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Environmental Impact Assessment Report

Volume 4 – Appendices

Prepared by: Awn Consulting, December 2025

Prepared for: NWQ Devco Limited

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Appendix 2.1 Relevant Planning History

APPENDIX 2.1 RELEVANT PLANNING HISTORY

Planning Reference, Applicant & Location	Development Description	Decision & Decision Date
Ref: ABP-317679-23 Applicant: National Transport Authority Location: Ringsend to City Centre Core Bus Corridor Scheme.	Ringsend to City Centre Core Bus Corridor Scheme.	Decision: Approve with Conditions Grant date: 01/08/2024
Ref: DCC Reg. Ref. 2749/20 Applicant: New Century House (Luxembourg) Holding Sarl Location: New Century House, Mayor Street Lower, IFSC, Dublin 1, D01 K8N7	Planning permission for development on a site of 0.34 ha at New Century House, Mayor Street Lower, IFSC, Dublin 1, D01 K8N7. The site is bound by Mayor Street Lower to the north, Citi Bank building fronting North Wall Quay to the south, and Clarion Quay apartment development to the east and Commons Street to the west. The proposed development comprises of the following: • Refurbishment of the existing 6 no. storey building to provide for a new façade treatment to all elevations. • Provision of new part double height reception space to the rear elevation. • Relocation of existing bank branch to the north east corner of the ground floor resulting in a change of use from office to bank in this area. • Reduction of the existing bank branch from 216sqm to 187sqm. • Change of use of former bank branch to office use at ground floor level (147 sqm). • Provision of new universally accessible pedestrian entrance to bank branch from street level along the northern elevation of the building. • Provision of refurbished entrance to the office development to the north elevation fronting Mayor Street Lower. • Provision of additional mechanical plant at roof level. • Minor infill to office floor plate at 5th floor level resulting in an increase of 79 sqm of office floor space overall. • Minor reconfiguration of internal office floor plates. • Reconfiguration of basement level to provide ancillary office amenities and additional bike parking spaces (195 no. spaces) and 49 carpark spaces including 7no. new electric car charge points and 3 no. new universally accessible parking bays. • Upgrade of the hard and soft landscaping within the courtyard area and provision of new canopy area to courtyard on the southern elevation and provision of new screen to courtyard along the southern boundary of the site.	Decision: Grant Permission Grant date: 08/09/2020

	• Minor alternations to the hard landscaping to the north of the development fronting Mayor Street Lower. • The proposed development also includes accessible terraces at 5th floor level to the north, east and west, and all other associated site development works necessary to facilitate the development. The proposed development will result in an increase in gross floor area from 12,223 sqm to 12,365 sqm.	
Ref: DCC Reg. Ref. 4579/22 Applicant: Forum Building Commons Street Limited Location: The Forum, 1 Commons Street, Dublin 1, D01 YO48	Planning permission for development on a site of c.28 ha at no. 1 Commons Street, Dublin 1, D01 YO48 (which is a 2 no. storey office at fourth and fifth floor levels, located above the 4 no. storey commercial car park IFSC Carpark, Commons Street, Dublin 1, D01 DA34). The site is bounded to the north by The Exchange, Georges Dock, an office block, to the east by Commons Street, to the south by the Hilton Garden Inn Hotel, Custom House Quay and to the west by Exchange Place. The development will consist of alterations to the front (east), rear (west) elevations at fourth floor level, fifth floor level and roof level (with no change to the floor area of the existing office floor plate or balconies on the east and west elevations at fourth and fifth floor levels), and all ancillary and associated site development works. Replacement of cladding is proposed at third floor level on east and west elevations. In the interest of clarity, there is no proposed increase in existing floor areas and relates to elevation changes only. The development will include demolition of elements of the existing eastern and western fascia including the removal and replacement of windows and cladding, rearrangement of fenestration, new curtain walls, projecting metals fins, balustrades and all associated site development works.	Decision: Grant Permission Grant date: 21/09/2022
Ref: DCC Reg. Ref. 4678/23 Applicant: Klarent Hospitality Location: Hilton Garden Inn, Custom House Quay, North Dock, Dublin 1	PERMISSION:(a) Additional floor area (8.6sq.m) to existing hotel restaurant and bar area, (b) Alterations to the existing south façade to include new double doors, new canopies and alterations to existing windows, (c) Alterations to existing east façade to include new canopy (d)Proposed new living wall to 2no. sections of south facade, (e) Proposed minor alterations to existing footpath and (f) Proposed new internally illuminated signage to part south façade, all at Hilton Garden Inn, Custom House Quay, North Dock, Dublin 1.	Decision: Grant Permission Grant date: 08/04/2024



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Appendix 5.1 TII Rating Importance

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Box 4.1: CRITERIA FOR RATING SITE ATTRIBUTES - Estimation of Importance of Soil and Geology Attributes

Importance	Criteria	Typical Examples
Very High	Attribute has a high quality, significance or value on a regional or national scale Degree or extent of soil contamination is significant on a national or regional scale Volume of peat and/or soft organic soil underlying route is significant on a national or regional scale*	Geological feature rare on a regional or national scale (NHA) Large existing quarry or pit Proven economically extractable mineral resource
High	Attribute has a high quality, significance or value on a local scale Degree or extent of soil contamination is significant on a local scale Volume of peat and/or soft organic soil underlying route is significant on a local scale*	Contaminated soil on site with previous heavy industrial usage Large recent landfill site for mixed wastes Geological feature of high value on a local scale (County Geological Site) Well drained and/or highly fertility soils Moderately sized existing quarry or pit Marginally economic extractable mineral resource
Medium	Attribute has a medium quality, significance or value on a local scale Degree or extent of soil contamination is moderate on a local scale Volume of peat and/or soft organic soil underlying route is moderate on a local scale*	Contaminated soil on site with previous light industrial usage Small recent landfill site for mixed wastes Moderately drained and/or moderate fertility soils Small existing quarry or pit Sub-economic extractable mineral resource
Low	Attribute has a low quality, significance or value on a local scale Degree or extent of soil contamination is minor on a local scale Volume of peat and/or soft organic soil underlying route is small on a local scale*	Large historical and/or recent site for construction and demolition wastes Small historical and/or recent landfill site for construction and demolition wastes Poorly drained and/or low fertility soils Uneconomically extractable mineral resource

* relative to the total volume of inert soil disposed of and/or recovered

**Guidelines on Procedures for Assessment and Treatment of
Geology, Hydrology and Hydrogeology for National Road Schemes**

**Box 4.2: CRITERIA FOR RATING SITE ATTRIBUTES - Estimation of Importance
of Hydrology Attributes**

Importance	Criteria	Typical Examples
Extremely High	Attribute has a high quality or value on an international scale	River, wetland or surface water body ecosystem protected by EU legislation e.g. 'European sites' designated under the Habitats Regulations or 'Salmonid waters' designated pursuant to the European Communities (Quality of Salmonid Waters) Regulations, 1988.
Very High	Attribute has a high quality or value on a regional or national scale	River, wetland or surface water body ecosystem protected by national legislation – NHA status Regionally important potable water source supplying >2500 homes Quality Class A (Biotic Index Q4, Q5) Flood plain protecting more than 50 residential or commercial properties from flooding Nationally important amenity site for wide range of leisure activities
High	Attribute has a high quality or value on a local scale	Salmon fishery Locally important potable water source supplying >1000 homes Quality Class B (Biotic Index Q3-4) Flood plain protecting between 5 and 50 residential or commercial properties from flooding Locally important amenity site for wide range of leisure activities
Medium	Attribute has a medium quality or value on a local scale	Coarse fishery Local potable water source supplying >50 homes Quality Class C (Biotic Index Q3, Q2-3) Flood plain protecting between 1 and 5 residential or commercial properties from flooding
Low	Attribute has a low quality or value on a local scale	Locally important amenity site for small range of leisure activities Local potable water source supplying <50 homes Quality Class D (Biotic Index Q2, Q1) Flood plain protecting 1 residential or commercial property from flooding Amenity site used by small numbers of local people

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Box 4.3: CRITERIA FOR RATING SITE ATTRIBUTES - Estimation of Importance of Hydrogeology Attributes

Importance	Criteria	Typical Examples
Extremely High	Attribute has a high quality or value on an international scale	Groundwater supports river, wetland or surface water body ecosystem protected by EU legislation e.g. SAC or SPA status
Very High	Attribute has a high quality or value on a regional or national scale	Regionally Important Aquifer with multiple wellfields Groundwater supports river, wetland or surface water body ecosystem protected by national legislation – NHA status Regionally important potable water source supplying >2500 homes Inner source protection area for regionally important water source
High	Attribute has a high quality or value on a local scale	Regionally Important Aquifer Groundwater provides large proportion of baseflow to local rivers Locally important potable water source supplying >1000 homes Outer source protection area for regionally important water source Inner source protection area for locally important water source
Medium	Attribute has a medium quality or value on a local scale	Locally Important Aquifer Potable water source supplying >50 homes Outer source protection area for locally important water source
Low	Attribute has a low quality or value on a local scale	Poor Bedrock Aquifer Potable water source supplying <50 homes

**Guidelines on Procedures for Assessment and Treatment of
Geology, Hydrology and Hydrogeology for National Road Schemes**

**Box 4.4: CRITERIA FOR RATING IMPACT SIGNIFICANCE AT ROUTE SELECTION STAGE -
Rating of Significant Environmental Impacts at Route Selection Stage**

Impact Level	Attribute Importance				
	Extremely High **	Very High	High	Medium	Low
Profound	Any permanent impact on attribute	Permanent impact on significant proportion of attribute			
Significant	Temporary impact on significant proportion of attribute	Permanent impact on small proportion of attribute	Permanent impact on significant proportion of attribute		
Moderate	Temporary impact on small proportion of attribute	Temporary impact on significant proportion of attribute	Permanent impact on small proportion of attribute	Permanent impact on significant proportion of attribute	
Slight		Temporary impact on small proportion of attribute	Temporary impact on significant proportion of attribute	Permanent impact on small proportion of attribute	Permanent impact on significant proportion of attribute
Imperceptible			Temporary impact on small proportion of attribute	Temporary impact on significant proportion of attribute	Permanent impact on small proportion of attribute

**** In rating impacts on an 'European site' account must be taken of Article 6(3) and 6(4) of the Habitats Directive (Council Directive 92/43/EEC). Also see guidance contained within Guidelines for Assessment of Ecological Impacts of National Road Schemes (Rev 2, National Roads Authority, 2008)**

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Appendix 5.2 Historical Site / Ground Investigations

S H E R I F F S T R E E T

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E.S.B

2

B

A

1

N O R T H

W A L L

R I V E R

LOWER MAYOR STREET

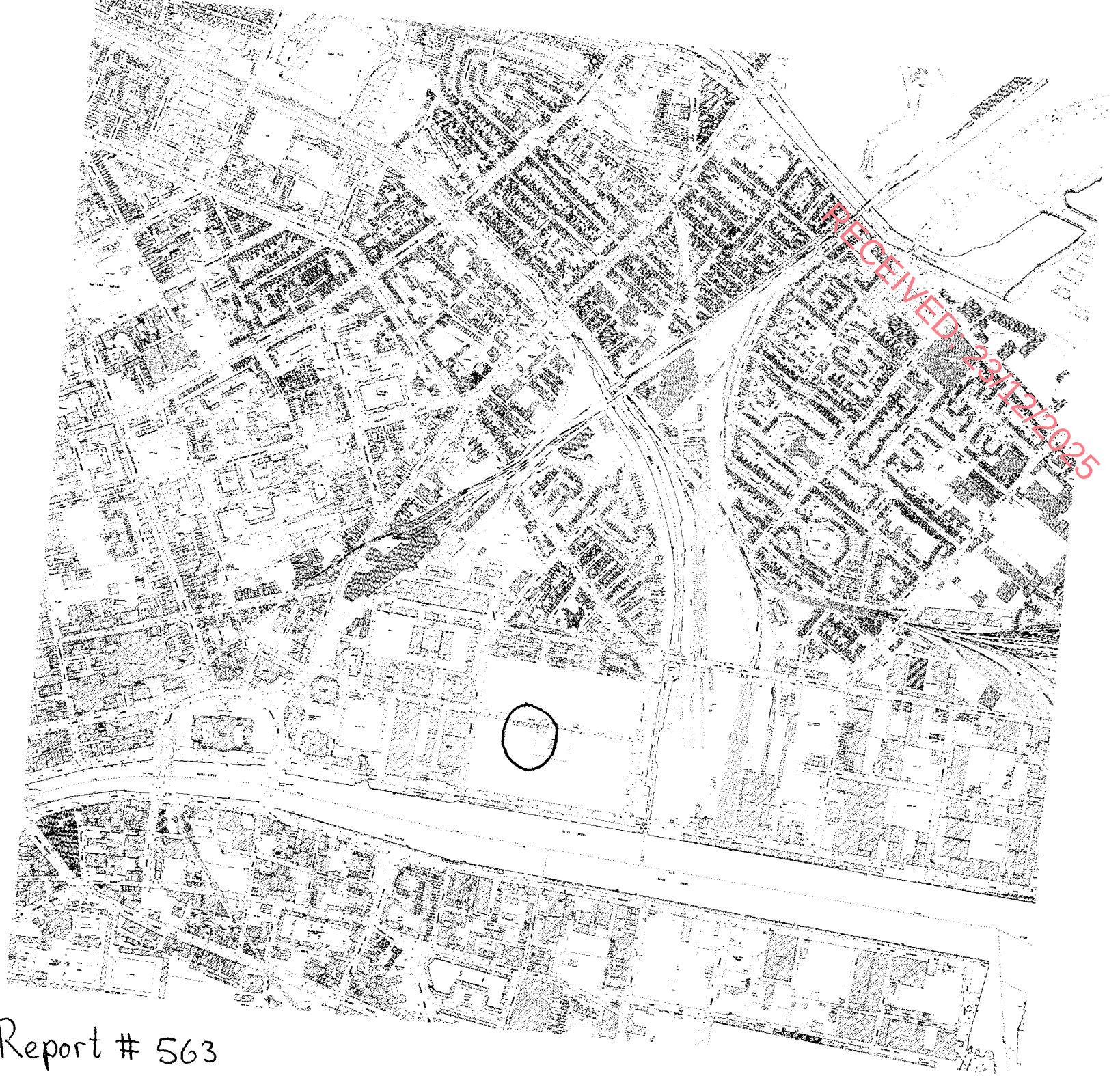
Site Plan & Position of Boreholes

27/2/69

Cementation

No Scale

9 Mount St., Crescent, Dublin.



Report # 563

Box: 27

Map No: 316 234

THE CEMENTATION CO. (IRELAND) LTD.

SOIL INVESTIGATION

BORING RECORD

INV ID: 59647

CONTRACT Lr. Mayor Street,

BOREHOLE No. 2

Report No.

Order No.

Bored for P.P. Freyer Esq.,

Site Address Lr. Mayor St. DUBLIN

Boring Commenced 31. 1. 69

Boring Completed 3. 2. 68

Type of Boring Shell and Auger

Diameter of Borehole 8

Ground level 19' ± E O.D.

Water Struck (1) 13'0" B.G.L(2) (3)

Standing Water Level 7'6" on completion 12.5

Remarks All levels are related to ground level.

Description of Strata	Depth		Thickness	Samples		
	From	To		Ref No.	Type	Depth
Reinforced concrete	0					
		9"	9"			
Hardcore	9"					
		5'0"	4'3"			
Filling of clay gravel etc	5'0"			18108	U	6'6" - 8'0"
		15'6"	10'6"	18109	J	12'0"
Compact coarse gravel with cobbles	15'6"			18110	D	17'0"
		20'0"	4'6"	18111	D	20'0"
Final level. Compact coarse gravel with cobbles	20'0"					
STANDARD PENETRATION TESTS						
At. 12'0" 19 blows to 12"						
" 17'6" 46 " " "						
" 20'6" 41 " " "						

Code: U — Undisturbed Sample D — Large Disturbed Sample J — Jar Sample W — Water Sample

Checked by:

Date:

Driller's Signature:

Date:

This form to be returned to Head Office immediately the borehole is completed.

THE CEMENTATION CO. (IRELAND) LTD.

SOIL INVESTIGATION
BORING RECORD

Inv 10: 59646

CONTRACT Lower Mayor Street

BOREHOLE No. 1

Report No.

Order No.

Bored for P.P. Freyer Esq.,

Site Address Lr. Mayor St. Dublin.

Boring Commenced 30. 1. 69

Boring Completed 30. 1. 69

Type of Boring Shell and Auger

Diameter of Borehole

Ground level 19E O.D.

= 3.1m

ins

Water Struck (1) 14'6" B.G.L. (2)

(3)

Standing Water Level on completion 12'0" B.G.L.

Remarks

All levels are related to ground level.

Description of Strata	Depth		Thickness	Samples		
	From	To		Ref No.	Type	Depth
Reinforced concrete 20 19.25	0	9"	9"			
Hardcore 19.25	9"	2'6"	1'9"			
Filling of clay, gravel etc. 17.5 17.5	2'6"	14'6"	12'0"	18104	U	5'0" - 6'6"
Compact coarse sandy gravel with cobbles 5.5 0	14'6"	20'0"	5'6"	18105	J	12'0"
				18106	D	16'0"
				18107	D	20'0"
Final level. Compact coarse sandy gravel with cobbles	20'0"					
STANDARD PENETRATION TESTS						
At 11'0" - 5 blows to 12"						
" 16'0" - 38 " " "						
" 20'6" - 52 " " "						
Report No. 563						
Box No. 27						
Investigation ID 59646, 59647						
(2)						

Code: U — Undisturbed Sample D — Large Disturbed Sample J — Jar Sample W — Water Sample

Checked by:

Date:

Driller's Signature:

Date:

This form to be returned to Head Office immediately the borehole is completed.

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310

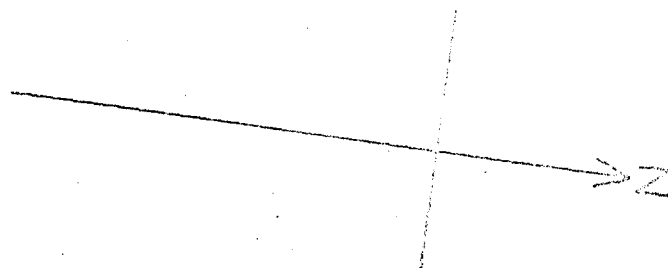
311

314

312

313

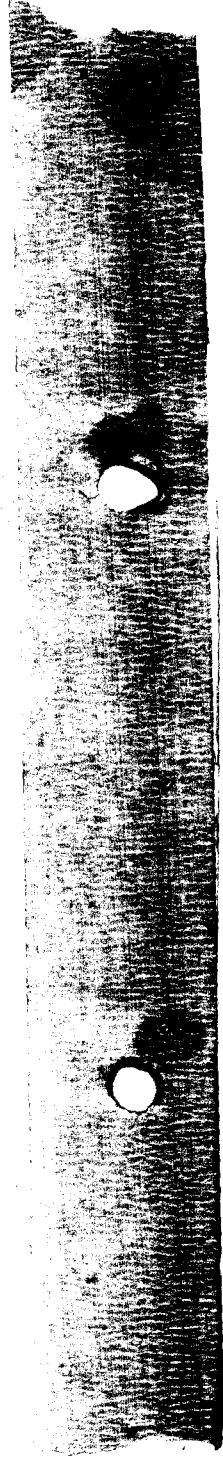
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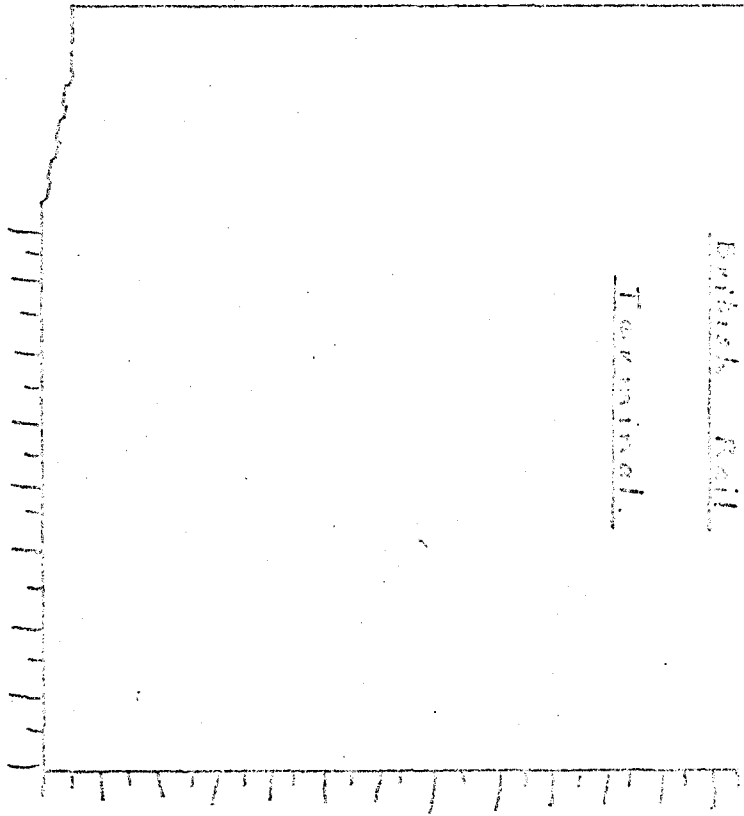
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RECEIVED: 23/12/2025

Dribuck Rail

Terminal



315

NEW QUAY WALL

PD-0071.4.

SOIL INVESTIGATION

BOREHOLE No. 316

Order No.

Site Address Dublin.

Boring Commenced 23.3.71.

Boring Completed 30.3.71.

Type of Boring Shell & Auger.
Bed

Diameter of Borehole • inc.

-Ground-level -20.4 P.D. D.D.

Water Struck (1) - (2) (3)

Standing Water Level -

Remarks All levels are related to bed level.

92640

$$\begin{array}{r} 25.5 \\ 20.4 \\ \hline 45.9 \\ 4.2 \\ \hline 44.5 \end{array}$$

-44.5

626

1310 ~ 1316

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92633

THE CEMENTATION CO. (IRELAND) LTD.

SOIL INVESTIGATION BORING RECORD

CONTRACT Low Quay Wall.

BORHOLE No. 311.

Report No.

Order No.

Bored for Dublin Port & Docks Board.

Site Address Dublin.

Boring Commenced 8/2/71.

Boring Completed 15/2/71

Type of Boring Shell & Auger.

Diameter of Borehole 0 . ins.

Chart level -0.6 P.D. M.B.

Water Struck (1) - (2)

- 66.1
1.6
66.7

Standing Water Level -

Remarks Borehole was blowing back 3' between 20' & 28' D.S.L.
All levels are related to P.D. level.

92634

Description of Strata	Depth		Thickness	Samples		
	From	To		Ref No.	Type	Depth
Soft grey organic silt.	0			19627	J	2'6"
	1.8	6'0"	6'0"	19628	J	5'0"
Medium Gravel.	6'0"					
	2.2	1'0"	1'0"	19623	J	6'0"
Medium to coarse sand with gravel.	2'0"					
	3.0	10'0"	2'0"	19619	D	8'0"
Fairly compact fine to coarse sand with some stones	10'0"			19621	D	10'0"
	6.0	20'0"	10'0"	19622	D	15'0"
Fairly compact fine to coarse sandy gravel with cobbles.	20'0"			19623	D	20'0"
	8.8	20'0"	9'0"	19624	D	25'0"
Very stiff brown silty clay with cobbles	20'0"			19625	J	25'0"
	12.4	42'0"	12'0"	19626	J	30'0"-32'6"
				19627	J	32'6"
Very stiff black silty clay with cobbles	42'0"			19628	J	35'0"-38'0"
	1.3	45'0"	4'0"	19629	J	37'6"
				19630	J	40'0"-41'6"
				19631	J	42'6"
Final level	45'0"			19632	J	44'0"
Rock or Boulder (chiselling 2 hrs)				19633	J	45'6"
Standard Penetration Tests.						
5'0" 15 blows to 12"						
10'0" 41 " " 12"						
15'0" 39 " " 12"						
20'0" 39 " " 12"						
25'0" 40 " " 12"						
30'0" 75 " " 12"						
35'0" 65 " " 3" Refusal.						

SOIL INVESTIGATION BORING RECORD

314

Order No. 2

Remarks All levels are related to bed level.

97636

[illegible]

SOIL INVESTIGATION BORING RECORD

Diameter of Borehole 3. ins.

[illegible]

SOIL INVESTIGATION BORING RECORD

Order No.

72638

[illegible]

SOIL INVESTIGATION BORING RECORD

CONTRACT New Quay Wall.

