0	1	1	0	18	3	0	0	0	21	21	2	330	20	2	0	0	354	400	89%
21:45	0	0	0	0	0	0	0	0	1	75	3	0	0	0	79	78.4	1	255	17	2	0	0	275	400	69%
H/TOT	0	2	0	0	0	0	2	2	1	101	6	0	0	0	108	107.4									
22:00	0	0	0	0	0	0	0	0	1	104	5	0	0	0	110	109.4	0	151	12	2	0	0	165	400	41%
22:15	0	0	0	0	0	0	0	0	0	91	8	2	0	0	101	102	0	60	4	0	0	0	64	400	16%
22:30	0	0	0	0	0	0	0	0	0	30	1	0	0	0	31	31	0	30	3	0	0	0	33	400	8%
22:45	0	0	0	0	0	0	0	0	0	14	2	0	0	0	16	16	0	16	1	0	0	0	17	400	4%
H/TOT	0	0	0	0	0	0	0	0	1	239	16	2	0	0	258	258.4									
23:00	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12	12	0	5	0	0	0	0	5	400	1%
23:15	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	1	0	0	0	0	1	400	0%
23:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	400	0%
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	400	0%
H/TOT	0	0	0	0	0	0	0	0	0	16	1	0	0	0	17	17									
24 TOT	2	420	31	5	0	0	458	459.3	2	420	31	5	0	0	458	459.3									