BOREHOLE No. 0315A

Report No.

Order No.

Bored for Dublin Port & Docks Board.

Site Address Dublin

Boring Commenced 26.2.71.

Boring Completed 2.3.72

Type of Boring Shell & Auger

Diameter of Borehole 8 25 ins.

Ground level -20 O.D.

Water Struck (1) --	(2)	(3)
---------------------	-----	-----

Standing Water Level ---

Remarks: Benchhole was abandoned at 25' due to casing having been lost.
All levels are related to bed level.

[illegible]

SOIL INVESTIGATION BORING RECORD

[illegible]

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310

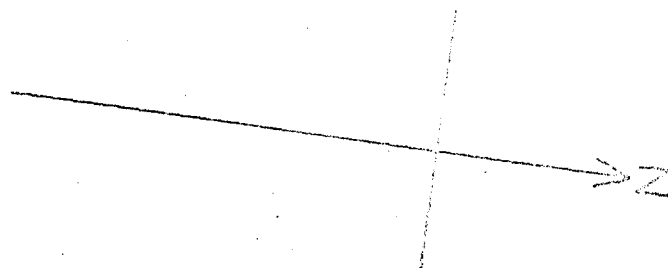
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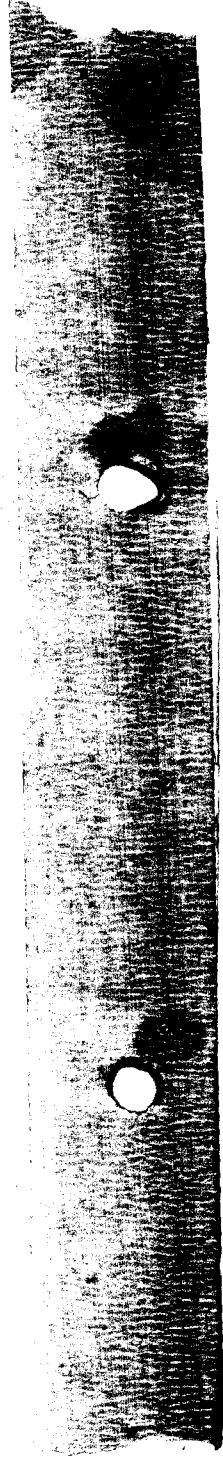
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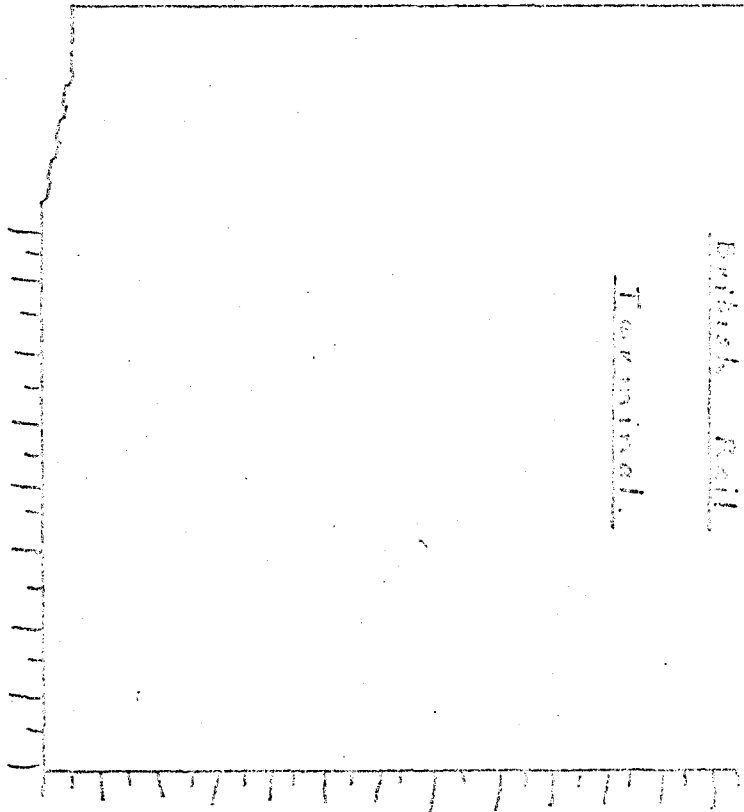
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RECEIVED: 23/12/2025

Dribuck Rail

Terminal.



315

NEW QUAY WALL

PD-0071.4.

SOIL INVESTIGATION

BOREHOLE No. 316

Order No.

Site Address Dublin.

Boring Commenced 23.3.71.

Boring Completed 30.3.71.

Type of Boring Shell & Auger.
Bed

Diameter of Borehole • inc.

-Ground-level -20.4 P.D. D.D.

Water Struck (1) - (2) (3)

Standing Water Level -

Remarks All levels are related to bed level.

92640

$$\begin{array}{r} 25.5 \\ 20.4 \\ \hline 45.9 \\ 1.2 \\ \hline 44.7 \end{array}$$

-44-5

1310 ~ 1316

92633

[illegible]

THE CEMENTATION CO. (IRELAND) LTD.

SOIL INVESTIGATION BORING RECORD

CONTRACT Low Quay Wall.

BOREHOLE No. 311.

Report No.

Order No.

Bored for Dublin Port & Docks Board.

Site Address Dublin.

Boring Commenced 8/2/71.

Boring Completed 15/2/71

Type of Boring Shell & Auger.

Diameter of Borehole 0 . ins.

Chart level -0.6 P.D. M.B.

Water Struck (1) - (2)

- 66.1
1.6
66.7

Standing Water Level -

Remarks Borehole was blowing back 3' between 20' & 28' D.S.L.
All levels are related to P.D. level.

92634

Description of Strata	Depth		Thickness	Samples		
	From	To		Ref No.	Type	Depth
Soft grey organic silt.	0			19627	J	2'6"
	1.8	6'0"	6'0"	19628	J	5'0"
Medium Gravel.	6'0"					
	2.2	1'0"	1'0"	19623	J	6'0"
Medium to coarse sand with gravel.	2'0"					
	3.0	10'0"	2'0"	19619	D	8'0"
Fairly compact fine to coarse sand with some stones	10'0"			19621	D	10'0"
	6.0	20'0"	10'0"	19622	D	15'0"
Fairly compact fine to coarse sandy gravel with cobbles.	20'0"			19623	D	20'0"
	8.8	20'0"	9'0"	19624	D	25'0"
Very stiff brown silty clay with cobbles	20'0"			19625	J	25'0"
	12.4	42'0"	12'0"	19626	J	30'0"-32'6"
				19627	J	32'6"
Very stiff black silty clay with cobbles	42'0"			19628	J	35'0"-38'0"
	1.3	45'0"	4'0"	19629	J	37'6"
				19630	J	40'0"-41'6"
				19631	J	42'6"
Final level	45'0"			19632	J	44'0"
Rock or Boulder (chiselling 2 hrs)				19633	J	45'6"
Standard Penetration Tests.						
5'0" 15 blows to 12"						
10'0" 41 " " 12"						
15'0" 39 " " 12"						
20'0" 39 " " 12"						
25'0" 40 " " 12"						
30'0" 75 " " 12"						
35'0" 65 " " 3" Refusal.						

SOIL INVESTIGATION BORING RECORD

314

Order No. 2

Remarks All levels are related to bed level.

97636

[illegible]

SOIL INVESTIGATION BORING RECORD

Remarks All levels are related to bed level

Diameter of Borehole 3. ins.

92637

$$\begin{array}{r} -20.3 \\ 24.0 \\ \hline -49.3 \\ 1.4 \\ \hline -48 \end{array}$$

- 48

[illegible]

SOIL INVESTIGATION BORING RECORD

72638

[illegible]

SOIL INVESTIGATION BORING RECORD

CONTRACT New Quay Wall.

BOREHOLE No. 0315A

Report No.

Order No.

Bored for Dublin Port & Docks Board.

Site Address Dublin

Boring Commenced 26.2.71.

Boring Completed 2.3.72

Type of Boring Shell & Auger

Diameter of Borehole 8 25 ins.

Ground level -20 O.D.

Water Struck (1) --	(2)	(3)
---------------------	-----	-----

Standing Water Level ---

Remarks: Benchhole was abandoned at 25' due to casing having been lost.
All levels are related to bed level.

[illegible]

SOIL INVESTIGATION BORING RECORD

[illegible]



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Appendix 6.1 TII Rating Importance Criteria

Box 4.1: CRITERIA FOR RATING SITE ATTRIBUTES - Estimation of Importance of Soil and Geology Attributes

Importance	Criteria	Typical Examples
Very High	Attribute has a high quality, significance or value on a regional or national scale Degree or extent of soil contamination is significant on a national or regional scale Volume of peat and/or soft organic soil underlying route is significant on a national or regional scale*	Geological feature rare on a regional or national scale (NHA) Large existing quarry or pit Proven economically extractable mineral resource
High	Attribute has a high quality, significance or value on a local scale Degree or extent of soil contamination is significant on a local scale Volume of peat and/or soft organic soil underlying route is significant on a local scale*	Contaminated soil on site with previous heavy industrial usage Large recent landfill site for mixed wastes Geological feature of high value on a local scale (County Geological Site) Well drained and/or highly fertility soils Moderately sized existing quarry or pit Marginally economic extractable mineral resource
Medium	Attribute has a medium quality, significance or value on a local scale Degree or extent of soil contamination is moderate on a local scale Volume of peat and/or soft organic soil underlying route is moderate on a local scale*	Contaminated soil on site with previous light industrial usage Small recent landfill site for mixed wastes Moderately drained and/or moderate fertility soils Small existing quarry or pit Sub-economic extractable mineral resource
Low	Attribute has a low quality, significance or value on a local scale Degree or extent of soil contamination is minor on a local scale Volume of peat and/or soft organic soil underlying route is small on a local scale*	Large historical and/or recent site for construction and demolition wastes Small historical and/or recent landfill site for construction and demolition wastes Poorly drained and/or low fertility soils Uneconomically extractable mineral resource

* relative to the total volume of inert soil disposed of and/or recovered

**Guidelines on Procedures for Assessment and Treatment of
Geology, Hydrology and Hydrogeology for National Road Schemes**

**Box 4.2: CRITERIA FOR RATING SITE ATTRIBUTES - Estimation of Importance
of Hydrology Attributes**

Importance	Criteria	Typical Examples
Extremely High	Attribute has a high quality or value on an international scale	River, wetland or surface water body ecosystem protected by EU legislation e.g. 'European sites' designated under the Habitats Regulations or 'Salmonid waters' designated pursuant to the European Communities (Quality of Salmonid Waters) Regulations, 1988.
Very High	Attribute has a high quality or value on a regional or national scale	River, wetland or surface water body ecosystem protected by national legislation – NHA status Regionally important potable water source supplying >2500 homes Quality Class A (Biotic Index Q4, Q5) Flood plain protecting more than 50 residential or commercial properties from flooding Nationally important amenity site for wide range of leisure activities
High	Attribute has a high quality or value on a local scale	Salmon fishery Locally important potable water source supplying >1000 homes Quality Class B (Biotic Index Q3-4) Flood plain protecting between 5 and 50 residential or commercial properties from flooding Locally important amenity site for wide range of leisure activities
Medium	Attribute has a medium quality or value on a local scale	Coarse fishery Local potable water source supplying >50 homes Quality Class C (Biotic Index Q3, Q2-3) Flood plain protecting between 1 and 5 residential or commercial properties from flooding
Low	Attribute has a low quality or value on a local scale	Locally important amenity site for small range of leisure activities Local potable water source supplying <50 homes Quality Class D (Biotic Index Q2, Q1) Flood plain protecting 1 residential or commercial property from flooding Amenity site used by small numbers of local people

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Box 4.3: CRITERIA FOR RATING SITE ATTRIBUTES - Estimation of Importance of Hydrogeology Attributes

Importance	Criteria	Typical Examples
Extremely High	Attribute has a high quality or value on an international scale	Groundwater supports river, wetland or surface water body ecosystem protected by EU legislation e.g. SAC or SPA status
Very High	Attribute has a high quality or value on a regional or national scale	Regionally Important Aquifer with multiple wellfields Groundwater supports river, wetland or surface water body ecosystem protected by national legislation – NHA status Regionally important potable water source supplying >2500 homes Inner source protection area for regionally important water source
High	Attribute has a high quality or value on a local scale	Regionally Important Aquifer Groundwater provides large proportion of baseflow to local rivers Locally important potable water source supplying >1000 homes Outer source protection area for regionally important water source Inner source protection area for locally important water source
Medium	Attribute has a medium quality or value on a local scale	Locally Important Aquifer Potable water source supplying >50 homes Outer source protection area for locally important water source
Low	Attribute has a low quality or value on a local scale	Poor Bedrock Aquifer Potable water source supplying <50 homes

**Guidelines on Procedures for Assessment and Treatment of
Geology, Hydrology and Hydrogeology for National Road Schemes**

**Box 4.4: CRITERIA FOR RATING IMPACT SIGNIFICANCE AT ROUTE SELECTION STAGE -
Rating of Significant Environmental Impacts at Route Selection Stage**

Impact Level	Attribute Importance				
	Extremely High **	Very High	High	Medium	Low
Profound	Any permanent impact on attribute	Permanent impact on significant proportion of attribute			
Significant	Temporary impact on significant proportion of attribute	Permanent impact on small proportion of attribute	Permanent impact on significant proportion of attribute		
Moderate	Temporary impact on small proportion of attribute	Temporary impact on significant proportion of attribute	Permanent impact on small proportion of attribute	Permanent impact on significant proportion of attribute	
Slight		Temporary impact on small proportion of attribute	Temporary impact on significant proportion of attribute	Permanent impact on small proportion of attribute	Permanent impact on significant proportion of attribute
Imperceptible			Temporary impact on small proportion of attribute	Temporary impact on significant proportion of attribute	Permanent impact on small proportion of attribute

**** In rating impacts on an 'European site' account must be taken of Article 6(3) and 6(4) of the Habitats Directive (Council Directive 92/43/EEC). Also see guidance contained within Guidelines for Assessment of Ecological Impacts of National Road Schemes (Rev 2, National Roads Authority, 2008)**

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Appendix 6.2

Water Framework Directive Assessment



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Trinity
Consultants

awnconsulting

Water Framework Directive Assessment

Project Ref: 1 North Wall Quay (Office) EIAR

CLIENT

Ronan Group
Real Estate

DOCUMENT
REFERENCE

257501.0800WR01

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Disclaimer

This report considers the specific instructions and requirements of our client. It is not intended for third-party use or reliance, and no responsibility is accepted for any third party. The provisions in this report apply solely to this project and should not be assumed applicable to other developments without review and modification.



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1. INTRODUCTION

1.1 Background

AWN Consulting Limited (AWN) has prepared this Water Framework Directive (WFD) Assessment to support the competent authority, in determining if there is a likelihood of significant effects on the Water Framework status of the receiving waterbodies as a result of the proposed development. A full description of the proposed development is provided in Chapter 2 – Description of Proposed Development of the EIA Report. Chapter 2 provides a detailed overview of the lifecycle of the project, including reference to architectural and civil engineering, drawings, plans, reports, and other relevant documents to define the proposed development.

In summary, the proposed development comprises the partial demolition and extension of an existing 5–6 storey office building to create a modern office scheme ranging from 7 to 12 storeys over the existing basement. The development will comprise four blocks of varying heights, office accommodation from ground to upper levels, two internal community spaces, outdoor terraces, and a shared atrium. Sustainable design features include green and blue roofs, enhanced landscaping, and a new pocket park linking North Wall Quay with Clarion Quay. Basement facilities will provide 32 car parking spaces (a significant reduction from the existing provision), 715 bicycle spaces, and ancillary plant and services. Public realm upgrades along North Wall Quay, Commons Street, and Clarion Quay will also be delivered as part of the scheme.

This WFD Assessment has been prepared in response to the requirements of the Water Framework Directive 2000/60/EC. This WFD compliance document should be read in conjunction with Hydrological Risk Assessment report prepared by AWN Consulting.

The objective of the assessment is to address the following:

- ▶ Does the development cause deterioration of a water body from its current status or potential for reaching “Good” status?
- ▶ Does the development impact on any water dependent protected areas, priority species, habitats etc.?
- ▶ Does the development support the achievement of water body objectives and programme of measures?

1.2 Experience of Authors

This report was prepared by Marcelo Allende and Alan Wilson. Marcelo Allende (BSc, BEng) is a Principal Environmental Consultant (Hydrologist) with AWN Consulting with over 20 years of experience in water resources technical studies, conceptual and numerical hydrological/hydrogeological modelling and environmental consultancy. Marcelo holds a degree in Water Resource Civil Engineering (BEng, Hons) from the University of Chile and a Bachelor of Science in Engineering (BSc, Hons). He has worked on a wide of range of projects including multi-aspect environmental investigations, geo-environmental impact assessments, surface and groundwater resource management, hydrological and hydrogeological conceptual and numerical modelling, strategic and site specific flood risk assessments (Stage 1,2 and 3), Due Diligence reporting, baselines studies, soils, surface water and groundwater monitoring and field sampling programmes on a variety of brownfield and greenfield sites throughout Ireland as well as overseas in Chile, Argentina, Peru and Panama. He is currently a member of the International Association of Hydrogeologists (IAH, Irish Group) and a member of Engineers Ireland (MIEI).

Alan Wilson (BSc) is an Environmental Consultant at AWN. Alan holds a BSc Honours in Environmental Management in Agriculture/ Environmental and Geographical Sciences. Alan has worked on a range of large scale projects involving EIA reports, site specific flood risk assessments (Stages 1 & 2), baseline studies, hydrological and hydrogeological risk assessments, water

framework directive assessments, environmental due diligences, site investigations and groundwater and surface water monitoring on various operational developments and greenfield and brownfield sites. Alan has over 5 years' experience as an Environmental Consultant including previous roles in Ecology and Forestry related work. Alan is a member of the International Association of Hydrogeologists (IAH).

1.3 Source of Information

Desk-based hydrological and hydrogeological information in the vicinity of the site was obtained through accessing databases and other archives where available. Data was sourced from the following:

- ▶ Geological Survey of Ireland- online mapping (GSI, 2025).
- ▶ GSI - Geological Heritage Sites & Sites of Special Scientific Interest.
- ▶ Ordnance Survey of Ireland (OSI).
- ▶ Teagasc subsoil database.
- ▶ National Parks and Wildlife services (NPWS, 2025).
- ▶ Environmental Protection Agency (EPA) – website mapping and database information. Envision water quality monitoring data for watercourses in the area.
- ▶ WFD Cycle 2 – Blackwater (Munster) Catchment – Sub-Catchments: Tourig_SC_010 (EPA, 2019) & Goish_SC_010 (EPA, 2018).
- ▶ WFD Cycle 3 - HA 18 Blackwater (Munster) Catchment Report (EPA, 2024).
- ▶ Water Action Plan 2024 - A River Basin Management Plan for Ireland, (Department of Housing Local Government & Heritage, Sept 2024).
- ▶ Waterford City & County Development Plan 2022-2028.
- ▶ The Planning System and Flood Risk Management, Guidelines for Planning Authorities (Department of the Environment, Heritage and Local Government (DoEHLG) and the Office of Public Works (OPW).
- ▶ Office of Public Works (OPW) flood mapping data (www.floodmaps.ie).

Site specific data was derived from the following sources:

- ▶ Engineering Services Report - Proposed Office Development at 1 North Wall Quay, Dublin 1 (CS Consulting, November 2025);
- ▶ Site-Specific Flood Risk Assessment - Proposed Office Development at 1 North Wall Quay, Dublin 1 (CS Consulting, November 2025);
- ▶ Outline Construction Management Plan - One North Wall Quay (CS Consulting, December 2025);
- ▶ Demolition Method Statement - Office Development at 1 North Wall Quay, Dublin 1 (CS Consulting, December 2025);
- ▶ Surface Water Management Plan - Office Development at 1 North Wall Quay, Dublin 1 (CS Consulting, December 2025);
- ▶ Basement Impact Assessment Proposed Office Development at 1 North Wall Quay, Dublin 1. CS Consulting Group (CS, 2025);
- ▶ The proposed development design site plans and drawings; and
- ▶ Consultation with the project design engineers and architects.

Relevant legislation and guidance is as follows:

- ▶ European Communities 920030, Common Implementation Strategy for the Water Framework Directives (2000/60/EC) Guidance Document No.2.
- ▶ EPA (May 2015), An approach to characterisation as part of the Water Framework Directive V2 revised.
- ▶ EPA (2010) Methodology for Establishing Groundwater Threshold Values, the Assessment of Chemical and Quantitative Status for Groundwater and Groundwater Trends.

- ▶ Common Implementation Strategy (CIS) (2017) Guidance Document No. 36 'Exemptions to the environmental objectives according to Article 4(7) provides comprehensive guidance on the application of Article 4(7).
- ▶ Joint Assistance to Support Projects in European Regions (JASPERS) (2018) Water Framework Directive Project assessment checklist tool.
- ▶ UKTAG (2012) Groundwater Chemical Classification for the Water Framework Directive. Paper 11b(i).
- ▶ UK Technical Advisory Group on the Water Framework Directive.
- ▶ UKTAG (2012) Groundwater Quantitative Classification for the Water Framework Directive. Paper 11b(ii), UK Technical Advisory Group on the Water Framework Directive.
- ▶ Inland Fisheries Ireland (IFI) – A Guideline on Planning for Watercourses in the Urban Environment.

This WFD assessment was based on desktop review of the Environmental Protection agency (EPA) and Local Authority Waters Programme water quality records which were obtained from the portal www.catchments.ie (accessed in November 2025). From the aforementioned sources of information, the WFD Status classification and Risk score were obtained for the identified water bodies.

1.4 Legislation and Guidance

The Water Framework Directive (WFD) 2000/60/EC aims to protect and enhance the quality of the water environment (both surface water and groundwater) across all European Union member states.

The concept of 'deterioration of the status' of a body of surface water in Article 4(1)(a)(i) of Directive 2000/60 must be interpreted as meaning that there is deterioration as soon as the status of at least one of the quality elements, within the meaning of Annex V to the directive, falls by one class, even if that fall does not result in a fall in classification of the body of the surface water as a whole. However, if the quality element concerned, within the meaning of that annex, is already in the lowest class, any deterioration of that element constitutes a 'deterioration of the status' of a body of surface water, within the meaning of Article 4(1)(a)(i).

As part of its role, the EPA and other stakeholders such as local authorities must consider whether proposals for new developments (other than where exemptions apply Article 4.4 - 4.7 of the WFD) have the potential to:

- ▶ Cause a deterioration of a water body from its current status or potential; and/ or
- ▶ Prevent future attainment of good status or potential where not already achieved.

As a result, new developments/licence conditions that have the potential to impact on current or predicted WFD status are required to assess their compliance against the WFD objectives of the potentially affected water bodies.

The WFD is implemented through River Basin Management Plans (RBMPs) in six-year cycles. We are currently in WFD third cycle 2022-2027 i.e. Water Action Plan 2024 - A River Basin Management Plan for Ireland, (Department of Housing Local Government & Heritage, Sept 2024).

The primary aim of the RBMP is that water bodies identified as being 'At Risk' of not achieving their environmental objectives need to have targeted measures implemented to achieve objectives under this Plan. The Water Action Plan 2024 has been reviewed in the context of ensuring mitigation measures comply with current and expected future measures required to be implemented for protection of water body status within the context of the proposed development.

1.5 Methodology

This WFD assessment was based on a desktop review of the Environmental Protection Agency (EPA) dataset which was obtained from the portal www.catchments.ie (accessed December 2025).

The water bodies identified for this assessment are related to the vicinity of the proposed construction area and its direct or indirect hydrological or hydrogeological connection. From the aforementioned source of information, the WFD Status classification and Risk score were obtained for the identified water bodies.

This WFD Screening Assessment also relies on information provided in Chapter 5 - Land, Soils, Geology, and Hydrogeology and Chapter 6 - Hydrology of the EIAR and should, therefore, be read in conjunction with these chapters.

1.5.1 WFD Risk Status

The WFD Risk score is the risk for each waterbody of failing to meet their WFD objectives by 2027. The risk of not meeting WFD objectives has been determined by assessment of monitoring data, data on the pressures and data on the measures that have been implemented. Waterbodies that are At Risk are prioritised for implementation of measures. This assessment was completed in 2020 by the EPA Catchments Unit in conjunction with other public bodies and was primarily based on monitoring data up to the end of 2018.

The three risk categories are:

- ▶ Waterbodies that are 'At Risk' of not meeting their Water Framework Directive objectives. For these waterbodies an evidence-based process was undertaken to identify the significant pressures; once a pressure is designated as 'significant', measures and accompanying resources are needed to mitigate the impact(s) from this pressure. These 'At Risk' waterbodies require not only implementation of the existing measures described in the various regulations, e.g., the Good Agricultural Practices Regulations, but also in many instances more targeted supplementary measures.
- ▶ Waterbodies that are categorised as 'Review' either because additional information is needed to determine their status before resources and more targeted measures are initiated or the measures have been undertaken, e.g., a wastewater treatment plant upgrade, but the outcome hasn't yet been measured/monitored.
- ▶ Waterbodies that are 'Not at Risk' and therefore are meeting their Water Framework Directive objectives. These require maintenance of existing measures to protect the satisfactory status of the water bodies.

1.5.2 WFD Water Body Status

Surface water body status is classified on the basis of chemical and ecological status or potential. This system is summarised in Appendix B Figure 1.

Under the WFD, groundwater body status is classified on the basis of quantitative and chemical status. This system is summarised in Appendix B Figure 2.

1.5.3 No Deterioration Assessment

Table 1-1 below presents the matrix used to assess the effect of the Project on surface water status or potential class. It ranges from a major beneficial effect (i.e., a positive change in overall WFD status) through no effect to deterioration in overall status class. The colour coding used in Table 2-1 is applied to the 'No Deterioration Assessment' spreadsheet provided in Appendix 6.1 of this report.

Table 1-1. Water Framework Directive Water Assessment Matrix

Effect	Description/ Criteria	Outcome
Major Beneficial	Impacts that taken on their own or in combination with others have the potential to lead to the improvement in the ecological status or potential of a WFD quality element for the entire waterbody	Increase in status of one or more WFD element giving rise to a predicted rise in status class for that waterbody.
Minor/ localised beneficial	Impacts when taken on their own or in combination with others have the potential to lead to a minor localised or temporary improvement that does not affect the overall WFD status of the waterbody or any quality elements	Localised improvement, no change in status of WFD element
No Impact	No measurable change to any quality elements.	No change
Localised / temporary adverse effect	Impacts when taken on their own or in combination with others have the potential to lead to a minor localised or temporary deterioration that does not affect the overall WFD status of the waterbody or any quality elements. Consideration will be given to habitat creation measures.	Localised deterioration, no change in status of WFD element when balanced against mitigation measures embedded in the project.
Adverse effect on class of WFD element	Impacts when taken on their own or in combination with others have the potential to lead to the deterioration in the WFD status class of one or more biological quality elements, but not in the overall status of the waterbody. Consideration will be given to habitat creation measures.	Decrease in status of WFD element when balanced against positive measures embedded in the project.
Adverse effect on overall WFD class of waterbody	Impacts when taken on their own or in combination with others have the potential to lead to the deterioration in the ecological status or potential of a WFD quality element, which then lead to a deterioration of status/potential of waterbody.	Decrease in status of overall WFD waterbody status when balanced against positive measures embedded in the project.

1.5.4 Assessment against Future Status Objectives

River Basin Management Plans are used to outline water body pressures and the actions that are required to address them. The future status objective assessment considers the ecological and chemical potential of a surface water body and the mitigation measures stated in the River Basin Management plans that defined the ecological and chemical potential. Assessments are based on the project (including mitigation measures) risks (construction and operation) with regard to the objectives for achieving good status as set out in the 3rd Cycle RBMP 2022-2027 i.e. Water Action Plan 2024. The assessment considers whether the proposed development has the potential to prevent the implementation or impact the effectiveness of the defined measures in these plans.

1.6 Site Setting and WFD General Screening

The Proposed Development site is c. 0.88 hectares and is the site of the Citigroup Building, a six-storey, over-one-storey-basement office building (total Gross Internal Area of 34,506 m²), which is due to be demolished as part of the proposed development enabling works.. The application site

of the proposed development is contained within Dublin's North Quays in the eastern city centre, approximately 200m to the west of the Samuel Beckett Bridge and circa 400m to the east of the Custom House and is located in the operational area of Dublin City Council. The site is bound by North Wall Quay to the south and Commons Street to the west. Existing commercial and residential buildings adjoin the site to the north and east. Clarion Quay runs immediately adjacent to the northern boundary of the site.

The site topography can be described as generally flat / level with slight falls in elevation from a maximum of approx. 3.52m AOD (meters above ordnance datum) along the south-eastern corner of the site to a minimum of c. 3.32m AOD to the south-western boundary of the site, where the access of the existing building is located.

The proposed development is described in further detail in Chapter 2 of the EIAR (Description of the Proposed Development).

The Liffey Estuary Lower transitional waterbody (EPA Code: IE_EA_090_0300) is located approximately 25 m south of the proposed development site. The Liffey Estuary Upper transitional waterbody (EPA Code: IE_EA_090_0400) is located approximately 400 m upstream of the proposed development site. The Liffey Estuary Lower transitional waterbody flows in an easterly direction before discharging to Dublin Bay coastal waterbody (EPA Code: IE_EA_090_0000) approximately 7.1 km downstream of the proposed development site.

The proposed development site does not include any existing open drains, ditches, or other land drainage features.

This WFD Assessment has identified two (2) no. WFD surface waterbody and one (1) no. WFD groundwater body of relevance due to the close proximity and connection to these waterbodies to the proposed development and additionally, for hosting Natura 2000 protected areas downstream in Dublin Bay.

All surface water from the proposed development will be collected and diverted to the public network during the operational phase which outfalls to the Liffey Estuary Lower transitional waterbody (c. 25 m to the south). The proposed foul wastewater collected on site will ultimately discharge to the local foul (combined) drainage network which ultimately discharges to Ringsend Wastewater Treatment Plant (WWTP). Ringsend WWTP discharges to the Liffey Estuary Lower transitional waterbody in close proximity to Dublin Bay coastal waterbody. It is therefore considered that there is an indirect hydrological path way via the surface water network to the Liffey Estuary Lower transitional waterbody and hence an indirect hydrological pathway to the designated conservation sites located within Dublin Bay, namely, South Dublin Bay (SAC & pNHA), South Dublin Bay and River Tolka Estuary SPA, North Dublin Bay (SAC & pNHA), and North Bull Island SPA.

The potential water bodies are listed in Table 1-2 below which also presents the most recent WFD Status and Risk Score for these waterbodies.

Table 1-2. Current WFD Status and Risk Score of the relevant waterbodies

Source	WFD Classification	WFD Status (2019-2024)	WFD Risk Score (3rd Cycle)	Waterbody Name/ Code	Location
Surface Water	Transitional Waterbody	Moderate	At Risk	Liffey Estuary Lower (IE_EA_090_040 0)	Approximately 25m to the south.
Surface Water	Coastal Waterbody	Good	Not at Risk	Dublin Bay (IE_EA_090_000 0)	Approximately 6.8km downstream.
Groundwater	Groundwater Body	Good	Under 'Review'	Dublin GWB (IE_EA_G_008)	Underlying

2. DESCRIPTION OF EXISTING HYDROLOGICAL AND HYDROGEOLOGICAL ENVIRONMENT

2.1 Hydrology

The proposed development site is located within the former Eastern River Basin District (ERBD, now the Irish River Basin District), as defined under the European Communities Directive 2000/60/EC, establishing a framework for community action in the field of water policy – this is commonly known as the Water Framework Directive (WFD).

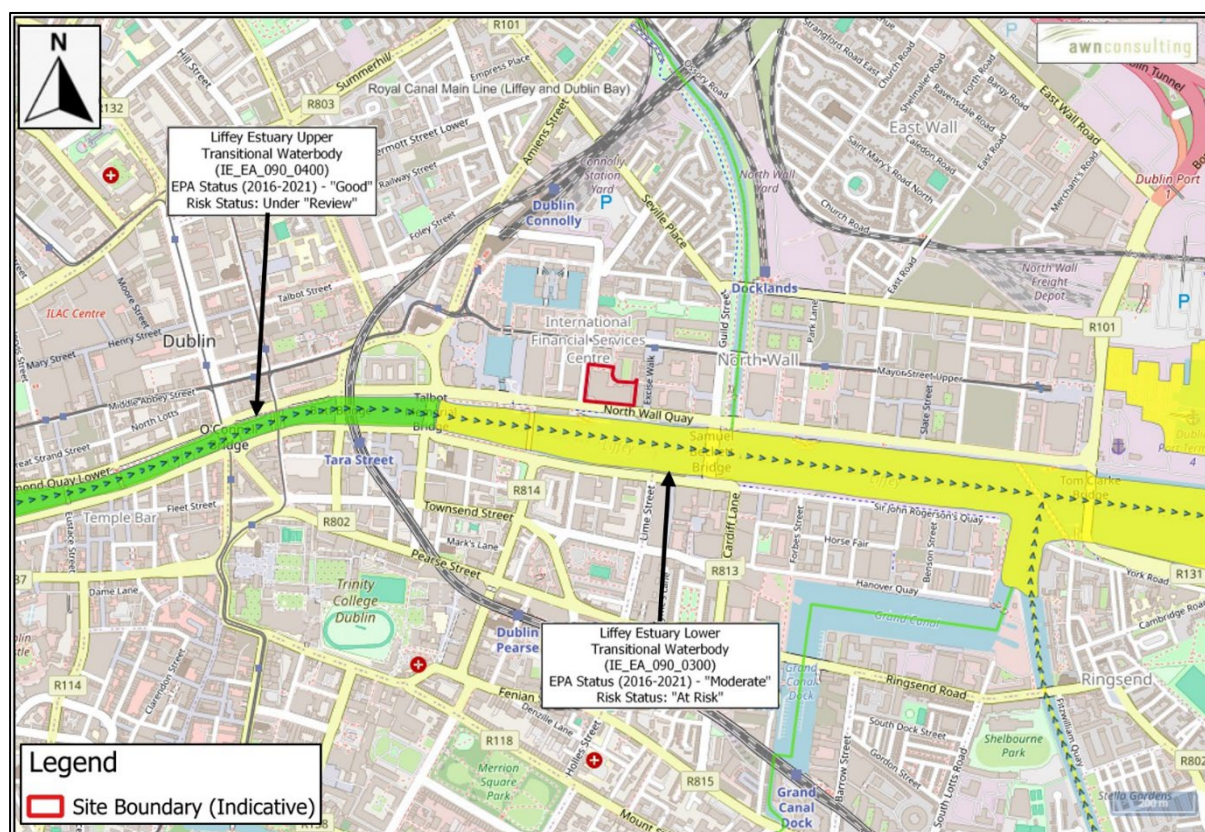
The proposed development site as defined by the EPA (2025) is situated in Hydrometric Area No. 09 of the Irish River Network and lies within the Liffey and Dublin Bay Catchment (Catchment ID: 09), and the Tolka_SC_020 Sub-Catchment.

The Liffey Estuary Lower transitional waterbody (EPA Code: IE_EA_090_0300) is located approximately 25m south of the proposed development site. The Liffey Estuary Upper transitional waterbody (EPA Code: IE_EA_090_0400) is located approximately 400m upstream of the proposed development site. The Liffey Estuary Lower transitional waterbody flows in an easterly direction before discharging to Dublin Bay coastal waterbody (EPA Code: IE_EA_090_0000) approximately 6.8 km downstream of the proposed development site.

The proposed development site does not include any existing open drains, ditches, or other land drainage features.

Refer to Figure 2.1 below for the hydrological environment in the context of the proposed development site.

Figure 2-1. Local Hydrological Environment (EPA, 2025)



2.1.1 Surface Water Quality

Surface water quality is monitored periodically by the EPA at various regional locations along with principal and other smaller watercourses. The EPA assess the water quality of rivers and streams across Ireland using a biological assessment method, which is regarded as a representative indicator of the status of such waters and reflects the overall trend in conditions of the watercourse. The biological indicators range from Q5 - Q1. Level Q5 denotes a watercourse with good water quality and high community diversity, whereas Level Q1 denotes very low community diversity and bad water quality.

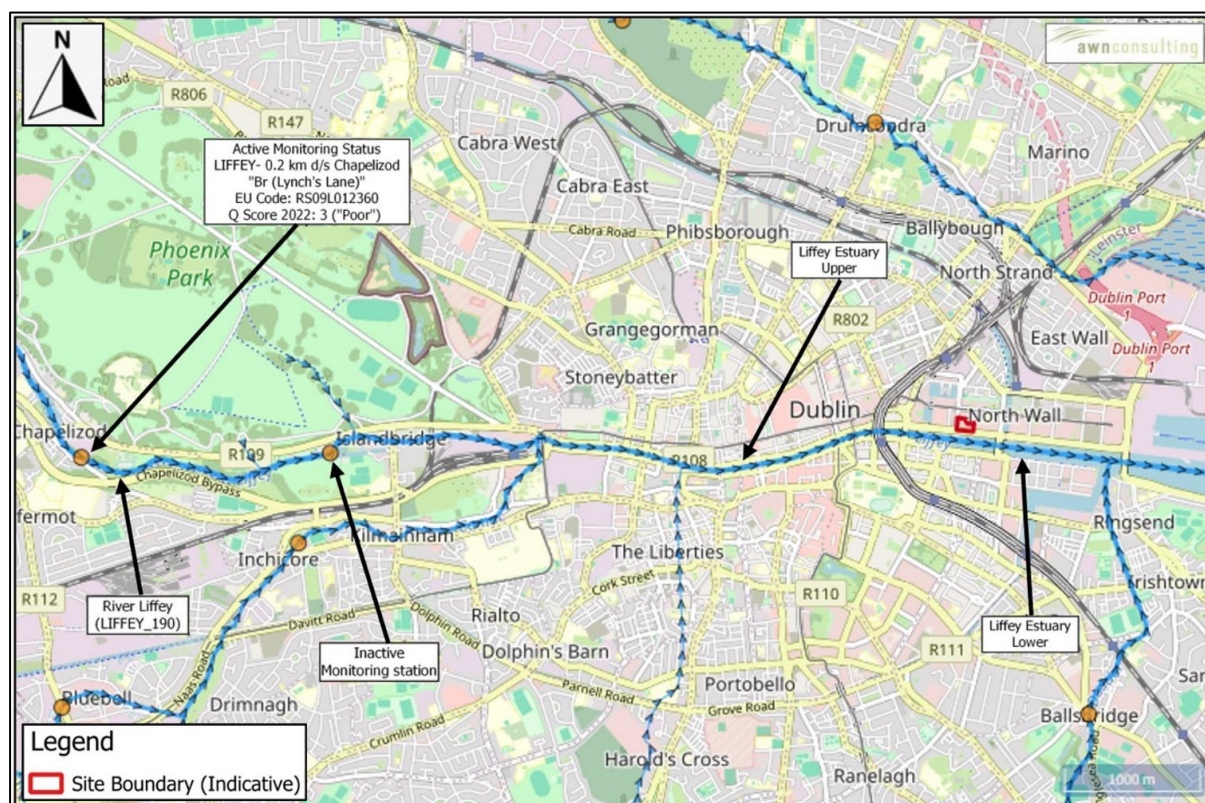
In relation to the proposed development site, the nearest (active) surface waterbody EPA monitoring station is:

- 'LIFFEY - 0.2 km d/s Chapelizod Br (Lynch's Lane)' (EPA Code: RS09L012360), which is located in the LIFFEY_190 WFD waterbody adjacent to Chapelizod Industrial Estate c. 6.35 km upstream (west) of the proposed development site.

The most recent water quality status recorded by the EPA (2022) at this monitoring station (EPA Code: RS09L012360) is classified as Q3 'Poor'. This value is based primarily on the relative proportions of pollution sensitive to tolerant macroinvertebrates (the young stages of insects primarily but also snails, worms, shrimps etc.) resident at a river site.

Refer to Figure 2-2 below for locations of these EPA quality monitoring points in the context of the site.

Figure 2-2. Q Value Monitoring Points (EPA, 2025)



In addition to the biological assessment method outlined above the EPA also classified water bodies in accordance with the WFD water quality status. Rivers, lakes, estuaries and coastal waters can be awarded one of five statuses: High, Good, Moderate, Poor, Bad. Groundwater has just two statuses – Good and Poor.

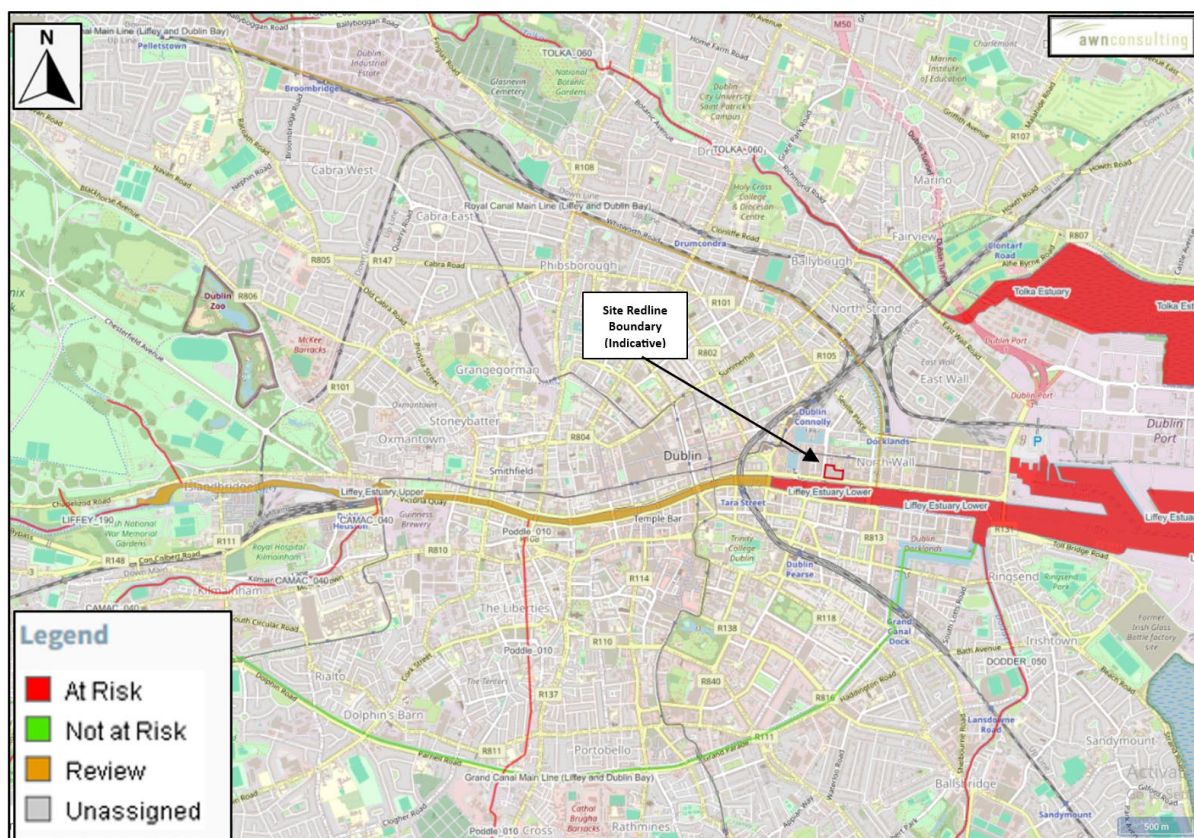
The Liffey Estuary Upper transitional waterbody (European Code: IE_EA_090_0400) is currently classified by the EPA as having 'Moderate' WFD water quality status (2019-2024 period) and is under 'Review' in relation to the WFD risk score. According to the WFD Cycle 2 – Sub catchment Assessment Report carried out by the EPA on the Tolka_SC_020 (January 2019), the main pressures identified on the Liffey Estuary Upper are associated with urban wastewater from combined sewer overflows.

The Liffey Estuary Lower transitional waterbody (European Code: IE_EA_090_0300) is currently classified by the EPA as having 'Moderate' WFD water quality status (2019-2024 period) and is 'At risk' of not achieving good status. According to the WFD Cycle 2 – Sub catchment Assessment Report carried out by the EPA on the Tolka_SC_020 (January 2019), the main pressures identified on the Liffey Estuary Lower are associated with urban wastewater from combined sewer overflows and agglomeration PE > 10,000.

Dublin Bay coastal waterbody (European Code: IE_EA_090_0000) is currently classified by the EPA as having 'Good' WFD water quality status (2019-2024 period) and is 'Not at Risk' of not achieving good status. There are no significant issues or pressures identified on Dublin Bay in the Cycle 3 – HA 09 Liffey and Dublin Bay Catchment Report (EPA, May 2024).

Figure 2-3 below presents the river and transitional waterbody EPA risk map.

Figure 2-3. Water Framework Directive Risk Map (EPA, 2025)



As a whole, the Tolka_SC_020 Sub-catchment is considered to have an ecological status of 'Poor' and a chemical surface water status of 'Poor'. This is based on current monitoring carried out at this catchment level. The surface waterbody in closest proximity to the proposed development site is the Liffey Estuary Lower transitional waterbody (c. 25m south), and the downstream waterbodies i.e. Dublin Bay coastal waterbody are considered in this assessment due to the indirect hydrological connection to these waterbodies.

2.1.2 Areas of Conservation

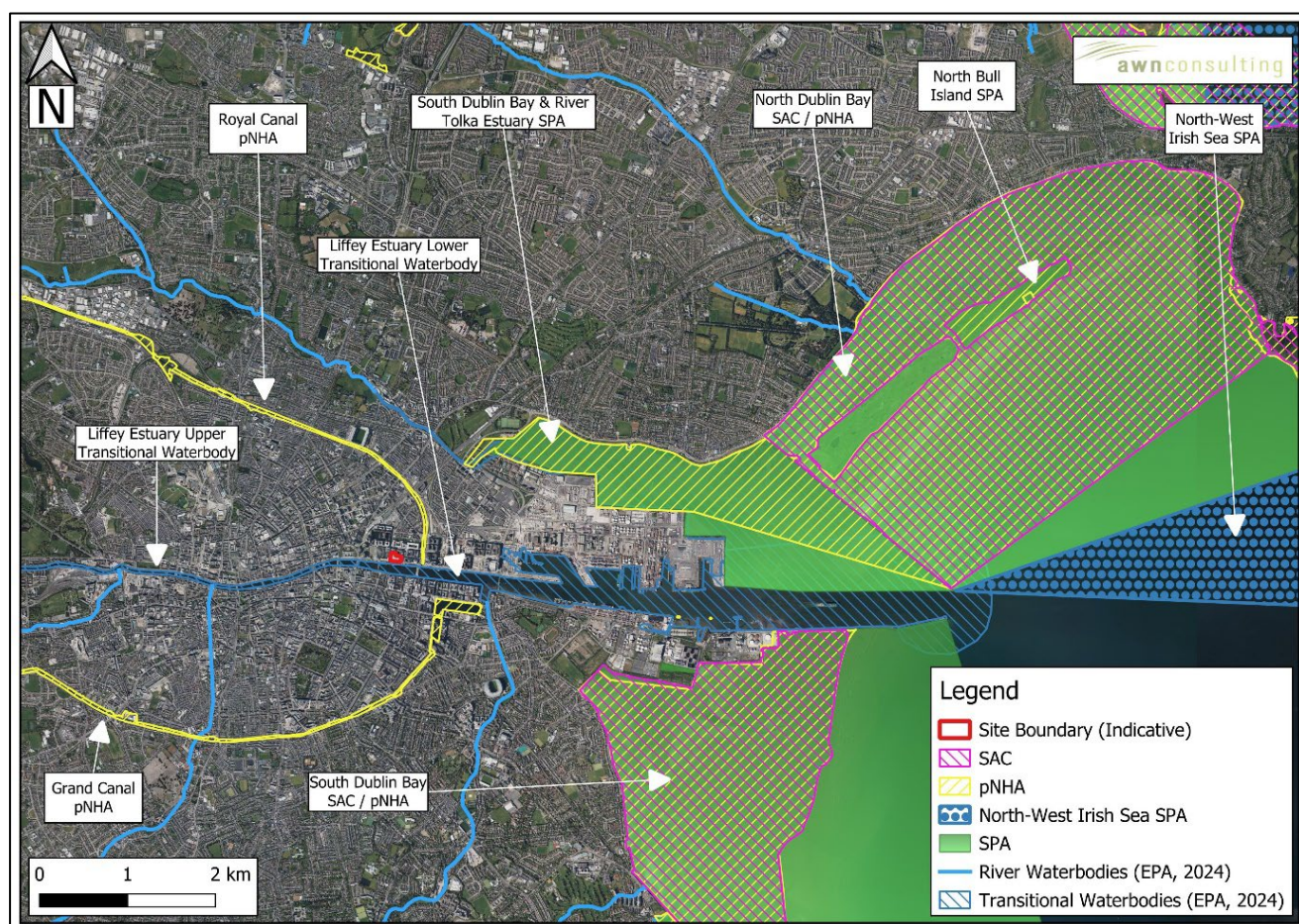
The EPA and NPWS (2025) on-line databases have been reviewed to determine the location of areas of conservation within proximity to the proposed development site, and there are no Special Protected Areas (SPA) established under the EU Birds Directive (79/409/EEC), or Special Areas of Conservation (SAC) established under the Habitats Directive on or within the boundary of the proposed development site. Furthermore, there are no Natural Heritage Areas (NHA), or proposed Natural Heritage Areas (pNHA) established under the Wildlife Acts, 1976 and 2000 (as amended) on or within the boundary of the proposed development site.

The European sites in closest proximity to the Proposed Development are as follows:

- ▶ The South Dublin Bay SAC (Site Code: 000210) - circa 2.6 km to the east of the site.
- ▶ The South Dublin Bay & River Tolka SPA (Site Code: 0004024) – circa 2.6 km to the northeast of the site.
- ▶ North Bull Island SPA (Site Code: 004006) - circa 4.5 km to the northeast of the site.
- ▶ North Dublin Bay pNHA/SAC (Site Code: 000206)- circa 4.6 km to the northeast of the site.
- ▶ North-West Irish Sea SPA (Site Code: 004236) – circa 6.5 km to the east of the site.

Figure 2-4 below presents the location of these protected areas in the context of the proposed development site.

Figure 2-4. Conservation Areas (EPA & NPWS, 2025)



2.1.3 Bathing Waters and Recreational Waterbodies

The local environment also includes areas of natural resources that relate to populations and human health that may be impacted by the proposed development, this includes economic resources, recreational and bathing waters, and drinking water resources.

A review of Environmental Sensitivity Mapping online maps that includes the Register of Protected Areas (RPA) under the Water Framework Directive (WFD) has shown that there are no Recreational Waters, Bathing Waterbodies, or Surface Water Drinking RPA, located downstream in the Liffey Estuary.

It should be noted that Dollymount Strand and Sandymount Strand bathing water areas may be indirectly hydrologically connected to the proposed development site but are located further away than the Liffey Estuary (c. 5.3 km and 2.6 km from the subject site, respectively); therefore, they were excluded from the assessment due to their distance from the development and significant dilution through its pathway.

It should be noted that the bathing status has no direct relevance to the water quality status of the coastal waterbodies and Natura 2000 sites due to rapid mixing and large dilution factors in Dublin Bay resulting in no measurable change in water quality within the overall water body.

2.1.4 Existing Utilities and Drainage Infrastructure

2.1.4.1.1 Foul Wastewater

As outlined in the CS Consulting Engineering Services Report (2025) (included with the planning application documentation) Uisce Éireann drainage and supply records indicate that the following relevant existing drainage infrastructure elements are in place surrounding the development site:

- ▶ An existing 375mm vitrified clay combined sewer running east to west in North Wall Quay, along the development site's southern boundary. This combined sewer turns north at the junction of North Wall Quay and Commons Street and continues to flow northward along the development's western boundary.
- ▶ An existing 225mm concrete foul sewer to the east and north of the development's site boundary. The foul sewer is located in Clarion Quay, running westward and then northward at the development site's north-eastern boundary.
- ▶ The foul sewer in Clarion Quay joins a 375mm diameter foul sewer flowing east to west in Mayor Street Lower, which in turn joins the combined sewer in North Wall Quay. This discharges to the Mayor Street Wastewater Pumping Station (WwPS), from which all effluent ultimately reaches the Ringsend Wastewater Treatment Plant (WwTP).

For further details on the existing foul wastewater infrastructure see the Engineering Services Report (CS Consulting, November 2025) included with the planning application documentation. As the site is currently in use as a functioning office building, there is regular wastewater drainage from the site. The Uisce Éireann Code of Practice for Wastewater Infrastructure specifies an average foul effluent flow rate of 50 litres per person per day for offices (excluding canteens).

2.1.4.1.2 Potable Water Supply

As outlined in the CS Consulting Engineering Services Report (2025) (included with the planning application documentation), Uisce Éireann drainage and supply records indicate that an existing 200mm ductile iron and an existing 600mm cast-iron watermain in North Wall Quay runs along the development site's southern boundary.

The records also indicate an existing 6-inch (150mm approx.) diameter cast-iron watermain is in place in Commons Street and an existing 150mm ductile iron watermain is in place in Clarion Quay at the development site's north-eastern boundary.

As the site is currently in use as a functioning office building, there is regular potable water demand from the site. The Uisce Éireann Code of Practice for Water Infrastructure does not specify potable water consumption rates for non-domestic uses. On the principle that the development's water consumption shall not exceed its foul effluent generation, the foul generation rates of 50 litres per person per day for offices have therefore also been employed for calculating average potable water demand.

For further details on the existing potable water infrastructure see the Engineering Services Report (CS Consulting, November 2025) included with the planning application documentation.

2.1.4.1.3 Stormwater Drainage

As outlined in the CS Consulting Engineering Services Report (2025) (included with the planning application documentation) Uisce Éireann drainage and supply records provided by DCC which are corroborated by topographical survey, indicate that the following relevant existing dedicated surface water drainage infrastructure elements are in place surrounding the development site:

- ▶ An existing 375mm vitrified clay combined sewer running east to west in North Wall Quay, along the development site's southern boundary. This combined sewer turns north at the junction of North Wall Quay and Commons Street and continues to flow northward along the development's western boundary.
- ▶ A concrete stormwater sewer (between 525mm and 600mm in diameter) in Clarion Quay, at the development site's north-eastern boundary.
- ▶ A brick stormwater sewer (between 1820mm and 2030mm in diameter) running north to south in Commons Street.
- ▶ The existing 375mm stormwater sewer running east to west in North Wall Quay (site southern boundary) discharges / connects to the existing 1870 brick stormwater sewer running north to south in Commons Street, which then outfalls to the River Liffey. The stormwater sewer in Clarion Quay discharges to a 1700mm diameter stormwater sewer running west to east in Mayor Street Lower; this ultimately outfalls to either the River Liffey or the Royal Canal, in proximity to the Samuel Beckett Bridge.
- ▶ In addition, there is also an existing 525mm concrete storm sewer running east to west and then turning northwards in Clarion Quay along development site's northern boundary.

For further details on the existing potable water infrastructure see the Engineering Services Report (CS Consulting, November 2025) included with the planning application documentation.

3. HYDROGEOLOGY

3.1.1 Regional Groundwater Quality

The Water Framework Directive (WFD) 2000/60/EC was adopted in 2000 as a single piece of legislation covering rivers, lakes, groundwater, transitional (estuarine) and coastal waters. In addition to protecting said waters, its objectives include the attainment of 'Good Status' in water bodies that are of lesser status at present and retaining 'Good Status' or better where such status exists at present. 'Good Status' was to be achieved in all waters by 2027, as well as maintaining 'high status' where the status already exists. The EPA co-ordinates the activities of the River Basin Districts, local authorities and state agencies in implementing the directive, and operates a groundwater quality monitoring programme undertaking surveys and studies across the Republic of Ireland.

The Groundwater Body (GWB) underlying the site is the Dublin GWB (EU Groundwater Body Code: IE_EA_G_008). Currently, the groundwater body underlying / in the region of the site (Dublin GWB) is classified under the WFD Risk Score system as under "Review" meaning the GWB is being reviewed to determine whether or not the GWB has achieved its objectives and has either no significant trends or improving trends. The Dublin GWB was given a classification of 'Good' status for the last WFD cycle (WFD Period: 2019-2024). The Dublin GWB has a Good Status for chemical and quantitative categories. Therefore, the overall status is considered Good.

3.1.2 Aquifer Classification & Vulnerability

The GSI has devised a system for classifying the bedrock aquifers in Ireland. The aquifer classification for bedrock depends on a number of parameters including, the area extent of the aquifer (km²), well yield (m³/d), specific capacity (m³/d/m) and groundwater throughput (mm³/d). There are three main classifications: regionally important, locally important and poor aquifers. Where an aquifer has been classified as regionally important, it is further subdivided according to the main groundwater flow regime within it. This sub-division includes regionally important fissured aquifers (Rf) and regionally important karstified aquifers (Rk). Locally important aquifers are subdivided into those that are generally moderately productive (Lm) and those that are generally moderately productive only in local zones (LI). Similarly, poor aquifers are classed as either generally unproductive except for local zones (PI) or generally unproductive (Pu).

The GSI (2025) National Aquifer Map identifies bedrock and gravel aquifers beneath the proposed development site and they are classified as a "*Locally Important Aquifer – Bedrock which is Generally Moderately Productive*" and 'Locally Important Gravel Aquifer', respectively.

Inspection of the available GSI (2024 on-line mapping database) shows that the site is entirely underlain by Dark Limestone and Shale of the Lucan formation, which comprises Carboniferous dark limestone and shale ('Calp) Age Bracket (Late Chadian to Asbian), Rock Unit code (CDLUCN). This geological formation consists of dark grey to black, fine-grained, occasionally cherty, micritic limestones that weather paler, usually to pale grey. There are rare dark coarser grained calcarenitic limestones, sometimes graded, and interbedded dark-grey calcar.

Refer to Figure 3.5 below for the aquifer classification in the region of the proposed development site.

Figure 3-5. Aquifer Classification Map (GSI, 2025)



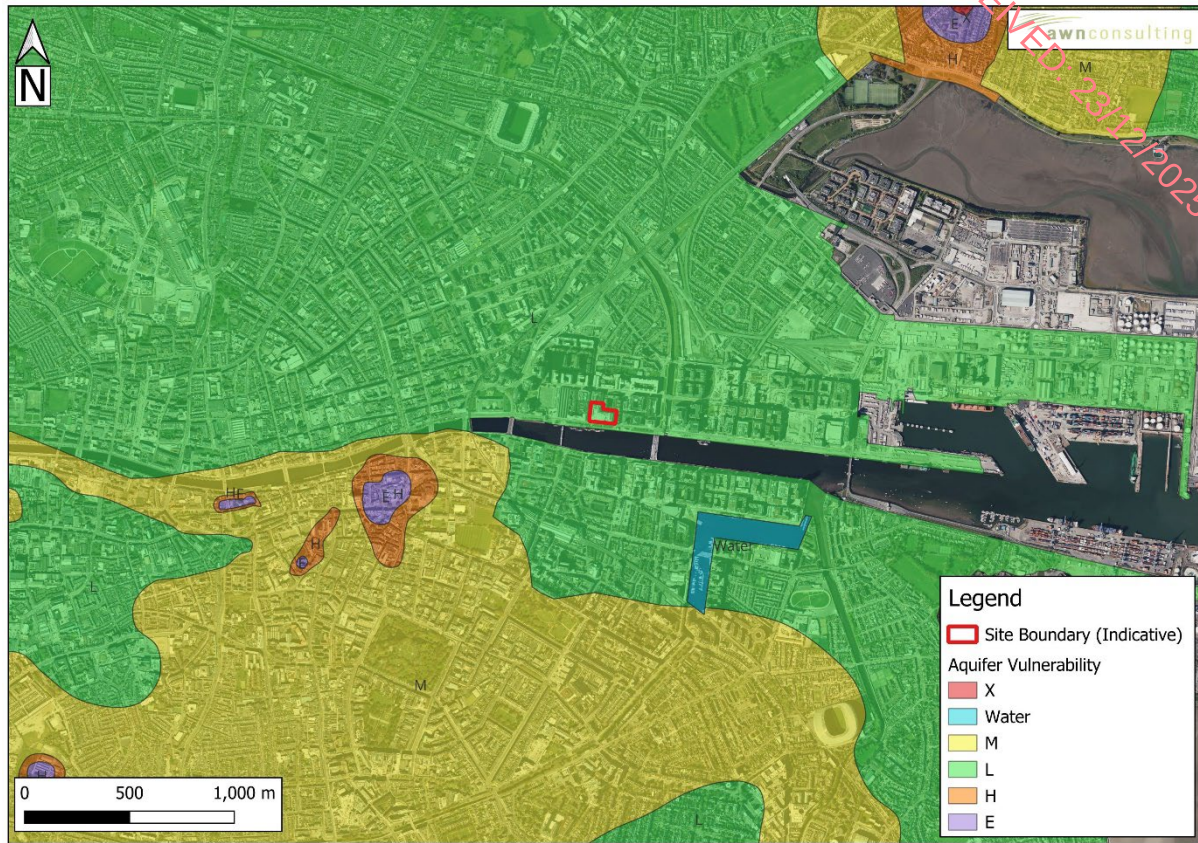
A review of the GSI online karst map was completed to determine if any localised karst features were recorded close to the site. No karst features such as caves, valleys or swallow holes were noted within the area. Therefore, there shall be no impact on the karst features.

Aquifer vulnerability is a term used to represent the intrinsic geological and hydrogeological characteristics that determine the ease with which groundwater may be contaminated generally by human activities. Due to the nature of the flow of groundwater through bedrock in Ireland, which is almost completely through fissures/ fractures, the main feature that protects groundwater from contamination, and therefore the most important feature in the protection of groundwater, is the subsoil (which can consist solely of/ or of mixtures of peat, sand, gravel, glacial till, clays or silts). Groundwater Vulnerability is a term used to represent the natural ground characteristics that determine the ease with which groundwater may be contaminated by human activities.

The GSI currently denotes a 'Low' (L) vulnerability classification underlying the entire proposed development site indicating 10m+ overburden of low permeability soils. This is consistent with site investigation data obtained from the site investigations carried out in the vicinity of the site by The Cementation Co. (Ireland) Ltd between 1968-1971 (GSI, 2024), where the bedrock / rock head or boulders were encountered in the area at depths from 13.0 and 14.6 mbgl.

Refer to Figure 3-6 below for the groundwater vulnerability underlying / in in the region of the proposed development site.

Figure 3-6. Aquifer Vulnerability (GSI, 2025)



3.1.3 Source Protection Areas

Groundwater source protection zones (SPZ) are obtained by integrating the Source Protection Areas (SPA) with the groundwater vulnerability categories. The SPZ includes the complete pathway, both vertical and horizontal, for recharge and any entrained contaminants to the abstraction point. According to the GSI (2025) database, there are no designated Public or Group Scheme Source Protection Areas (SPAs) for groundwater supply (public or private) under or in the immediate vicinity of the site.

4. WATER BODY IDENTIFICATION & STATUS

The Water Framework Directive (WFD) 2000/60/EC was adopted in 2000 as a single piece of legislation covering rivers, lakes, groundwater, transitional (estuarine) and coastal waters. In addition to protecting said waters, its objectives include the attainment of 'Good Status' in water bodies that are of lesser status at present and retaining 'Good Status' or better where such status exists at present. 'Good Status' was to be achieved in all waters by 2015 or at least by 2027, as well as maintaining 'high status' where the status already exists. The EPA co-ordinates the activities of the River Basin Districts, local authorities and state agencies in implementing the directive, and operates a groundwater quality monitoring programme undertaking surveys and studies across the Republic of Ireland.

As presented in Section 2 above, this WFD Assessment has identified two (2) no. WFD surface waterbody and one (1) no. WFD groundwater body of relevance due to the close proximity and connection to these waterbodies to the proposed development and additionally, for hosting Natura 2000 protected areas downstream in Dublin Bay.

All surface water from the proposed development will be collected and diverted to the public network during the operational phase which outfalls to the Liffey Estuary Lower transitional waterbody (c. 25 m to the south). The proposed foul wastewater collected on site will ultimately discharge to the local foul (combined) drainage network which ultimately discharges to Ringsend Wastewater Treatment Plant (WWTP). Ringsend WWTP discharges to the Liffey Estuary Lower transitional waterbody in close proximity to Dublin Bay coastal waterbody. It is therefore considered that there is an indirect hydrological path way via the surface water network to the Liffey Estuary Lower transitional waterbody and hence an indirect hydrological pathway to the designated conservation sites located within Dublin Bay, namely, South Dublin Bay (SAC & pNHA), South Dublin Bay and River Tolka Estuary SPA, North Dublin Bay (SAC & pNHA), and North Bull Island SPA.

In accordance with the WFD, each river catchment within the former RBD was assessed by the EPA and a water management plan detailing the program of measures was put in place for each.

Currently, as presented in Table 1.2 above, the Liffey Estuary Lower transitional waterbody (European Code: IE_EA_090_0300) is currently classified by the EPA as having '*Moderate*' WFD water quality status (2019-2024 period) and is '*At risk*' of not achieving good status. The '*Moderate*' status is due to its ecological status or potential, biological status or potential and other aquatic flora status or potential. According to the WFD Cycle 2 – Sub catchment Assessment Report carried out by the EPA on the Tolka_SC_020 (January 2019), the main pressures identified on the Liffey Estuary Lower are associated with urban wastewater from combined sewer overflows and agglomeration PE > 10,000.

Dublin Bay coastal waterbody (European Code: IE_EA_090_0000) is currently classified by the EPA as having '*Good*' WFD water quality status (2019-2024 period) and is '*Not at Risk*' of not achieving good status. This 'Good' status is related to its ecological status or potential, biological status or potential and supporting chemistry conditions. There are no significant issues or pressures identified on Dublin Bay in the Cycle 3 – HA 09 Liffey and Dublin Bay Catchment Report (EPA, May 2024).

As mentioned in Section 3.1.2 above, the proposed development overlies the Dublin GWB (European Code: IE_EA_G_008) and is classified under the WFD Risk Score system (EPA, 2025) as under "Review" meaning the GWB is being reviewed to determine whether or not the GWB has achieved its objectives and has either no significant trends or improving trends. The Dublin GWB was given a classification of "*Good*" status for the last WFD cycle (WFD Period: 2019-2024). This

“Good” status is related to the overall groundwater status i.e. quantitative groundwater status and chemical groundwater status.

In addition, 4-1, Figure 4-2 and Figure 4-3 below summarise the water quality of the aforementioned 2 no. surface water and 1 no. groundwater bodies considered in this assessment.

Figure 4-1. Water Quality for the Liffey Estuary Lower Transitional Waterbody (EPA, 2025)

Waterbody: Liffey Estuary Lower			
Name:	Liffey Estuary Lower	Code:	IE_EA_090_0300
Catchments:	09 Liffey and Dublin Bay		
Latitude:	53.34622	Longitude:	-6.16669
Cycle 1 RBD:	Eastern	Local Authority:	Dublin City Council
Waterbody Category:	Transitional	WFD Risk:	At risk
Protected Area:	Yes	High Status Objective:	No
Heavily Modified:	Yes	Artificial:	No
Area (Km ²):	4.80	Length (Km):	N/A
Transboundary:	No		
Chemistry Data:	Download		

SW 2019-2024

Status	Assessment Technique	Status Confidence	Value
▼ Ecological Status or Potential	Monitoring	high confidence	Moderate 
▼ Biological Status or Potential			Moderate 
Phytoplankton Status or Potential			Good 
Invertebrate Status or Potential			Good 
Fish Status or Potential			Moderate 
Hydromorphological Conditions			Moderate 
▼ Supporting Chemistry Conditions			Good 
▼ General Conditions			Good 
▼ Oxygenation Conditions			Good 
Dissolved Oxygen (% Sat)			High 
Other determinand for oxygenation conditions			Good 
▼ Nutrient Conditions			Good 
Other determinand for nutrient conditions			Good 
▼ Phosphorous Conditions			Good 
Orthophosphate			Good 
Specific Pollutant Conditions			Pass 

Figure 4-2. Water Quality for Dublin Bay Coastal Waterbody (EPA, 2025)

Waterbody: Dublin Bay

Name:

Dublin Bay

Code:

IE_EA/090_0000

Catchments:

09 Liffey and Dublin Bay

Longitude:

-6.13391

Latitude:

53.32948

Local Authority:

Dublin City Council

Cycle 1 RBD:

Eastern

WFD Risk:

Not at risk

Waterbody Category:

Coastal

High Status Objective:

No

Protected Area:

N/A

Artificial:

N/A

Heavily Modified:

N/A

Length (Km):

N/A

Area (Km²):

N/A

Transboundary:

No

Chemistry Data:

Download

SW 2019-2024

Status	Assessment Technique	Status Confidence	Value
▼ Ecological Status or Potential	Monitoring	high confidence	Good
▼ Biological Status or Potential			Good
Phytoplankton Status or Potential			High
▼ Other Aquatic Flora Status or Potential			Good
Macroalgae Status or Potential			Good
Angiosperm Status or Potential			Good
Invertebrate Status or Potential			Good
Hydromorphological Conditions			Good
▼ Supporting Chemistry Conditions			High
▼ General Conditions			High
▼ Oxygenation Conditions			High
Dissolved Oxygen (% Sat)			High
Other determinand for oxygenation conditions			High
▼ Nutrient Conditions			High
Other determinand for nutrient conditions			High
▼ Phosphorous Conditions			High
Orthophosphate			High
Specific Pollutant Conditions			Pass

Figure 4-3. Water Quality for the Dublin Ground Waterbody (EPA, 2025)

Waterbody: Dublin			
Name:	Dublin	Code:	IE_GA_G_008
Catchments:	07 Boyne 08 Nanny-Delvin 09 Liffey and Dublin Bay 14 Barrow		
Latitude:	-6.4891473	Longitude:	53.3593898
Cycle 1 RBD:	Eastern	Local Authority:	South Dublin County Council
Waterbody Category:	Groundwater	WFD Risk:	Review
Protected Area:	N/A	High Status Objective:	No
Heavily Modified:	N/A	Artificial:	N/A
Area (Km ²):	N/A	Length (Km):	N/A
Transboundary:	No	Canal:	No
Chemistry Data:	Download		

GW 2019-2024

Status	Assessment Technique	Status Confidence	Value
▼ Overall Groundwater Status			Good 
▼ Quantitative Groundwater Status			Good 
Saline (or Other) Intrusions Test			Good 
Impact of Groundwater on Surface Water Ecological/Quantitative Status Test			Good 
Groundwater Dependent Ecosystems (GWDTE) - Quantitative Assessment Test			Good 
Water Balance Test			Good 
▼ Chemical Groundwater Status			Good 
Saline (or Other) Intrusions Test			Good 
Impact of Groundwater on Surface Water Ecological/Chemical Status Test			Good 
Groundwater Dependent Ecosystems (GWDTE) - Chemical Assessment Test			Good 
Drinking Water Protected Area Test			Good 
General Chemical Assessment Test			Good 

5. DESCRIPTION OF THE PROPOSED DEVELOPMENT

The purpose of this section is to provide an overview of the key relevant details of the construction phase and operational phase of the proposed development. The information presented in this section is informed by the project design, but it is not a complete description of the proposed development.

A full description of the proposed development is provided in Chapter 2 – Description of Proposed Development of the EIA Report. Chapter 2 provides a detailed overview of the lifecycle of the project, including reference to architectural and civil engineering, drawings, plans, reports, and other relevant documents to define the proposed development.

In summary, the proposed development comprises the partial demolition and extension of an existing 5–6 storey office building to create a modern office scheme ranging from 7 to 12 storeys over the existing basement. The development will comprise four blocks of varying heights, office accommodation from ground to upper levels, an internal community space, outdoor terraces, and a shared atrium. Sustainable design features include green and blue roofs, enhanced landscaping, and a new pocket park linking North Wall Quay with Clarion Quay. Basement facilities will provide 32 car parking spaces (a significant reduction from the existing provision), 718 bicycle spaces, and ancillary plant and services. Public realm upgrades along North Wall Quay, Commons Street, and Clarion Quay will also be delivered as part of the scheme.

5.1 Construction Phase

The activities required for the construction phase of the proposed development represent the greatest risk of potential impact on the hydrological and hydrogeological environment. These activities primarily pertain to the site preparation activities required to facilitate construction of the proposed development.

During construction water Given the nature of the proposed construction works and the subject site's proximity to the Liffey Estuary Lower transitional waterbody (c. 25m), due to the risk of surface water and dust entering the River Liffey directly, out of an abundance of caution it is considered that there is a potential indirect hydrological pathway to designated conservation sites located within Dublin Bay, downstream of the site, namely, South Dublin Bay (SAC & pNHA), South Dublin Bay and River Tolka Estuary SPA, North Dublin Bay (SAC & pNHA), and North Bull Island SPA.

Subject to consultation with DCC and Uisce Éireann, the proposed development site may also have an indirect hydrological pathway or connection with through the stormwater drainage network to the River Liffey / Liffey Estuary and ultimately discharging downstream into Dublin Bay.

There will be therefore an indirect (subject to consultation with DCC and Uisce Éireann) hydrological pathway or connection with the designated conservation sites and designated Natura 2000 sites located downstream within the Dublin Bay, during the construction phase via the Liffey Estuary Lower (c. 25m south of proposed development), namely, South Dublin Bay (SAC & pNHA), South Dublin Bay and River Tolka Estuary SPA, North Dublin Bay (SAC & pNHA), North-West Irish Sea SPA and North Bull Island SPA, the potential impact on these sites need to be considered.

At a minimum, the works will be carried out according to standard best international practice including, but not limited to:

- ▶ CIRIA, (2001), Control of Water Pollution from Construction Sites, Guidance for Consultants and Contractors, (C532) Construction Industry Research and Information Association;
- ▶ CIRIA (2002) Control of water pollution from construction sites: guidance for consultants and contractors (SPI56) Construction Industry Research and Information Association;

- ▶ CIRIA (2005), Environmental Good Practice on Site (C650); Construction Industry Research and Information Association;
- ▶ BPGCS005, Oil Storage Guidelines; and
- ▶ CIRIA 697 (2007), The SUDS Manual; and UK Pollution Prevention Guidelines, (PPG) UK Environment Agency, 2004.

5.2 Operational Phase

There will be no bulk oil storage during the operational phase. All surface water from the proposed development will be collected and diverted to the public network during the operational phase which outfalls to the Liffey Estuary Lower transitional waterbody (c. 25 m to the south). It is therefore considered that there is an indirect hydrological path way via the surface water network to the Liffey Estuary Lower transitional waterbody and hence an indirect hydrological pathway to the designated conservation sites located within Dublin Bay, namely, South Dublin Bay (SAC & pNHA), South Dublin Bay and River Tolka Estuary SPA, North Dublin Bay (SAC & pNHA), and North Bull Island SPA.

The existing office building on the development site has surface water drainage connections to the stormwater sewers in Clarion Quay and Commons Street. It is proposed to discharge the developments surface water drainage runoff at a controlled rate of 2 l/sec via a stand-off manhole into the existing surface water drainage network in Commons Street. The surface water drainage runoff rate is to be controlled via a series of blue roofs with associated flow controls at various roof levels, attenuation tank located at basement 2 level and the use of pumps that will be set to a pump rate of 2 l/sec.

The proposed stormwater drainage arrangements have been designed in accordance with Part H of the Building Regulations 2010 (building Drainage), the Greater Dublin Regional Code of Practice for Drainage Works (Version 6), British Standard BS EN 752:2008 (Drains and Sewer Systems Outside Buildings), and the Greater Dublin Strategic Drainage Study (GDSDS) Volume 2. The stormwater drainage design has also taken consideration of high tide events, due to the site's proximity to the Liffey Estuary Lower transitional waterbody and Dublin Bay.

The proposed development incorporates a comprehensive stormwater management strategy designed to accommodate extreme rainfall events, specifically a 1-in-100-year storm event with an additional 20% allowance for climate change summarised below:

- ▶ Blue Roof Systems: Distributed across various building levels, providing a combined area of approximately 6,236 m² and an estimated storage capacity of 624 m³.
- ▶ Basement Attenuation Tank: Located at Basement Level, offering an additional storage volume of approximately 114 m³.
- ▶ Green/Blue Roof Systems: Integrated on flat roof areas and terraces, combining vegetated surfaces with underlying water storage layers. These systems retain and evaporate rainfall during low-intensity events and attenuate runoff during high-intensity events, discharging at a controlled rate to the internal drainage network.

The proposed development shall comprise the construction of a number of Sustainable Drainage Systems (SuDS) measures, in accordance with the requirements of Dublin City Council and the DCC Development Plan Policies in order to limit post-development surface water run-off to the greenfield discharge rate of the site and providing on-site first stage interception of surface water run-off, improving its overall quality prior to ultimate discharge.

The development is required to retain stormwater volumes predicted to be experienced during extreme rainfall events. This is defined as the volume of storm water generated during a 1-in-100-year storm event, increased by 30% for the predicted effects of climate change.

Stormwater run-off from the proposed development shall be controlled during intense rainfall events by means of an on-site attenuation storage system (comprising Green Blue Roof on the proposed building's flat roof areas and terraces, and associated flow control device, which shall limit and restrict stormwater water run-off from the proposed development to the greenfield run-off rate (to a maximum of 2.0 l/sec/ha.)

The relevant Q-Bar value (greenfield run-off rate) for the subject development site has been established as 2.0 l/sec/ha. As the development site proper has an area of 0.88 ha, the resultant maximum greenfield stormwater runoff for all rainfall events is 1.8 l/sec. The proposed development will restrict outflow from the onsite surface network to the greenfield runoff rate.

Green roofs will be provided on the proposed building's flat roof areas and terraces. During typical low-intensity rainfall events, these will collect and retain most rainwater falling on the roof areas until it subsequently evaporates.

It is proposed to discharge all foul effluent from the Proposed Development's ground floor and upper storeys by gravity to the existing 375mm combined sewer on Commons Street, as recommended by Uisce Éireann in its Confirmation of Feasibility. All water drained from the development's basement level, including car park runoff, shall drain to an internal pumping chamber at basement level. From here, it shall be pumped via a rising mains to the development's standoff foul manhole at ground level, and subsequently discharge by gravity via / into the existing 375mm combined sewer on Commons Street. An oil separator shall be installed at the inlet of the internal pumping chamber that collects runoff from the internal car parking areas.

The foul wastewater collected on site will ultimately discharge to the local foul (combined) drainage network which ultimately discharges to Ringsend Wastewater Treatment Plant (WWTP). Based on the development's calculated office staff population of 3,915 people, at full occupancy, the maximum average effluent flow (dry weather flow or DWF) to be generated by the proposed development's office element has been calculated by CS Consulting to be 2.107 l/s and the corresponding peak effluent flow (Design Flow) has been calculated to be 9.481 l/s. Ringsend WWTP currently has sufficient operational capacity to accommodate the projected additional load from the proposed development. It should be noted that the peak foul effluent discharge, calculated for the proposed development is 9.481 l/s, this would equate to 0.0009% of the peak hydraulic capacity at Ringsend WWTP

6. ASSESSMENT OF SOURCE-PATHWAY-RECEPTOR (SPR) MODEL

A conceptual site model is developed based on a good understanding of the hydrological and hydrogeological environment, plausible sources of impact and knowledge of receptor requirements. This in turn allows possible Source Pathway Receptor (S-P-R) linkages to be identified. If no S-P-R linkages are identified, then there is no risk to identified receptors.

The proposed development site is located within the former Eastern River Basin District (ERBD) (now the Irish River Basin District), as defined under the WFD. The proposed development site as defined by the EPA (2025) is situated in Hydrometric Area No. 09 of the Irish River Network and lies within the Liffey and Dublin Bay Catchment (Catchment ID: 09), and the Tolka_SC_020 Sub-Catchment.

As stated in Section 3.1.1 above, the site is underlain by the Dublin Groundwater Body (GWB) (European Code: IE_EA_G_008). The bedrock aquifers underlying the proposed development site and the surrounding area, according to the GSI (www.gsi.ie/mapping) National Draft Bedrock Aquifer Map, are classified as a a "Locally Important Aquifer – Bedrock which is Generally Moderately Productive" and 'Locally Important Gravel Aquifer', respectively. The bedrock aquifer is capable of supplying locally important supplies (e.g., smaller public water supplies, group schemes). The potential for vertical or horizontal migration within this type of aquifer is not significant and on local scale. The groundwater flow through the gravel aquifer would likely occur through the granular material towards the Liffey Estuary Lower transitional waterbody (c. 25m south) and may be sensitive to local rainfall events. However, the surrounding area is almost entirely covered in hardstanding which would reduce the infiltration to ground and direct surface water flows from rainfall to the existing sewer infrastructure which ultimately discharges to the Liffey Estuary Lower transitional waterbody.

There is potential for the underlying groundwater to become contaminated with pollutants associated with construction activity. If a spill occurs, contaminated water and collected surface water run-off which arises from construction sites can pose a short-term risk to the underlying perched water table if contaminated water is allowed percolate to the aquifer unmitigated. Based on the minimal excavations proposed, the thickness of overburden present and the existing hardstanding there is no potential for impact on the bedrock water table. In addition, the mitigation measures that will be implemented during construction (as set out in the CEMP) and operational design measures (SuDS) will ensure there are no potential impacts on the hydrogeological and hydrological environment.

The site is 'indirectly' connected to Dublin Bay Coastal waterbody as, depending on the quality of the construction water, the discharge will occur to either; surface water (via the storm water network to the Liffey Estuary Lower); or Ringsend WWTP (via the combined foul wastewater network). Where required, a wastewater discharge licence will be applied for to manage surface water on site during the construction phase. This shall permit the discharge of trade effluent arising from groundwater/surface water ingress on the construction site. Effluent is proposed to be discharged to the existing combined sewer on Commons Street and the existing stormwater sewers in Clarion Quay, at the development site's western and northeastern boundary, respectively. There are several SPA/SAC protected sites which are located within Dublin Bay (South Dublin Bay and River Tolka Estuary SPA (Site Code: 004024), South Dublin Bay SAC (Site Code: 000210), North Bull Island SPA (Site Code: 004006) and North-West Irish Sea SPA (Site Code: 004236). As there is capacity available at Ringsend WWTP, no potential impacts are anticipated on Dublin Bay and its protected areas.

A review of Environmental Sensitivity Mapping online maps that includes the Register of Protected Areas (RPA) under the Water Framework Directive (WFD) has shown that there are no Recreational

Waters, Bathing Waterbodies, or Surface Water Drinking RPA, located downstream in the Liffey Estuary Lower transitional waterbody. It should be noted that Dollymount Strand and Sandymount Strand bathing water areas may be indirectly hydrologically connected to the proposed development site but are located further away than the Liffey Estuary (c. 5.3 km and 2.6 km from the subject site, respectively); therefore, they were excluded from the assessment due to their distance from the development and significant dilution through its pathway.

Table 6-1 Table 6-1 below describes the S-P-R model for the proposed development site and includes the robust mitigation and design measures which will be incorporated into the proposed development throughout the construction phases. The Liffey Estuary Upper transitional waterbody is located approximately 400 m upstream and therefore won't be affected by the project, and therefore was excluded from the assessment.

Table 6-1. Pollutant Linkage (SPR) Assessment

Source	Pathways	Receptors considered	Risk of Impact	Mitigation Measures
Construction Impacts (Summary)				
Discharge to ground of runoff and dewatering. Unmitigated leak from an oil tank to ground/ unmitigated leak from construction vehicle (1,000 litres worst case scenario).	According to GSI, bedrock is protected by c. 10m+ of overburden. Low permeability overburden. Low fracture connectivity within the limestone will limit any potential for offsite migration.	Locally Important Aquifer – Bedrock which is Generally Moderately Productive. Locally Important Gravel Aquifer.	Low risk of migration through poorly connected fracturing within the limestone rock mass. No likely impact on the status of the aquifer/off site migration due to mitigation measures (i.e., CEMP), low potential loading, natural attenuation within overburden and discrete nature of fracturing reducing off site migration.	Only potential for temporary impacts due to accidental releases. A CEMP will be a live document, and it will go through several iterations before works commence and during the works. It will set out requirements and standards which must be met during the construction stage and will include the relevant mitigation measures outlined in the EIA Report and any subsequent conditions relevant to the proposed development.
Discharge to ground of runoff water with High pH from cement process/ hydrocarbons from construction vehicles/run-off containing a high concentration of suspended solids.	According to site investigations carried out bedrock is protected by c. 13.0m to 14.6m of overburden. (Cementation Co. (Ireland) Ltd between 1968-1971).	Liffey Estuary Lower transitional waterbody (and Natura 2000 sites located herein). Dublin Bay coastal waterbody (and Natura 2000 sites located herein).	Potential for local temporary exceedances of statutory water quality standards at outfall. However, no perceptible risk of deterioration of WFD Status in Liffey Estuary Lower transitional waterbody and Dublin Bay coastal waterbody based on loading and high level of dilution in the surface water sewer, tidal flushing nature of receiving waters and the hydrological volume within Dublin Bay.	These include management of soils, re-fuelling of machinery and chemical handling, control of water during the construction phase and treatment of discharge water where required.
Accidental discharge of wastewater from temporary welfare facilities.	Indirect pathway to hydrological environment via discharge to the Liffey Estuary Lower.			
Operational Impacts (Summary)				

Discharge of untreated water off-site Discharge of foul water to the Ringsend Wastewater Treatment Plant (WWTP) Discharge to ground of hydrocarbons from carpark leak (70 litres worst case scenario).	Indirect pathway to hydrological environment via surface water drainage system. Indirect pathway to Liffey Estuary Lower through public foul sewer post treatment at the WwTP.	Liffey Estuary Lower transitional waterbody (and Natura 2000 sites located herein). Dublin Bay coastal waterbody (and Natura 2000 sites located herein).	No perceptible risk due to the implementation of the mitigation and design measures which includes SuDS techniques and the use of interceptors along the drainage system. No perceptible risk to the hydrological environment and the WWTP. Even without treatment at Ringsend WWTP, the peak effluent discharge (9.481 l/s which would equate to 0.0009% of the licensed discharge at Ringsend WWTP); would not impact on the overall water quality within Liffey Estuary Lower and therefore would not have an impact on the current Water Body Status (as defined within the Water Framework Directive).	The proposed development is designed to ensure the protection of the hydrological environment such as delivery and distribution and use of oil interceptors on the stormwater system and the use of SuDS techniques. In order to limit the surface water discharge from the site to pre-development, greenfield rates, and to ensure improvement in the overall surface water quality before ultimate discharge the principles of Sustainable Drainage Systems, (SuDS) are to be implemented. Wastewater discharge to be agreed with Uisce Eireann (formerly IW) in a Wastewater Connection Application.
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7. NO DETERIORATION ASSESSMENT

7.1 HYDROLOGICAL ENVIRONMENT

The proposed development is located approximately 25 metres north of the Liffey Estuary Lower transitional waterbody and has both direct and indirect hydrological connections to this waterbody and, indirectly, to the Dublin Bay coastal waterbody. Stormwater from the site will discharge to the existing public sewer network, which ultimately outfalls to the Liffey Estuary Lower, while foul wastewater will discharge to Ringsend Wastewater Treatment Plant (WWTP) before reaching Dublin Bay, post treatment.

During construction, surface water management will be controlled through a project-specific Construction Environmental Management Plan (CEMP), and where necessary, a wastewater discharge licence will be obtained to permit the controlled discharge of trade effluent arising from groundwater or surface water ingress. These discharges will occur via the existing combined sewer on Commons Street and the stormwater sewer on Clarion Quay, located at the western and northeastern boundaries of the site.

Although accidental discharges during construction cannot be entirely ruled out, they would be short-term and localised, with no significant effect on WFD status or long-term water quality trends. Groundwater dewatering, if required, will be limited to perched groundwater within subsoils and will not affect the regional bedrock aquifer or baseflow contributions to hydrological waterbodies. The CEMP will include strict mitigation measures to protect hydrological and hydrogeological conditions, ensuring no adverse impact on water quality, quantity, or morphology.

During operation, indirect discharges to the Liffey Estuary Lower will continue via the public sewer system. These will be managed through Sustainable Drainage Systems (SuDS), hydrobrakes (or equivalent), and oil/water interceptors, all designed to prevent deterioration in WFD status. SuDS features and drainage infrastructure will be maintained in accordance with specifications to ensure long-term effectiveness. Ringsend WWTP has sufficient hydraulic capacity to accommodate foul flows from the development, and no adverse impacts are anticipated on Dublin Bay or its designated European sites, including South Dublin Bay and River Tolka Estuary SPA (004024), South Dublin Bay SAC (000210), North Bull Island SPA (004006), and North-West Irish Sea SPA (004236).

The development will not alter the existing hydrological or hydrogeological regime, nor will involve diversions of watercourses or require groundwater dewatering during operation. Overall, the proposed development is assessed as having no impact on the WFD status or elements of the Liffey Estuary Lower or Dublin Bay waterbodies, and it will not compromise the achievement of WFD objectives.

7.2 HYDROGEOLOGICAL ENVIRONMENT

The Proposed Development will involve piling through the existing basement with appropriate types of piles. New piles for new development shall be stitched into the existing foundations, with foundations strengthened where required.

There is low potential for groundwater to be encountered in the excavation works required to facilitate the piling works. Historical site investigation data undertaken by The Cementation Co. (Ireland) Ltd between 1968 and 1971 (GSI, 2024), recorded bedrock and boulders at depths of approximately 13.0 to 14.6 metres below ground level (mbgl). Based on these findings and the anticipated depth of bedrock, excavation to approximately 15 mbgl would encounter perched groundwater within overburden gravels and minor ingress from the underlying bedrock. Rainfall infiltration into excavations during construction is also expected. This minor dewatering would be perched water associated with granular material.

The Basement Impact Assessment (CS Consulting Group, 2025) confirms that the piling works will not adversely affect groundwater conditions, flow patterns, surface water drainage, or infiltration processes.

Groundwater quality, quantity, and classification will be protected, and there will be no impact on quantitative aspects relevant to WFD status, such as baseflow contributions to hydrological waterbodies.

Mitigation and design measures will be implemented during construction to safeguard the hydrogeological environment. While accidental discharges cannot be entirely ruled out, these would be short-term and localised, with no significant effect on the underlying bedrock aquifer or long-term water quality trends. A project-specific Construction Environmental Management Plan (CEMP) will be prepared by the contractor, incorporating strict controls to ensure no negative impact on the quantitative or qualitative status of the Dublin Groundwater Body (GWB).

During operation, the risk to groundwater is considered low due to the inclusion of oil interceptors within the stormwater system prior to discharge. The proposed development will not alter the hydrogeological regime, nor involve diversions of watercourses.

No groundwater dewatering is proposed during the operational phase.

Overall, the potential effects on WFD status are assessed as negligible, with no change to the current classification or elements of the underlying hydrogeological environment.

7.3 ASSESSMENT IN TERMS OF FUTURE GOOD STATUS

The Liffey Estuary Lower transitional waterbody (European Code: IE_EA_090_0300) is currently classified by the EPA as having '*Moderate*' WFD water quality status (2019-2024 period) and is '*At risk*' of not achieving good status. The '*Moderate*' status is due to its ecological status or potential, biological status or potential and other aquatic flora status or potential. According to the WFD Cycle 2 – Sub catchment Assessment Report carried out by the EPA on the Tolka_SC_020 (January 2019), the main pressures identified on the Liffey Estuary Lower are associated with urban wastewater from combined sewer overflows and agglomeration PE > 10,000.

Dublin Bay coastal waterbody (European Code: IE_EA_090_0000) is currently classified by the EPA as having '*Good*' WFD water quality status (2019-2024 period) and is '*Not at Risk*' of not achieving good status. This '*Good*' status is related to its ecological status or potential, biological status or potential and supporting chemistry conditions. There are no significant issues or pressures identified on Dublin Bay in the Cycle 3 – HA 09 Liffey and Dublin Bay Catchment Report (EPA, May 2024).

All operational discharges from the development will undergo attenuation and treatment before release. Foul water will be processed through the EPA-licensed Ringsend WWTP, ensuring compliance with catchment improvement measures.

Stormwater will be managed onsite using Sustainable Drainage Systems (SuDS), hydrobrakes, and oil/water interceptors, preventing water quality degradation.

Based on the above information it is not considered that any aspects of the proposed development will prevent the WFD objectives from being achieved or to meet the requirements and/or objectives in the Water Action Plan 2024 - A River Basin Management Plan for Ireland, (Department of Housing Local Government & Heritage, Sept 2024).

CONCLUSIONS

Appendix A contains the background information and the WFD classification elements for surface water and groundwater body status. The colour coded system referred to in Appendix 6.1 – Table 1 and Table 2 are used to give a visual impression of the surface water and groundwater assessment, respectively. Appendix B presents the methodology for surface water and groundwater assessments.

The WFD assessment indicates that, based on the current understanding of the proposed development, there is no potential for adverse or minor temporary/ long-term or localised effects on the Liffey Estuary Lower transitional waterbody (European Code: IE_EA_090_0300), Dublin Bay coastal waterbody (European Code: IE_EA_090_0000), Dublin GWB (European Code: IE_EA_G_008) or the Natura 2000 sites located downstream within Dublin Bay.

Therefore, it has been assessed that the proposed development will not cause any significant deterioration or change in water body status or prevent attainment, or potential to achieve, future good status or to meet the requirements and/or objectives in the Water Action Plan 2024 - A River Basin Management Plan for Ireland, (Department of Housing Local Government & Heritage, Sept 2024).

The WFD assessment indicates that there is no potential for adverse or minor temporary or localised effects on the Fedamore and Patrickswell groundwater body (GWB). Therefore, it has been assessed that it is unlikely that the proposed event will cause any significant deterioration or change on its water body status or prevent attainment, or potential to achieve the WFD objectives or to meet the requirements and/or objectives in the third RBMP 2022-2027 (River Basin Management Plan) and Water Action Plan 2024 - A River Basin Management Plan for Ireland.

No further assessment of WFD is recommended given that no significant deterioration or change in water body status is expected based on the current understanding of the proposed development during construction and operation.



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Appendix 11.1 Recorded Archaeological Monuments

The Record of Monuments and Places (RMP), comprising the results of the Archaeological Survey of Ireland, is a statutory list of all recorded archaeological monuments known to the National Monuments Service¹. The relevant files for these sites contain details of documentary sources and aerial photographs, early maps, OS memoirs, the field notes of the Archaeological Survey of Ireland and other relevant publications. Sites recorded on the Record of Monuments and Places all receive statutory protection under the National Monuments Act 1994. The information contained within the RMP is derived from the earlier non-statutory Sites and Monuments Record (SMR); some entries, however, were not transferred to the statutory record as they refer to features that on inspection by the Archaeological Survey were found not to merit inclusion in that record or could not be located with sufficient accuracy to be included. Such sites however remain part of the SMR. The record is a dynamic one and is updated so as to take account of on-going research. The Record of Monuments and Places was consulted in the Archives of the Department of Arts, Heritage and the Gaeltacht. The recorded archaeological monuments within c. 300m of the proposed development route are listed below:

SMR No.: DU018-020

Class: Historic town

Description: The historic town of Dublin was described in the Urban Survey by Bradley and King (1988) as follows:

'Dublin is the largest city in Ireland. It commenced on the south bank of the Liffey as a Viking port town although there may have been native Irish settlements preceding it. The Viking town clustered around the Christ Church ridge and had its long axis arranged east-west along High Street. By 1100 it was already enclosed by walls and was the most important town in Ireland. In 1170 it was seized on by the Anglo-Normans who made it the administrative centre of the Lordship of Ireland. It was retained by the crown throughout the Middle Ages as a royal city. The Anglo-Normans were great economic entrepreneurs and Dublin was expanded by them during the thirteenth century. Land in the area of the south quays was reclaimed from Liffey, and suburbs were established on the north bank of the river, in Thomas Street, Patrick Street, Bride Street, Kevin Street, and Dame Street. These suburbs, established during the expansionist years of the thirteenth century, were to decline and fade by the end of the fifteenth.

The period after 1550, however, saw an economic revival with expanding overseas trade and the input of English monies as part of the Elizabethan conquest of Ireland. The old suburbs re-emerged and land was reclaimed from the marshes on the east of the city. The seventeenth century, despite its wars was a period of prosperity. Economic improvement continued in the eighteenth and nineteenth centuries when the city centre took on the shape which it largely retains to this day.

The present century has seen the continued expansion of the city on all sides, such that it now occupies an area of many square miles, a far cry from the tiny Viking nucleus established around Christ Church Cathedral. The city's significance to Irish history may be gauged from the fact that it is was the most important Viking town in Ireland, the seat of the Anglo-Norman administration of Ireland, and the undoubted capital of Ireland since 1650.

Dublin was established as a longphort in 841. The location of the initial settlement appears to have been near Kilmainham-Islandbridge where a cemetery of ninth century date was discovered over one hundred years ago (Wilde 1866-9; Coffey and Armstrong 1910; Boe 1940, 11-65; Wallace 1985a, 107-8). In 902 the settlement was captured by an Irish alliance and its destruction was so thorough that Dublin was abandoned. When the dispossessed Vikings returned in 917 they established themselves in a different location, on a spur overlooking the confluence of the rivers Liffey and Poddle in the vicinity of the present-day Christ Church cathedral (Graham-Campbell 1976, 40). The morphology of this new settlement has been the subject of important papers by Clarke

¹ <https://archaeology.ie>

(1977) and Simms (1979), but nothing is known about the layout of the earlier longphort. Clarke (1977, 41) has suggested that this new foundation was at the site of two earlier Irish settlements, Ath Cliath, a farming community controlling the ford, and Dubhlinn, an ecclesiastical community overlooking the "black pool" from which the town derives its name. If these Irish settlements existed they were almost certainly of rural character, however, and the beginnings of Dublin as a town rest clearly with the Vikings. Early Dublin's most dominant topographical feature was a long narrow ridge, some 15m high, running parallel to the river. It was a location that was easy to defend but the new site had a number of other important advantages. It had a sheltered haven at a point where the Liffey was not only broad but fordable; it was at the intersection of three major long-distance land routes, and it was also close to Dublin Bay.

This combination of favourable geographical factors has prompted Clarke to suggest the existence of a pre-Viking settlement overlooking the ford, the ath cliath first mentioned in mid seventh century sources. In his analysis of Dublin's early topography he has also identified an ecclesiastical enclosure, co-extensive with the medieval parish of St. Peter, overlooking the dubh linn (black pool) from which the city derives its name. The outline of this enclosure is preserved in the modern street pattern, immediately southeast of the Viking town. Clarke has identified it with the otherwise mysterious ecclesiastical site of Dubh Linn, whose abbots obits are noted in the seventh and eighth centuries. Both of these settlements, however, were rural in character and the beginnings of Dublin as a town rest clearly with the Vikings.

The Layout of Viking Dublin

Simms analysis of the first large-scale map of Dublin, prepared by Jean Rocque in 1756, has identified three plan-units within the walled medieval town. The first unit is centred around the intersection of two routes the east-west axis of Castle Street/Christ Church Place, and the north-south axis of Fishamble Street/ Werburgh Street. The primacy of the east-west route is suggested by the fact that it hugs the northern edge of the ridge and avoids any alteration in street level. By contrast both Fishamble Street and Werburgh Street lead down steep slopes, and the marked bend in Fishamble Street probably arose in order to avoid a sharp break in slope. The boundary of this first plan-unit on the north, east and south is indicated by the line of the town wall, while its western extent can be gauged from two features, the curving alignment of the former Ross Lane, on the southwest, and the excavated portion of the town's tenth century rampart on the northwest. Archaeological support for this analysis comes from the excavations at Fishamble Street where the houses and plots were laid out in the early tenth century (Wallace 1984, 114-6), in contrast with the evidence from High Street and Winetavern Street where the earliest levels were dated to c. 1010-1030 (Murray 1983, 43, 203). Interestingly two routes merge immediately outside the western entrance to Simms first plan-unit, the route leading to the ford, represented by High Street, and the route south, represented by Nicholas Street. High Street was evidently the more important of these two routeways because it forms the axis of the second plan-unit, an extension of the original settlement to the west. The length of the High Street plots is irregular and Simms Suggestion that this may indicate piecemeal growth is supported by the archaeological evidence which has shown that the property boundaries did not stabilise until the mid eleventh century (Murray 1983, 43-9). The boundaries of this plan-unit on the south, west and north coincide with the medieval town wall. Thus the walled area of the Viking town would have comprised about twelve hectares. In the light of this analysis it is interesting to note that the archaeological evidence suggests that the oldest parts of the Viking town, the first plan-unit, were also the wealthiest (Murray 1983, 54-60). High Street, in contrast, was an area of large yards with small dwellings and workshops which probably supported an artisan

population. Simms third Plan-unit lies to the north of the other two, and is a more regularly laid-out area, north of Cook Street, which archaeological evidence indicates was reclaimed from the river Liffey during the early years of the thirteenth century.

Dublin is particularly fortunate in that the combination of archaeological research and town plan analysis has successfully identified its earliest growth stages, but the most important result of the archaeological excavations is undoubtedly the evidence which they have provided for town layout. Excavation on the west side of Fishamble Street revealed ten plots, all of which were aligned to the modern street. The individual plots were trapezoidal with the broad end fronting onto the street and they stretched back to the earthen embankment which defended the town. The property divisions were separated from their neighbours by a wooden fence.

ITM

715076, 733907

SMR No.:

DU018-020152-

Class:

Glasshouse: Dublin North City

Description:

There is a glasshouse marked on Rocques map 1756. Compiled by: Geraldine Stout

Date of upload: 05 December 2012

ITM

716519, 734551

SMR No.:

DU018-020479

Class:

Quay: Dublin South City

Description:

De Courcy (1996, 74, 227) mentions City Quay which is marked on Brooking's map (1728) and Rocque's map (1756) and completed in 1720.

ITM:

716578, 734408



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Appendix 11.2 Recorded Archaeological Excavations

The excavation bulletin website¹ was consulted to identify previous excavations that have been carried out within the study area. This database contains summary accounts of excavations carried out in Ireland from 1970 to 2024. The Heritage Maps database² includes full reports of archaeological excavations undertaken in Dublin.

License No.: 02E1181, 02D074, 02R115
Excavation No.: No summary submitted to Excavations.ie

Site name: Macken Street – Guild Street Bridge, Dublin
SMR No.: DU018:020/564
Author: Niall Brady, ADCO.
Site type: No archaeological significance
Period/Dating: —
ITM: E 717103m, N 734432m
Description: [the below is summarised from the excavation report submitted to the National Monuments Service]
The survey combined underwater sampling, visual and metal detector survey using a surface controlled pendulum survey. Visibility was very poor (0-45cm).
No archaeological features or artefacts were observed or recovered. The report concluded that the lack of obvious archaeological indicators at depths of up to -1.5m below existing riverbed level suggests that this is not a location of high archaeological potential.

License No.: 03E1060
Excavation No.: 2003:509

Site name: River Liffey, City Quay/Custom House Quay, Dublin
SMR No.: N/A
Author: Finola O'Carroll, for CRDS Ltd, Unit 4, Dundrum Business Park, Dundrum, Dublin 14.
Site type: No archaeological significance
Period/Dating: —
ITM: E 716474m, N 734533m
Description: Monitoring was undertaken of the River Liffey investigation works in relation to a proposed pedestrian bridge by Dublin Dockland Authority. The proposed site is located crossing the River Liffey from City Quay to Custom House Quay, in front of the New Jury's Hotel. A pontoon with a drill rig present was set up from the bridge site to agreed locations. The work was carried out over three days and four boreholes were drilled, each 0.2m in diameter. It was possible to attain solid cores of the drilled material.
No material of archaeological interest was identified during this monitoring of operations.

License No.: 03D0363; 03R107
Excavation No.: 2003:520

Site name: River Liffey, Custom House Quay/City Quay
SMR No.: N/A
Author: David A. McCullough, for The Archaeological Diving Company Ltd.
Site type: No archaeology found
Period/Dating: N/A
ITM: E 716584m, N 734397m
Description: An underwater archaeological and metal-detector survey of the River Liffey took place along a corridor between Custom House Quay and City Quay just west of Lombard Street, Docklands, Co. Dublin. A detailed record of the quay wall and survey of

¹ <http://www.excavations.ie>

² <http://www.heritagemaps.ie>

associated areas of riverbed was carried out as part of the archaeological requirement for the planning application associated with the development of this site.

The riverbed in this area has been subjected to a cycle of dredging and redeposition of silts at regular intervals. Dumping of modern debris from both the quayside and from the vessels using this area also contributes to the nature of materials in this area. Near continuous metal detector readings were encountered along an approximately 5m-wide zone adjacent to the quaysides, with metal detector readings occurring approximately every 1.5m elsewhere. All of the identified materials were modern debris.

License No.: 05E0617
Excavation No.: 2006:643
Site name: 17–19 Sir John Rogerson's Quay, Dublin
SMR No.: -
Author: Georgina Scally, 81 Waterloo Place, Dublin 4, for Margaret Gowen & Co. Ltd.
Site type: Urban, post-medieval
Period/Dating: —
ITM: E 716933m, N 734324m
Description: This is a corner site fronting on to Sir John Rogerson's Quay to the north and Lime Street to the east. Due to restrictions imposed by standing buildings, testing at the site was carried out in two phases: by William O. Frazer (see No. 641 above) and by Teresa Bolger (see No. 642 above). Both assessments produced indicators of an archaeological presence at the site most likely associated with post-medieval riverside activity. Due to the location of the site close to the tidal shore of the River Liffey and the requirement to excavate to c. 4m below ground level, the site was piled and bulk removal of soil commenced; both the piling and the bulk removal of soil was monitored.
Monitoring revealed extensive remains of post-medieval foundations supported on rafts of reused timbers, consequently full excavation ensued on 5–21 December 2006. Masonry foundations of one or possibly two structures of the late 17th/early 18th century were uncovered. The foundations stood c. 1m high and were supported on rafts of timbers set into redeposited estuarine sands. The timbers had been cut to specific lengths relative to the respective widths of the walls for which they were used. The timbers were a combination of reused ships' timbers, timbers from a boatyard and possibly timbers from part of the 17th-century river revetments, precursors to the early 18th-century quay wall. Approximately 160 timbers were excavated from the site. The timbers have been examined by ships' timbers' specialists John Kearon and Damien Goodburn; samples have been taken for dendrochronological dating. Piling destroyed a considerable amount of the interior walls of the building/buildings; apart from redeposited estuarine sand stabilised by the use of extensive wood piles, little other stratigraphy was identified at the site.

License No.: 06E0668
Excavation No.: 2007:494
Site name: Spencer Dock, North Wall Quay
SMR No.: N/A
Author: Melanie McQuade, Margaret Gowen & Co. Ltd.
Site type: Weir - fish
Period/Dating: Mesolithic (8000 BC-4001 BC)
ITM: E 717177m, N 734495m
Description: Monitoring was undertaken according to the programme of works on site. The first phase was undertaken by Franc Myles (see No. 493, Excavations 2007) and, as bulk excavation progressed to deeper levels, worked wood and the remains of fish trap

structures were identified in the estuarine silt. The licence was transferred to the writer, who directed the archaeological excavation of this material.

Excavation uncovered the remains of two stationary fishing structures or fish traps constructed of wood and several pieces of worked wood which had been washed in by the tide.

The traps may be described as ebb weirs. These structures were generally V-shaped and were constructed of large wooden fences or stone walls. They were erected in tidal zones and caught fish that drifted with the falling tide. There was often a basket at the junction of the fences. The fences served to direct the fish into the basket or trap. Fish could then be removed when the traps were exposed for two to three hours at low tide.

All of the wooden remains had been covered in layers of estuarine silt, which had built up from tidal deposition. These waterlogged silt deposits facilitated the preservation of the wood.

Two distinct phases of prehistoric activity were identified on the southern end of the site, within the area previously occupied by the Liffey estuary.

Phase 1 was represented by the in situ remains of a fish trap, most probably an ebb weir, which was partially exposed within an area of deeper excavation (to minus 4.66m OD) on the southern end of the site. At this location the trap would have stood in the intertidal mudflats along the northern edge of the River Liffey or on the shore of an island within the estuary area. The remains of this trap were dated to the Late Mesolithic period (6000–5760 cal BC).

Phase 2 was characterised by the remains of a wattle panel which was probably part of the fence of a much larger ebb weir. The wattle panel was not in situ but was found washed up against what was then the shoreline of the Liffey estuary. The weir probably would originally have stood in the intertidal mud flats somewhere to the south of the shore. It was dated to the Middle Neolithic period (3630–3370 cal BC).

Late Mesolithic

The Late Mesolithic remains were defined by two linear stake rows (F300 and F301), which probably represent the remains of a single fish trap. The western stake row, F300, was oriented north-east/south-west and the eastern stake row, F301, ran north-west/south-east. The excavated portions of these fences were set 8.47m apart. The two stake rows would probably have joined at a point further north, where there was likely to have been a basket trap. The area to the north of the stake rows did not require excavation to the same depth and consequently no further remains of this fish trap were uncovered. The stakes were set an average of 0.25m apart and were an average of 0.03m wide. They varied considerably in length, ranging from 0.03m to 1.15m, indicating that they had been driven into the silt at various depths.

There were fifteen stakes within the western row F300, which extended for 4.45m, and the eastern fence of F301 comprised a longer (12.75m) staggered row of 62 stakes. The majority of stakes were identified as hazel, but there were a few pomaceous fruitwoods. The hazel pieces ranged between three and seventeen years and the pomaceous fruitwood types ranged from seven to 24. Several stakes had worked ends. These took the form of wedge-shaped points (cut on two sides) and chisel points (cut on just one face). All of the worked pieces were cut at angles of 10°. The majority had flat facets but there were also several concave examples. The facets ranged from 15mm to 52mm in length, and from 7mm to 23mm in width.

Middle Neolithic

A second phase of activity was identified at a higher level (between minus 2.4m OD and minus 3.01m OD), where the remains of another fish trap were uncovered on the east end of the site. This trap comprised the remains of a wattle fence, which was beautifully preserved. The surviving remains of Fish trap 1 measured 4.41m long and 4.16m wide. They were found lying almost horizontally, having been washed up on

the shore, but would almost certainly have been part of a vertical fence. That fence would have formed part of a much larger fish trap structure, most probably an ebb weir.

The wattle panel was woven from a series of rods and sails that were originally supported by four upright stakes. The panel was secured to the stakes by a series of hazel withies, some of which were incorporated into the weave. As already mentioned the panel was found lying horizontally but would almost certainly have stood vertically and the stakes would have held it in position. The sails and stakes were the upright components of the trap and the rods and withies formed the horizontal weave. The stakes ranged between 1.42m and 2.03m in length and were 0.05m wide on average. They were all made of hazel pieces that ranged between nine and 28 years. The sails ranged from 1.63m to 3.16m long and were an average of 0.02m wide. A sample of these were identified to species and all were found to be hazel that was between two and seven years old when cut. Seven horizontal rods were woven into the structure of the fish fence. The rods were an average of 0.03m wide and were secured to the stakes and to some of the sails by a series of knots. A total of sixteen knots had been tied at a number of key points within the structure, where they were bound around stakes and sails.

No finds or fish bones were recovered during excavation.

License No.: 08E0050
Excavation No.: 2008:422
Site name: Mahaffy's Public House, 1–2 Lombard Street
SMR No.: DU018–020
Author: Jon Stirland and Terry Connell, ACS Ltd.
Site type: Town
Period/Dating: Modern (AD 1750-AD 2000)
ITM: E 716639m, N 734285m
Description: Monitoring took place of groundworks associated with the proposed alterations and redevelopment of Mahaffy's Public House, 1–2 Lombard Street, Dublin, between February 14 and March 25 2008. The site is located within the zone of archaeological potential associated with the historic city of Dublin.
No visible evidence of any features of an archaeological nature including building fabrics was identified within the property during the building survey and site inspection. The greatest depth reached during excavations was 0.6m below the previous basement level. The material uncovered was interpreted as 19th-century rubble backfill, supported by the presence of modern glass. No material of any archaeological significance was uncovered.

License No.: 10E0108
Excavation No.: 2010:263
Site name: George's Quay to Sir John Rogerson's Quay, Dublin
SMR No.: DU018–020(201), 018–020(458), 018–020(479)
Author: Melanie McQuade, Margaret Gowen & Co. Ltd, 27 Merrion Square, Dublin 2.
Site type: Post-medieval reclamation deposits
Period/Dating: —
ITM: E 716256m, N 734447m
Description: Monitoring of a series of site investigations was carried out along a 1.1km stretch of the south quays of the River Liffey from George's Quay to Sir John Rogerson's Quay. The foundations of standing buildings, a series of services and reclamation deposits were identified during monitoring. No features or finds of pre 18th-century date were uncovered in the test-pits and slit-trenches, where the maximum depth of excavation

was between 1.5m and 2m and did not reach below the depth of reclamation deposits.

License No.: 14E0433

Excavation No.: 2014:518

Site name: 1-4 Windmill Lane, Dublin 2

SMR No.: N/A

Author: Franc Myles

Site type: Urban post-medieval

Period/Dating: —

ITM: E 716800m, N 734240m

Description: On foot of an An Bord Pleanála condition, two test trenches were excavated to the rear of No. 5 Windmill Lane in a successful attempt to locate the foundation of a windmill which stood on the site from its initial development c. 1820 until 1971. A secondary objective was to record the upper level of the silts introduced over the area prior to the construction of Sir John Rogerson's Quay, and the consequent reclamation of the area over the first half of the 18th century. The silts were located at 1.6-1.85m below the present ground slab and were sealed by a deposit of dark organic material c. 0.2-0.35m in depth which had been dumped across the site as an initial reclamation deposit. The windmill was constructed directly on the silts with an 1.8m wide foundation supported on radial timber beams. The structure stood proud of the silts to 1.8m and had an internal diameter of 8.5m. It was constructed from large blocks of Dublin calp limestone. On the interior an ovoid stone platform was truncated by a modern concrete shop floor which would appear to date to the windmill's reuse as a space within shoe factory from the 1940s. The date of the windmill's removal has been established to February 1971, however, apart from a photograph published in The Irish Times, there appears to have been little public commentary on its removal from the cityscape. The windmill foundation was fully excavated in September 2015.

License No.: 14E0438

Excavation No.: 2014:520

Site name: 1-6 Sir John Rogerson's Quay / 16-25 Creighton Street, Dublin 2

SMR No.: DU018-020201

Author: Franc Myles

Site type: Urban post-medieval

Period/Dating: —

ITM: E 716795m, N 734300m

Description: Six archaeological test pits were excavated to the rear of Nos 2 and 6, Sir John Rogerson's Quay, and within the northern corner plot at Creighton Street and Windmill Lane, Dublin 2. Four slit trenches were initially proposed in the method statement. These were found impossible to break-out owing to the thickness of the concrete slab, where the relatively low internal access to the areas investigated prohibited the use of heavier machinery. The pits were laid out to investigate the nature of any surviving primary structural remains and their associated foundation design. A secondary objective was to record the upper level of the silts introduced over the area prior to the construction of Sir John Rogerson's Quay and the consequent reclamation of the area over the first half of the 18th century. Natural silts were not located in any of the areas investigated to a depth of 2m below the present surface levels. Below the modern slab in most cases was demolition rubble within a soil matrix, with occasional walls surviving. Within the demolished No. 6 Sir John Rogerson's Quay, both pits were excavated through very loose cellar backfill and a basement slab level was not penetrated.

The results of the assessment were thus inconclusive and it was recommended that further testing be undertaken immediately post-demolition to adequately programme the resolution of any archaeological remains surviving on the site during the construction phase. This resulted in the 2016 excavation of a 17th-century horizontal mill and an adjacent late 18th-century foundation platform comprising re-used ship timbers. This will be reported on elsewhere on the Excavations website.

License No.:	15E0432
Excavation No.:	2015:449
Site name:	Exchange Facility, Mayor Street, IFSC, Dublin
SMR No.:	N/A
Author:	Martin E. Byrne, Byrne Mullins & Associates
Site type:	Urban
Period/Dating:	—
ITM:	E 716756m, N 734648m
Description:	A programme of monitoring of ground reduction works associated with the construction of an office development at the Dublin Exchange Facility, Mayor Street, I.F.S.C, Dublin 1 was undertaken in compliance with the Grant of Planning issued by Dublin City Council. The general bulk excavations across the site resulted in the removal of rubble fills, largely associated with land reclamation and modern building activities. The deepest excavations, associated with underpinning works, indicated that all such fills sealed a basal layer of silty-sand, presumably formed by river action when the area formed part of the Liffey Flood Plain, and this overlay grey-blue stony marl. No subsurface features of archaeological interest were recovered. However, 47 pottery sherds were retrieved, including 20 of medieval date, from the basal fill-layer of stony clay and the underlying 'river' sands, with the remainder dating from the 17th – 20th centuries dispersed randomly throughout the upper fill-layers.
License No.:	16E0620
Excavation No.:	2018:837
Site name:	Lime Street, Dublin 2
SMR No.:	N/A
Author:	James Kyle
Site type:	Land reclamation, early 18th-century houses
Period/Dating:	—
ITM:	E 716972m, N 734257m
Description:	The basement levels of four early eighteenth-century gabled houses, fronting onto Sir John Rogerson's Quay, were excavated by Niall Colfer in February and March 2018 under License 16E0620, after the upstanding buildings were demolished. As a part of the ongoing archaeological monitoring of remaining excavation works in 2018, a substantial north-south wall was uncovered close to the site's eastern boundary. This was the wall constructed by Rogerson which, for a period at least, acted as a slip or berth running off perpendicular to the river. This feature has not been mapped however the wall appears to have been depicted by Brooking in 1728, demarcating the eastern limit of development on the polder, where it is also depicted on Scalé's 1773 revision of Rocque's map and on the first edition of the Ordnance Survey. The wall is referred to in a 1720 memorial drawn up between John Rogerson and Thomas Vicars of Queen's County as delineating that part of the strand 'taken in' by Rogerson from the unreclaimed area further east. By July 1722 Vicars had constructed four of the houses excavated under 16E0620 by Niall Colfer and was about to commence the remaining three.

Works on site were suspended in July 2018 due to a re-application for planning permission for the development due to redesign.

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Appendix 12.1 Traffic Survey Data



IDASO
Innovative Data Solutions

Idaso Ltd
National Science Park,
Dublin Road, Mullingar,
Co Westmeath, Ireland

Office
Ph: +353 (0) 4493 18019
Email: info@idaso.ie

www.idaso.ie

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Data Analysis Services

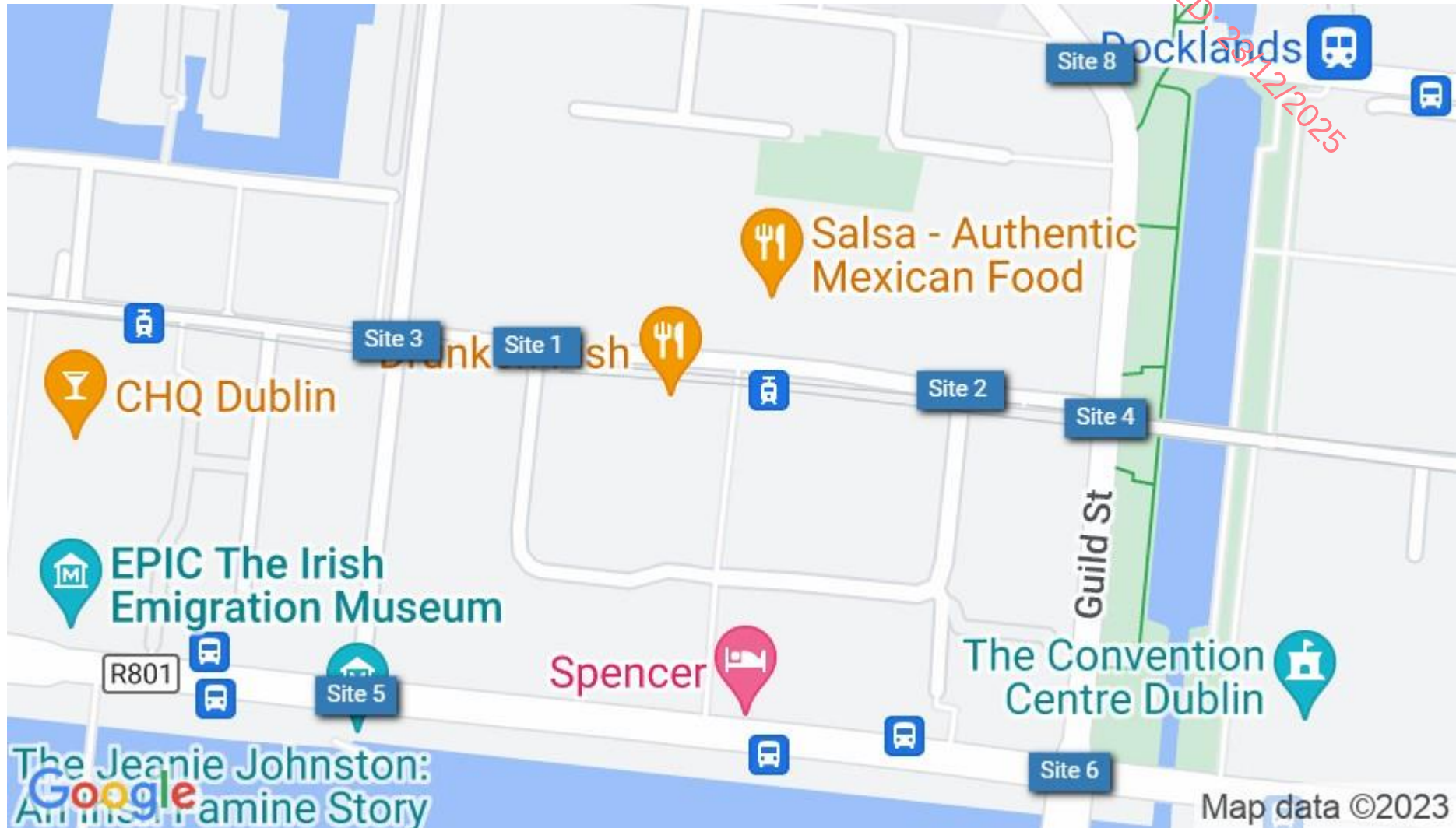
Traffic-Transportation Commercial-Innovation

173 23244 - Mayor Street Dublin 1

with compliments

Survey Name: 173 23244 - Mayor Street, Dublin 1

Date: Tue, 16 May 2023





Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 1

Location: Mayor Street Lower/Alderman Way

Date: Tue, 16 May 2023

RECEIVED: 23/12/2025

	A => A										A => B										A => C									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU
06:00	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3	1.6	0	0	2	2	0	0	0	0	4	4
06:15	0	0	0	0	0	0	0	0	0	0	0	0	7	5	1	0	0	1	14	14.5	1	0	3	1	0	0	0	0	5	4.2
06:30	0	0	0	0	0	0	0	0	0	0	2	1	6	3	1	0	0	1	14	12.3	1	0	4	2	0	0	0	0	7	6.2
06:45	0	0	0	0	0	0	0	0	0	0	6	1	7	5	0	0	0	2	21	15.6	2	1	10	7	1	0	0	0	21	19.3
H/TOT	0	0	0	0	0	0	0	0	0	0	9	3	21	13	2	0	0	4	52	44	4	1	19	12	1	0	0	0	37	33.7
07:00	0	0	0	0	0	0	0	0	0	0	2	0	19	3	1	0	0	2	27	25.9	0	0	11	1	2	0	0	0	14	15
07:15	0	0	0	0	0	0	0	0	0	0	1	1	14	2	0	0	0	1	19	17.6	1	1	10	2	0	0	0	0	14	12.6
07:30	0	0	0	0	0	0	0	0	0	0	3	0	19	6	1	0	0	3	32	30.1	1	2	14	2	1	0	0	0	20	18.5
07:45	0	0	0	0	0	0	0	0	0	0	0	3	35	4	2	0	0	1	45	44.2	1	0	15	3	1	0	0	0	20	19.7
H/TOT	0	0	0	0	0	0	0	0	0	0	6	4	87	15	4	0	0	7	123	117.8	3	3	50	8	4	0	0	0	68	65.8
08:00	0	0	0	0	0	0	0	0	0	0	1	0	33	5	2	0	0	3	44	44.2	1	3	24	0	1	0	0	0	29	26.9
08:15	0	0	0	0	0	0	0	0	0	0	2	0	38	3	1	1	0	2	47	47.2	2	3	22	1	1	0	0	0	29	26.1
08:30	0	0	0	0	0	0	0	0	0	0	0	1	25	7	2	0	0	2	37	37.4	6	2	16	3	0	0	0	0	27	21
08:45	0	0	0	0	0	0	0	0	0	0	4	1	33	2	2	0	0	2	44	41.2	5	1	11	0	2	0	0	0	19	15.4
H/TOT	0	0	0	0	0	0	0	0	0	0	7	2	129	17	7	1	0	9	172	170	14	9	73	4	4	0	0	0	104	89.4
09:00	0	0	0	0	0	0	0	0	0	0	1	2	25	3	3	0	0	3	37	36.5	2	0	10	1	0	1	0	0	14	13.7
09:15	0	0	0	0	0	0	0	0	0	0	2	1	28	5	1	0	0	2	39	37.3	3	0	15	2	0	0	0	0	20	17.6
09:30	0	0	0	0	0	0	0	0	0	0	1	0	23	6	0	0	0	2	32	31.2	0	1	13	0	2	0	0	0	16	16.4
09:45	0	0	0	0	0	0	0	0	0	0	2	0	15	7	1	0	0	2	27	25.9	0	1	9	4	2	1	0	0	17	18.7
H/TOT	0	0	0	0	0	0	0	0	0	0	6	3	91	21	5	0	0	9	135	130.9	5	2	47	7	4	2	0	0	67	66.4
4 TOT	0	0	0	0	0	0	0	0	0	0	28	12	328	66	18	1	0	29	482	462.7	26	15	189	31	13	2	0	0	276	255.3



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 1

Location: Mayor Street Lower/Alderman Way

Date: Tue, 16 May 2023

RECEIVED: 23/12/2025

	A => A										A => B										A => C									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU
10:00	0	0	0	0	0	0	0	0	0	0	1	1	9	1	0	0	0	2	14	12.6	1	0	8	5	2	0	0	0	16	16.2
10:15	0	0	0	0	0	0	0	0	0	0	0	0	16	2	1	0	0	2	21	21.5	0	0	5	2	0	1	0	0	8	9.3
10:30	0	0	0	0	0	0	0	0	0	0	1	0	8	6	3	0	0	2	20	20.7	0	1	5	3	1	0	0	0	10	9.9
10:45	0	0	0	0	0	0	0	0	0	0	0	0	11	5	0	0	0	2	18	18	0	0	1	2	0	1	0	0	4	5.3
H/TOT	0	0	0	0	0	0	0	0	0	0	2	1	44	14	4	0	0	8	73	72.8	1	1	19	12	3	2	0	0	38	40.7
11:00	0	0	0	0	0	0	0	0	0	0	4	1	14	7	0	0	0	1	27	23.2	0	0	5	1	0	0	0	0	6	6
11:15	0	0	0	0	0	0	0	0	0	0	0	0	7	5	0	0	0	3	15	15	1	0	4	1	2	0	0	0	8	8.2
11:30	0	0	0	0	0	0	0	0	0	0	0	2	9	5	0	0	0	1	17	15.8	1	0	5	2	0	1	0	0	9	9.5
11:45	0	0	0	0	0	0	0	0	0	0	2	0	6	2	1	0	0	3	14	12.9	0	0	2	2	0	0	0	0	4	4
H/TOT	0	0	0	0	0	0	0	0	0	0	6	3	36	19	1	0	0	8	73	66.9	2	0	16	6	2	1	0	0	27	27.7
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12:15	0	0	0	0	0	0	0	0	0	0	5	1	9	6	2	0	0	2	25	21.4	0	0	3	0	0	0	0	0	3	3
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12:45	0	0	0	0	0	0	0	0	0	0	3	1	10	6	0	0	0	2	22	19	0	0	5	2	0	0	0	0	7	7
H/TOT	0	0	1	0	0	0	0	0	1	1	16	5	36	21	4	0	0	8	90	76.2	0	1	11	4	3	0	0	0	19	19.9
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13:30	0	0	0	0	0	0	0	0	0	0	3	0	9	3	0	0	0	1	16	13.6	0	0	4	0	1	0	0	0	5	5.5
13:45	0	0	0	0	0	0	0	0	0	0	4	1	12	3	1	0	0	3	24	20.7	0	0	1	3	0	1	0	0	5	6.3
H/TOT	0	0	1	0	0	0	0	0	1	1	13	4	43	21	2	0	0	8	91	79.2	2	1	17	9	1	1	0	0	31	30.6
4 TOT	0	0	2	0	0	0	0	0	2	2	37	13	159	75	11	0	0	32	327	295.1	5	3	63	31	9	4	0	0	115	118.9



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 1

Location: Mayor Street Lower/Alderman Way

Date: Tue, 16 May 2023

RECEIVED: 23/12/2025

	A => A										A => B										A => C									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU
14:00	0	0	0	0	0	0	0	0	0	0	0	2	8	3	2	0	0	2	17	16.8	1	0	1	2	0	1	0	0	5	5.5
14:15	0	0	0	0	0	0	0	0	0	0	1	2	10	2	2	0	0	2	19	18	0	0	3	2	1	0	0	0	6	6.5
14:30	1	0	0	0	0	0	0	0	1	0.2	1	2	4	4	1	0	0	1	13	11.5	1	2	3	0	1	0	0	0	7	5.5
14:45	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	3	12	12	0	1	1	1	1	0	0	0	4	3.9
H/TOT	1	0	0	0	0	0	0	0	1	0.2	2	6	30	10	5	0	0	8	61	58.3	2	3	8	5	3	1	0	0	22	21.4
15:00	0	0	0	0	0	0	0	0	0	0	4	0	9	2	0	0	0	2	17	13.8	1	0	4	1	1	0	0	0	7	6.7
15:15	0	0	0	0	0	0	0	0	0	0	0	1	10	3	2	0	0	2	18	18.4	1	0	1	2	0	0	0	0	4	3.2
15:30	0	0	0	0	0	0	0	0	0	0	6	0	7	2	1	0	0	2	18	13.7	0	1	2	0	0	0	0	0	3	2.4
15:45	0	0	0	0	0	0	0	0	0	0	5	1	13	3	0	0	0	2	24	19.4	0	1	1	1	0	0	0	0	3	2.4
H/TOT	0	0	0	0	0	0	0	0	0	0	15	2	39	10	3	0	0	8	77	65.3	2	2	8	4	1	0	0	0	17	14.7
16:00	0	0	0	0	0	0	0	0	0	0	2	1	10	0	0	0	0	2	15	12.8	0	0	2	1	0	0	0	0	3	3
16:15	1	0	0	0	0	0	0	0	1	0.2	3	1	12	2	0	0	0	2	20	17	1	0	3	0	0	0	0	0	4	3.2
16:30	0	0	0	0	0	0	0	0	0	0	0	1	13	1	2	0	0	2	19	19.4	0	0	6	0	0	0	0	0	6	6
16:45	0	0	0	0	0	0	0	0	0	0	2	1	11	1	0	0	0	2	17	14.8	1	0	6	1	0	0	0	0	8	7.2
H/TOT	1	0	0	0	0	0	0	0	1	0.2	7	4	46	4	2	0	0	8	71	64	2	0	17	2	0	0	0	0	21	19.4
17:00	0	0	0	0	0	0	0	0	0	0	0	0	20	4	1	0	0	2	27	27.5	2	0	8	1	0	0	0	0	11	9.4
17:15	0	0	0	0	0	0	0	0	0	0	1	2	10	3	0	0	0	3	19	17	3	0	3	2	0	0	0	0	8	5.6
17:30	0	0	0	0	0	0	0	0	0	0	4	0	13	2	0	0	0	2	21	17.8	0	0	5	0	0	0	0	0	5	5
17:45	0	0	0	0	0	0	0	0	0	0	4	1	10	0	0	0	0	3	18	14.2	1	0	5	1	0	0	0	0	7	6.2
H/TOT	0	0	0	0	0	0	0	0	0	0	9	3	53	9	1	0	0	10	85	76.5	6	0	21	4	0	0	0	0	31	26.2
4 TOT	2	0	0	0	0	0	0	0	2	0.4	33	15	168	33	11	0	0	34	294	264.1	12	5	54	15	4	1	0	0	91	81.7



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 1

Location: Mayor Street Lower/Alderman Way

Date: Tue, 16 May 2023

RECEIVED: 23/12/2025

	A => A										A => B										A => C									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU
18:00	0	0	0	0	0	0	0	0	0	0	6	2	13	0	0	0	0	2	23	17	2	0	3	1	0	0	0	0	6	4.4
18:15	0	0	0	0	0	0	0	0	0	0	3	3	10	2	0	0	1	1	20	16.8	0	0	6	0	0	0	0	0	6	6
18:30	0	0	0	0	0	0	0	0	0	0	6	2	9	0	0	0	0	3	20	14	0	0	1	0	0	0	0	0	1	1
18:45	0	0	0	0	0	0	0	0	0	0	3	1	11	2	0	0	0	2	19	16	1	0	7	0	0	0	0	0	8	7.2
H/TOT	0	0	0	0	0	0	0	0	0	0	18	8	43	4	0	0	1	8	82	63.8	3	0	17	1	0	0	0	0	21	18.6
19:00	0	0	0	0	0	0	0	0	0	0	3	6	10	1	0	0	0	2	22	16	1	0	3	1	0	0	0	0	5	4.2
19:15	0	0	0	0	0	0	0	0	0	0	6	1	10	0	0	0	0	1	18	12.6	0	0	3	1	0	0	0	0	4	4
19:30	0	0	0	0	0	0	0	0	0	0	9	0	10	1	0	0	0	2	22	14.8	1	0	1	0	1	0	0	0	3	2.7
19:45	1	0	0	0	0	0	0	0	1	0.2	7	2	11	1	0	0	0	2	23	16.2	1	0	2	0	0	0	0	0	3	2.2
H/TOT	1	0	0	0	0	0	0	0	1	0.2	25	9	41	3	0	0	0	7	85	59.6	3	0	9	2	1	0	0	0	15	13.1
2 TOT	1	0	0	0	0	0	0	0	1	0.2	43	17	84	7	0	0	1	15	167	123.4	6	0	26	3	1	0	0	0	36	31.7
14 TOT	3	0	2	0	0	0	0	0	5	2.6	141	57	739	181	40	1	1	110	1270	1145.3	49	23	332	80	27	7	0	0	518	487.6



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 1

Location: Mayor Street Lower/Alderman Way

Date: Tue, 16 May 2023

RECEIVED: 23/12/2025

	B => A										B => B										B => C									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU
06:00	0	0	0	0	1	0	0	1	2	2.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	1	0	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	1	1	0	0	0	0	0	1	3	1.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	1	0	0	1	2	2.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	1	0	0	2	0	0	3	8	6.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	1	0	0	0	0	0	0	2	3	2.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	2	0	0	0	0	0	0	2	4	2.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	2	0	0	0	0	0	0	2	4	2.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	5	0	0	0	0	0	0	8	13	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	2	3	2.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	4	0	0	0	0	0	0	2	6	2.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	2	0	1	0	0	0	0	2	5	3.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	2	0	1	0	0	0	0	2	5	3.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	9	0	2	0	0	0	0	8	19	11.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	2	0	0	0	0	0	0	1	3	1.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	5	0	1	0	0	0	0	2	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	3	0	0	1	0	0	0	2	6	3.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	10	0	1	1	0	0	0	9	21	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 TOT	26	1	3	1	2	0	0	28	61	40.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 1

Location: Mayor Street Lower/Alderman Way

Date: Tue, 16 May 2023

RECEIVED: 23/12/2025

	B => A										B => B										B => C									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU
10:00	1	0	0	0	0	0	0	2	3	2.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	1	0	0	0	0	0	0	2	3	2.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	5	0	0	0	1	0	0	2	8	4.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	7	0	0	0	1	0	0	8	16	10.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	1	0	0	0	0	0	0	2	3	2.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	4	0	0	0	0	0	0	1	5	1.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	1	0	0	0	0	0	0	2	3	2.2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2
11:45	4	0	0	0	0	0	0	2	6	2.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	10	0	0	0	0	0	0	7	17	9	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
12:00	4	0	0	0	0	0	0	2	6	2.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	2	0	0	0	0	0	0	2	4	2.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	5	0	0	0	0	0	0	2	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	2	0	0	1	0	0	0	2	5	3.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	13	0	0	1	0	0	0	8	22	11.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	3	0	0	0	0	0	0	3	6	3.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	1	0	0	0	0	0	0	2	3	2.2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
13:30	2	0	0	0	0	0	0	2	4	2.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	5	0	0	0	0	0	0	2	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	11	0	0	0	0	0	0	9	20	11.2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
4 TOT	41	0	0	1	1	0	0	32	75	42.7	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.4



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 1

Location: Mayor Street Lower/Alderman Way

Date: Tue, 16 May 2023

RECEIVED: 23/12/2025

	B => A										B => B										B => C									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU
14:00	1	0	0	0	0	0	0	2	3	2.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	1	1	0	0	0	0	0	1	3	1.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	1	0	0	0	0	0	0	3	4	3.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	3	1	0	0	0	0	0	8	12	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	2	0	0	0	0	0	0	2	4	2.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	3	0	0	0	0	0	0	2	5	2.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	2	0	0	0	0	0	0	2	4	2.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	1	0	0	0	0	0	0	2	3	2.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	8	0	0	0	0	0	0	8	16	9.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	3	0	0	0	0	0	0	2	5	2.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	6	0	0	0	0	0	0	2	8	3.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	3	0	0	0	0	0	0	2	5	2.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	5	0	0	0	0	0	0	3	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	17	0	0	0	0	0	0	9	26	12.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	3	0	0	0	0	0	0	2	5	2.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	3	0	0	0	0	0	0	1	4	1.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	3	0	0	0	0	0	0	3	6	3.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	2	0	1	0	0	0	0	3	6	4.4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
H/TOT	11	0	1	0	0	0	0	9	21	12.2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
4 TOT	39	1	1	0	0	0	0	34	75	43.2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 1

Location: Mayor Street Lower/Alderman Way

Date: Tue, 16 May 2023

RECEIVED: 23/12/2025

	B => A										B => B										B => C									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU
18:00	4	0	0	1	0	0	0	2	7	3.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	4	0	0	0	0	0	0	2	6	2.8	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
18:30	1	0	1	0	0	0	0	2	4	3.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	7	0	0	0	0	0	0	2	9	3.4	2	0	0	0	0	0	0	0	2	0.4	0	0	0	0	0	0	0	0	0	0
H/TOT	16	0	1	1	0	0	0	8	26	13.2	2	0	0	0	0	0	0	0	2	0.4	1	0	0	0	0	0	0	0	1	0.2
19:00	3	0	0	0	0	0	0	2	5	2.6	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
19:15	6	0	0	0	0	0	0	2	8	3.2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0.6
19:30	6	0	0	0	0	0	0	2	8	3.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	6	0	0	0	0	0	0	1	7	2.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	21	0	0	0	0	0	0	7	28	11.2	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0.8
2 TOT	37	0	1	1	0	0	0	15	54	24.4	2	0	0	0	0	0	0	0	2	0.4	5	0	0	0	0	0	0	0	5	1
14 TOT	143	2	5	3	3	0	0	109	265	150.9	2	0	0	0	0	0	0	0	2	0.4	8	0	0	0	0	0	0	0	8	1.6



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 1

Location: Mayor Street Lower/Alderman Way

Date: Tue, 16 May 2023

RECEIVED: 23/12/2025

	C => A										C => B										C => C									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.4	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	3	2.9	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	5	4	2	0	0	0	11	12	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
4 TOT	0	0	0	0	0	0	0	0	0	0	0	1	9	4	4	0	0	0	18	19.4	0	0	0	0	0	0	0	0	0	0



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 1

Location: Mayor Street Lower/Alderman Way

Date: Tue, 16 May 2023

RECEIVED: 23/12/2025

	C => A										C => B										C => C									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	3.3	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	3	5	0	1	0	0	9	10.3	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	3	2.2	0	0	0	0	0	0	0	0	0	0
11:45	0	0	1	0	0	0	0	0	1	1	1	0	2	0	0	0	0	0	3	2.2	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	0	1	1	2	0	7	1	1	0	0	0	11	9.9	0	0	0	0	0	0	0	0	0	0
12:00	2	0	0	0	0	0	0	0	2	0.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	1	0	0	0	0	0	0	0	1	0.2	0	0	1	1	1	0	0	0	3	3.5	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	0	3	0.6	0	0	7	1	1	0	0	0	9	9.5	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	5	4.2	0	0	0	0	0	0	0	0	0	0
13:15	2	0	0	0	0	0	0	0	2	0.4	0	1	1	1	0	0	0	0	3	2.4	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
13:45	3	0	0	0	0	0	0	0	3	0.6	2	1	6	2	1	0	0	0	12	10.3	0	0	0	0	0	0	0	0	0	0
H/TOT	5	0	0	0	0	0	0	0	5	1	3	2	13	3	1	0	0	0	22	18.9	0	0	0	0	0	0	0	0	0	0
4 TOT	8	0	1	0	0	0	0	0	9	2.6	5	2	30	10	3	1	0	0	51	48.6	0	0	0	0	0	0	0	0	0	0



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 1

Location: Mayor Street Lower/Alderman Way

Date: Tue, 16 May 2023

RECEIVED: 23/12/2025

	C => A										C => B										C => C									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU
14:00	1	0	0	0	0	0	0	0	1	0.2	0	0	3	0	0	1	0	0	4	5.3	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	1	0	3	1	0	0	0	0	5	4.2	0	0	0	0	0	0	0	0	0	0
14:30	1	0	0	0	0	0	0	0	1	0.2	0	0	0	0	1	0	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	0	2	0.4	1	0	7	1	1	1	0	0	11	12	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1.2	0	0	0	0	0	0	0	0	0	0
15:15	2	0	1	0	0	0	0	0	3	1.4	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
15:45	2	0	0	0	0	0	0	0	2	0.4	0	1	2	1	0	0	0	0	4	3.4	0	0	0	0	0	0	0	0	0	0
H/TOT	4	0	1	0	0	0	0	0	5	1.8	1	1	8	1	0	0	0	0	11	9.6	0	0	0	0	0	0	0	0	0	0
16:00	1	0	0	0	0	0	0	0	1	0.2	0	1	3	0	0	0	0	0	4	3.4	0	0	0	0	0	0	0	0	0	0
16:15	2	0	0	0	0	0	0	0	2	0.4	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
16:30	3	0	0	0	0	0	0	0	3	0.6	1	0	3	0	0	0	0	0	4	3.2	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	1	7	0	1	0	0	0	9	8.9	0	0	0	0	0	0	0	0	0	0
H/TOT	6	0	0	0	0	0	0	0	6	1.2	1	2	14	0	1	0	0	0	18	16.5	0	0	0	0	0	0	0	0	0	0
17:00	5	0	0	0	0	0	0	0	5	1	0	0	9	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0
17:15	5	0	2	0	0	0	0	0	7	3	1	1	14	1	0	0	0	0	17	15.6	0	0	0	0	0	0	0	0	0	0
17:30	3	0	1	0	0	0	0	0	4	1.6	0	0	7	1	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
17:45	3	0	2	0	0	0	0	0	5	2.6	1	0	13	2	0	0	0	0	16	15.2	0	0	0	0	0	0	0	0	0	0
H/TOT	16	0	5	0	0	0	0	0	21	8.2	2	1	43	4	0	0	0	0	50	47.8	0	0	0	0	0	0	0	0	0	0
4 TOT	28	0	6	0	0	0	0	0	34	11.6	5	4	72	6	2	1	0	0	90	85.9	0	0	0	0	0	0	0	0	0	0



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 1

Location: Mayor Street Lower/Alderman Way

Date: Tue, 16 May 2023

RECEIVED: 23/12/2025

	C => A										C => B										C => C									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU
18:00	2	0	2	0	0	0	0	0	4	2.4	0	0	7	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0
18:15	1	0	1	0	0	0	0	0	2	1.2	1	0	3	0	0	0	0	0	4	3.2	0	0	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	0	0	0	1	0.2	0	0	2	1	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	2	0	4	0	0	0	0	0	6	4.4	0	0	0	0	0	0	0	0	0	0
H/TOT	4	0	3	0	0	0	0	0	7	3.8	3	0	16	1	0	0	0	0	20	17.6	0	0	0	0	0	0	0	0	0	0
19:00	1	0	0	0	0	0	0	0	1	0.2	1	0	3	0	0	0	0	0	4	3.2	0	0	0	0	0	0	0	0	0	0
19:15	2	0	0	0	0	0	0	0	2	0.4	0	1	2	0	0	0	0	0	3	2.4	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
19:45	1	0	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	4	0	0	0	0	0	0	0	4	0.8	1	1	6	0	0	0	0	0	8	6.6	0	0	0	0	0	0	0	0	0	0
2 TOT	8	0	3	0	0	0	0	0	11	4.6	4	1	22	1	0	0	0	0	28	24.2	0	0	0	0	0	0	0	0	0	0
14 TOT	44	0	10	0	0	0	0	0	54	18.8	14	8	133	21	9	2	0	0	187	178.1	0	0	0	0	0	0	0	0	0	0

Date: Tue, 16 May 2023

RECEIVED: 23/12/2019

[illegible]



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 2

Location: Mayor Street Lower/Clarion Quay

Date: Tue, 16 May 2023

RECEIVED: 23/12/2023

	A => A										A => B										A => C										A => D										
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	
10:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:00	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:45	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	4	3.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	8	1	0	0	0	0	10	9.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4 TOT	0	0	0	0	0	0	0	0	0	0	0	1	27	1	0	0	0	0	29	28.4	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	



Survey Name: 173 23244 - Mayor Street, Dublin 1

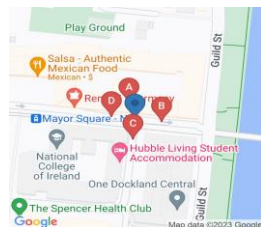
Site: Site 2

Location: Mayor Street Lower/Clarion Quay

Date: Tue, 16 May 2023

RECEIVED: 23/12/2023

	A => A										A => B										A => C										A => D										
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	
14:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	2.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	6	1	0	0	0	0	9	7.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	5	5.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3	1.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	1	6	1	1	0	0	0	10	9.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	5	5	0	1	0	0	0	0	0	0	0	1	0.4	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	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	16	1	0	0	0	0	17	17	0	1	0	0	0	0	0	0	1	0.4	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7	7	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	18	18	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
4 TOT	0	0	0	0	0	0	0	0	0	0	1	3	46	3	1	0	0	0	54	51.9	0	1	1	0	0	0	0	0	2	1.4	0	0	0	0	0	0	0	0	0	0	0



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 2

Location: Mayor Street Lower/Clarion Quay

Date: Tue, 16 May 2023

RECEIVED: 23/12/2023

	A => A										A => B										A => C										A => D										
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	
18:00	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	5	4.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	1	0	5	1	0	0	0	0	7	6.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	1	19	1	0	0	0	0	22	20.6	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	5	4.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:15	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	13	0	0	0	0	0	14	13.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2 TOT	0	0	0	0	0	0	0	0	0	0	2	1	32	1	0	0	0	0	36	33.8	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
14 TOT	0	0	0	0	0	0	0	0	0	0	10	6	147	11	1	0	0	0	175	163.9	1	3	3	1	0	0	0	0	8	5.4	1	1	1	0	0	0	0	0	3	1.6	



Survey Name: 173 23244 - Mayor Street, Dublin 1

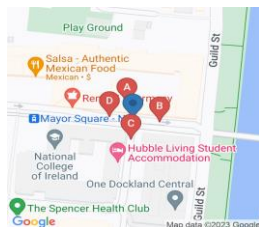
Site: Site 2

Location: Mayor Street Lower/Clarion Quay

Date: Tue, 16 May 2023

RECEIVED: 23/12/2023

	B => A										B => B										B => C										B => D									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.4	2	0	0	0	0	0	0	0	2	0.4
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	1.2
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2	2	0	0	0	1	0	0	1	4	2.9
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0.6	5	0	0	0	1	0	0	3	9	5.5
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	1.2	1	0	0	0	0	0	0	2	3	2.2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.4	4	0	0	0	0	0	0	2	6	2.8
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0.6	2	0	0	0	0	0	0	2	4	2.4
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.4	2	0	0	0	0	0	0	2	4	2.4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	1	0	0	0	0	9	2.6	9	0	0	0	0	0	0	8	17	9.8
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5	1	4	0	0	0	0	0	0	2	6	2.8
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5	1	2	0	0	0	0	0	0	2	4	2.4
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	7	1.4	5	0	0	0	0	0	0	2	7	3
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	17	3.4	3	0	1	0	0	0	0	3	7	4.6
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	0	0	0	0	0	0	0	34	6.8	14	0	1	0	0	0	0	9	24	12.8
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	10	2	2	0	0	0	0	0	0	3	5	3.4
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0.6	3	0	0	0	0	0	0	1	4	1.6
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2	4	0	1	0	0	0	0	2	7	3.8
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0.6	3	0	0	0	0	0	0	2	5	2.6
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	17	3.4	12	0	1	0	0	0	0	8	21	11.4
4 TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62	0	0	1	0	0	0	0	63	13.4	40	0	2	0	1	0	0	28	71	39.5



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 2

Location: Mayor Street Lower/Clarion Quay

Date: Tue, 16 May 2023

RECEIVED: 23/12/2023

	B => A										B => B										B => C										B => D									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	3	2.2
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	2	5	3.9	
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2	4	0	0	0	0	0	0	2	6	2.8
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	4	2.4		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2	9	0	0	0	1	0	0	8	18	11.3
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	2	5	2.6	
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	4	1.6		
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	3	2.2		
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2	8	0	0	0	0	0	0	2	10	3.6
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2	15	0	0	0	0	0	0	7	22	10
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	2	7	3		
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	3	7	3.8		
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2	3	0	0	0	0	0	0	1	4	1.6
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	2	9	3.4		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2	19	0	0	0	0	0	0	8	27	11.8
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	6	3.6		
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	2	2	2	
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.4	3	0	0	0	0	0	2	5	2.6	
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.4	5	0	0	0	0	0	2	7	3	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5	1	11	0	0	0	0	0	9	20	11.2	
4 TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	8	1.6	54	0	0	0	1	0	0	32	87	44.3



Survey Name: 173 23244 - Mayor Street, Dublin 1

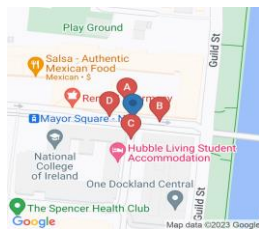
Site: Site 2

Location: Mayor Street Lower/Clarion Quay

Date: Tue, 16 May 2023

RECEIVED: 23/12/2023

	B => A										B => B										B => C										B => D									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	2	5	2.6
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	4	2.4	
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2	2	0	0	0	0	0	0	2	4	2.4
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	2	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.4	7	0	0	0	0	0	0	8	15	9.4
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	4	2.4	
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2	3	0	0	0	0	0	0	3	6	3.6
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	1	6	2	
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	3	2.2	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2	11	0	0	0	0	0	0	8	19	10.2
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	2	6	2.8	
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2	8	0	0	0	0	0	0	2	10	3.6
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	2	5	2.6	
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	3	10	4.4	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2	22	0	0	0	0	0	0	9	31	13.4
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2	4	0	0	0	0	0	0	3	7	3.8
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2	6	0	0	0	0	0	0	6	1.2	
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0.8	5	0	0	0	0	0	4	9	5	
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.4	4	0	1	0	0	0	2	7	3.8	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	8	1.6	19	0	1	0	0	0	9	29	13.8	
4 TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	12	2.4	59	0	1	0	0	0	34	94	46.8	



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 2

Location: Mayor Street Lower/Clarion Quay

Date: Tue, 16 May 2023

RECEIVED: 23/12/2023

	B => A										B => B										B => C										B => D									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	1	0	0	0	2	10	4.4
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	2	5	2.6
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.4	4	0	1	0	0	0	0	2	7	3.8
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2	5	0	0	0	0	0	0	2	7	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	0.6	19	0	1	1	0	0	0	8	29	13.8
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	2	6	2.8
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	2	10	3.6
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	2	7	3
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	1	7	2.2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	7	30	11.6
2 TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	0.6	42	0	1	1	0	0	0	15	59	25.4
14 TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	83	1	0	1	0	0	0	0	85	18	195	0	4	1	2	0	0	109	311	156.0



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 2

Location: Mayor Street Lower/Clarion Quay

Date: Tue, 16 May 2023

RECEIVED: 23/12/2023

	C => A										C => B										C => C										C => D										
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	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	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	3	3.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	4	1	0	0	0	6	6.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	3	3.5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
07:30	0	0	0	0	0	0	0	0	0	0	1	0	4	2	0	0	0	0	7	6.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	8	5	1	0	0	0	15	14.7	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0.2
08:00	0	0	0	0	0	0	0	0	0	0	0	0	7	3	1	0	0	0	11	11.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	0	4	3.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	5	0	5	2	2	0	0	0	14	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	1	0	5	2	0	0	0	0	8	7.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	7	0	19	8	3	0	0	0	37	32.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	4	5.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	1	0	2	1	2	1	0	0	7	8.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	3	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	7	0	1	0	0	0	8	8.5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	12	3	4	2	0	0	22	25.8	0	0	0	1	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	1	1
4 TOT	0	0	0	0	0	0	0	0	0	0	9	0	40	20	9	2	0	0	80	79.9	0	0	0	1	0	0	0	0	1	1	1	0	0	1	0	0	0	0	0	2	1.2



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 2

Location: Mayor Street Lower/Clarion Quay

Date: Tue, 16 May 2023

RECEIVED: 23/12/2023

	C => A										C => B										C => C										C => D												
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU			
10:00	0	0	0	0	0	0	0	0	0	0	0	0	3	4	2	0	0	0	9	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15	0	0	0	0	0	0	0	0	0	0	0	0	7	3	2	0	0	0	12	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30	0	0	0	0	0	0	0	0	0	0	0	0	3	6	1	1	0	0	11	12.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2	0	0	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	15	14	7	1	0	0	37	41.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	1	3	2	1	0	0	0	7	6.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15	0	0	0	0	0	0	0	0	0	0	0	0	5	2	0	1	0	0	8	9.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30	0	0	0	0	0	0	0	0	0	0	0	0	5	2	1	0	0	0	8	8.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45	0	0	0	0	0	0	0	0	0	0	0	0	6	3	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	3	1.4		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	19	9	2	1	0	0	32	33.7	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	3	1.4		
12:00	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15	0	0	0	0	0	0	0	0	0	0	1	0	3	1	1	0	0	0	6	5.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30	0	0	0	0	0	0	0	0	0	0	1	0	5	3	0	0	0	0	9	8.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45	0	0	0	0	0	0	0	0	0	0	0	0	4	1	1	0	0	0	6	6.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	0	2	0	14	7	2	0	0	0	25	24.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	1	7	1	1	0	0	0	10	9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:15	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:30	0	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2		
13:45	0	0	0	0	0	0	0	0	0	0	0	0	9	4	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	29	8	1	0	0	0	39	38.9	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2		
4 TOT	0	0	0	0	0	0	0	0	0	0	2	2	77	38	12	2	0	0	133	138.8	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0	4	1.6			



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 2

Location: Mayor Street Lower/Clarion Quay

Date: Tue, 16 May 2023

RECEIVED: 23/12/2023

	C => A										C => B										C => C										C => D									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU
14:00	0	0	0	0	0	0	0	0	0	0	1	0	7	1	0	0	0	0	9	8.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	2	0	0	6	8.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	1	7	3	0	0	0	0	11	10.4	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	1.2
14:45	0	0	0	0	0	0	0	0	0	0	1	0	5	3	1	0	0	0	10	9.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	3	1	20	8	2	2	0	0	36	36.6	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	1.2
15:00	0	0	0	0	0	0	0	0	0	0	0	1	7	2	1	0	0	0	11	10.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	5	3	1	0	0	0	9	9.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	1	11	2	0	0	0	0	14	13.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	29	9	2	0	0	0	42	41.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	7	0	16	2	0	0	0	0	25	19.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	2	0	18	3	0	0	0	0	23	21.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	5	0	19	0	0	0	0	0	24	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	7	2	21	4	0	0	0	0	34	27.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	21	2	74	9	0	0	0	0	106	88	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	2	3	14	2	0	0	0	0	21	17.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	7	0	19	0	0	0	0	0	26	20.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	9	1	14	0	0	0	0	0	24	16.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	7	2	9	0	0	0	0	0	18	11.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	25	6	56	2	0	0	0	0	89	65.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 TOT	0	0	0	0	0	0	0	0	0	0	49	11	179	28	4	2	0	0	273	231.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 2

Location: Mayor Street Lower/Clarion Quay

Date: Tue, 16 May 2023

RECEIVED: 23/12/2023

	C => A										C => B										C => C										C => D										
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	
18:00	0	0	0	0	0	0	0	0	0	0	3	1	22	2	0	0	0	0	28	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	5	1	18	0	0	0	0	0	24	19.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	2	0	13	0	0	0	0	0	15	13.4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0.2
18:45	0	0	0	0	0	0	0	0	0	0	3	1	16	0	0	0	0	0	20	17	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0.4
H/TOT	0	0	0	0	0	0	0	0	0	0	13	3	69	2	0	0	0	0	87	74.8	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	0.6
19:00	0	0	0	0	0	0	0	0	0	0	1	1	10	0	0	0	0	0	12	10.6	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0.2
19:15	0	0	0	0	0	0	0	0	0	0	1	0	10	0	0	0	0	0	11	10.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	8	1	1	0	0	0	10	10.5	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0.4
19:45	0	0	0	0	0	0	0	0	0	0	0	1	8	0	0	0	0	0	9	8.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	2	2	36	1	1	0	0	0	42	39.7	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	0.6
2 TOT	0	0	0	0	0	0	0	0	0	0	15	5	105	3	1	0	0	0	129	114.5	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	6	1.2
14 TOT	0	0	0	0	0	0	0	0	0	0	75	18	401	89	26	6	0	0	615	565	0	0	0	1	0	0	0	0	1	1	11	0	0	3	0	0	0	0	0	14	5.2



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 2

Location: Mayor Street Lower/Clarion Quay

Date: Tue, 16 May 2023

RECEIVED: 23/12/2023

	D => A										D => B										D => C										D => D											
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU		
06:00	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1.2	0	0	1	0	0	0	0	0	0	1	1	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	3	2	0	0	0	1	6	6	0	0	3	2	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	1	0	4	0	2	0	0	1	8	8.2	1	1	4	3	1	0	0	0	10	9.1	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	5	0	3	4	0	0	0	2	14	10	2	0	1	1	0	0	0	0	4	2.4	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	7	0	11	6	2	0	0	4	30	25.4	3	1	9	6	1	0	0	0	20	17.5	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	1	0	4	4	1	0	0	2	12	11.7	0	0	12	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	2	0	4	1	0	0	0	1	8	6.4	0	1	8	1	0	0	0	0	10	9.4	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	2	0	9	5	0	0	0	3	19	17.4	0	0	7	1	1	0	0	0	9	9.5	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	1	1	12	2	2	0	0	1	19	18.6	0	2	21	1	0	0	0	0	24	22.8	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	6	1	29	12	3	0	0	7	58	54.1	0	3	48	3	1	0	0	0	55	53.7	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	3	0	9	3	2	0	0	3	20	18.6	0	0	20	4	1	0	0	0	25	25.5	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	1	0	14	2	3	0	0	2	22	22.7	1	0	23	1	0	1	0	0	26	26.5	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	3	0	12	8	0	0	0	2	25	22.6	0	1	11	1	0	0	0	0	13	12.4	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	1	12	1	2	0	0	2	18	18.4	0	2	18	1	0	0	0	0	21	19.8	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	7	1	47	14	7	0	0	9	85	82.3	1	3	72	7	1	1	0	0	85	84.2	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	3	0	4	3	4	0	0	3	17	16.6	0	2	18	0	0	0	0	0	20	18.8	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	4	1	9	1	1	0	0	2	18	14.7	1	0	17	1	0	0	0	0	19	18.2	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	10	6	0	0	0	2	18	18	1	0	11	0	0	0	0	0	12	11.2	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	1	0	0	0	0	1	1	1	0	6	3	1	0	0	2	13	12.7	0	0	6	2	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	0	1	1	8	1	29	13	6	0	0	9	66	62	2	2	52	3	0	0	0	0	59	56.2	0	0	0	0	0	0	0	0	0	0	0	0
4 TOT	0	0	0	1	0	0	0	0	1	1	28	3	116	45	18	0	0	29	239	223.8	6	9	181	19	3	1	0	0	219	211.6	0	0	0	0	0	0	0	0	0	0	0	0



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 2

Location: Mayor Street Lower/Clarion Quay

Date: Tue, 16 May 2023

RECEIVED: 23/12/2023

	D => A										D => B										D => C										D => D											
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU		
10:00	0	0	0	0	0	0	0	0	0	0	0	1	6	0	0	1	0	2	10	10.7	0	0	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	8	3	1	0	0	2	14	14.5	0	0	6	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	2	0	8	5	2	0	0	2	19	18.4	0	0	3	1	1	0	0	0	5	5.5	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	1	0	9	6	0	0	0	2	18	17.2	0	0	3	1	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	3	1	31	14	3	1	0	8	61	60.8	0	0	15	2	1	0	0	0	18	18.5	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	2	0	12	6	0	0	0	1	21	19.4	0	1	3	0	0	0	0	0	4	3.4	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	1	0	0	0	0	1	1	0	0	4	4	1	0	0	2	11	11.5	0	0	1	2	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	1	1	7	4	0	0	0	2	15	13.6	0	0	1	1	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	1	0.2
11:45	0	0	0	0	0	0	0	0	0	0	3	1	7	0	1	0	0	2	14	11.5	1	0	1	0	0	0	0	0	2	1.2	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	0	1	1	6	2	30	14	2	0	0	7	61	56	1	1	6	3	0	0	0	0	11	9.6	1	0	0	0	0	0	0	0	0	0	1	0.2
12:00	0	0	0	0	0	0	0	0	0	0	4	1	7	3	0	0	0	2	17	13.2	0	1	1	1	0	0	0	0	3	2.4	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	5	1	9	6	2	0	0	2	25	21.4	0	0	1	3	1	0	0	0	5	5.5	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	6	1	8	3	1	0	0	2	21	16.1	0	0	2	1	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	1	0.2
12:45	0	0	0	0	0	0	0	0	0	0	4	1	11	7	0	0	0	3	26	22.2	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	19	4	35	19	3	0	0	9	89	72.9	0	1	5	5	1	0	0	0	12	11.9	1	0	0	0	0	0	0	0	0	0	1	0.2
13:00	0	0	0	0	0	0	0	0	0	0	8	1	11	7	0	0	0	1	28	21	1	0	2	0	0	0	0	0	3	2.2	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	1	2	9	5	1	0	0	3	21	19.5	1	1	6	1	0	0	0	0	9	7.6	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	2	0	7	5	0	0	0	1	15	13.4	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	7	1	11	5	1	0	0	2	27	21.3	0	0	7	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	18	4	38	22	2	0	0	7	91	75.2	2	1	18	1	0	0	0	0	22	19.8	0	0	0	0	0	0	0	0	0	0	0	0
4 TOT	0	0	0	1	0	0	0	0	1	1	46	11	134	69	10	1	0	31	302	264.9	3	3	44	11	2	0	0	0	63	59.8	2	0	0	0	0	0	0	0	0	0	2	0.4



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 2

Location: Mayor Street Lower/Clarion Quay

Date: Tue, 16 May 2023

RECEIVED: 23/12/2023

	D => A										D => B										D => C										D => D												
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU			
14:00	0	0	0	0	0	0	0	0	0	0	2	3	9	3	2	1	0	2	22	20.9	0	0	1	0	1	0	0	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0	0	
14:15	0	0	0	0	0	0	0	0	0	0	3	2	12	4	1	0	0	3	25	21.9	0	0	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	
14:30	0	0	0	0	0	0	0	0	0	0	3	0	2	4	1	0	0	1	11	9.1	0	1	1	1	0	0	0	0	3	2.4	0	0	0	0	0	0	0	0	0	0	0		
14:45	0	0	0	0	0	0	0	0	0	0	1	1	6	0	0	0	0	2	10	8.6	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	0	0	0	0	0	0	0	0	0	0	9	6	29	11	4	1	0	8	68	60.5	0	1	6	1	1	0	0	0	9	8.9	0	0	0	0	0	0	0	0	0	0	0	0	
15:00	0	0	0	0	0	0	0	0	0	0	2	1	6	0	0	0	0	3	12	9.8	0	0	2	1	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0		
15:15	0	0	0	0	0	0	0	0	0	0	2	1	7	2	2	0	0	2	16	14.8	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0		
15:30	0	0	0	0	0	0	0	0	0	0	6	0	9	5	2	0	0	2	24	20.2	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0		
15:45	0	0	0	0	0	0	0	0	0	0	5	1	11	3	0	0	0	2	22	17.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	0	0	0	0	0	0	0	0	0	0	15	3	33	10	4	0	0	9	74	62.2	0	0	6	1	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	
16:00	0	0	0	0	0	0	0	0	0	0	4	1	9	1	0	0	0	2	17	13.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
16:15	0	0	0	0	0	0	0	0	0	0	4	0	8	4	0	0	0	2	18	14.8	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	
16:30	0	0	0	0	0	0	0	0	0	0	3	0	12	0	1	0	0	2	18	16.1	0	0	3	0	1	0	0	0	4	4.5	0	0	0	0	0	0	0	0	0	0	0	0	
16:45	0	0	0	0	0	0	0	0	0	0	2	1	16	1	1	0	0	2	23	21.3	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	0	13	2	45	6	2	0	0	8	76	65.4	0	0	6	0	1	0	0	0	7	7.5	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	2	0	19	2	0	0	0	2	25	23.4	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	
17:15	0	0	0	0	0	0	0	0	0	0	5	2	23	3	1	0	0	3	37	32.3	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	
17:30	0	0	0	0	0	0	0	0	0	0	3	1	15	3	0	0	0	1	23	20	1	0	2	1	0	0	0	0	4	3.2	0	0	0	0	0	0	0	0	0	0	0	0	
17:45	0	0	0	0	0	0	0	0	0	0	6	1	15	2	0	0	0	4	28	22.6	0	0	4	0	0	0	0	0	4	4	1	0	0	0	0	0	0	0	0	1	0.2		
H/TOT	0	0	0	0	0	0	0	0	0	0	16	4	72	10	1	0	0	10	113	98.3	1	0	14	1	0	0	0	0	16	15.2	1	0	0	0	0	0	0	0	0	1	0.2		
4 TOT	0	0	0	0	0	0	0	0	0	0	53	15	179	37	11	1	0	35	331	286.4	1	1	32	3	2	0	0	0	39	38.6	1	0	0	0	0	0	0	0	0	1	0.2		



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 2

Location: Mayor Street Lower/Clarion Quay

Date: Tue, 16 May 2023

RECEIVED: 23/12/2023

	D => A										D => B										D => C										D => D											
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU		
18:00	0	0	0	0	0	0	0	0	0	0	6	2	22	1	0	0	0	2	33	27	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	
18:15	0	0	0	0	0	0	0	0	0	0	5	3	10	1	0	0	1	1	21	16.2	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	
18:30	0	0	0	0	0	0	0	0	0	0	9	3	5	1	0	0	0	3	21	12	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	
18:45	0	0	0	0	0	0	0	0	0	0	4	2	11	1	0	0	0	2	20	15.6	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	0	24	10	48	4	0	0	1	8	95	70.8	0	0	12	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	4	4	12	1	0	0	0	2	23	17.4	1	0	2	0	0	0	0	0	3	2.2	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	3	2	8	0	0	0	0	1	14	10.4	0	0	1	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	1	0.2	
19:30	0	0	0	0	0	0	0	0	0	0	9	1	10	1	0	0	0	2	23	15.2	1	0	1	1	0	0	0	0	3	2.2	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	3	2	10	1	0	0	0	2	18	14.4	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	0	19	9	40	3	0	0	0	7	78	57.4	2	0	5	1	0	0	0	0	8	6.4	1	0	0	0	0	0	0	0	0	1	0.2	
2 TOT	0	0	0	0	0	0	0	0	0	0	43	19	88	7	0	0	1	15	173	128.2	2	0	17	1	0	0	0	0	20	18.4	1	0	0	0	0	0	0	0	0	1	0.2	
14 TOT	0	0	0	2	0	0	0	0	2	2	170	48	517	158	39	2	1	110	1045	903.3	12	13	274	34	7	1	0	0	341	328.4	4	0	0	0	0	0	0	0	0	4	0.8	



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 3

Location: Commons Street/Mayor Street Lower/Commons Street/George's Dock

Date: Tue, 16 May 2023

RECEIVED: 23/12/2023

	A => A										A => B										A => C										A => D									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU
06:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.4	0	0	6	0	0	0	1	0	7	8	0	0	1	2	0	0	0	0	3	3
06:15	0	0	0	0	0	0	0	0	0	0	0	0	8	3	1	0	0	0	12	12.5	1	0	10	1	0	0	0	0	12	11.2	0	0	2	2	0	0	0	0	4	4
06:30	0	0	0	0	0	0	0	0	0	0	1	1	6	1	0	0	0	0	9	7.6	0	0	37	7	2	0	0	0	46	47	1	0	5	1	1	0	0	0	8	7.7
06:45	0	0	0	0	0	0	0	0	0	0	1	0	5	4	1	0	0	0	11	10.7	0	1	27	4	0	0	0	0	32	31.4	0	1	8	3	0	0	0	0	12	11.4
H/TOT	0	0	0	0	0	0	0	0	0	0	2	2	19	8	2	0	0	0	33	31.2	1	1	80	12	2	0	1	0	97	97.6	1	1	16	8	1	0	0	0	27	26.1
07:00	0	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	0	14	14	0	0	30	8	2	0	0	0	40	41	1	0	9	1	0	0	0	0	11	10.2
07:15	0	0	0	0	0	0	0	0	0	0	0	2	13	2	0	0	0	0	17	15.8	0	0	36	6	0	0	0	0	42	42	1	0	5	1	0	0	0	0	7	6.2
07:30	0	0	0	0	0	0	0	0	0	0	2	1	18	2	0	0	0	0	23	20.8	0	0	29	4	0	0	0	0	33	33	0	0	5	0	0	0	0	0	5	5
07:45	0	0	0	0	0	0	0	0	0	0	1	1	25	5	0	0	0	0	32	30.6	2	0	44	5	1	0	1	0	53	52.9	0	0	4	2	1	0	0	0	7	7.5
H/TOT	0	0	0	0	0	0	0	0	0	0	3	4	69	10	0	0	0	0	86	81.2	2	0	139	23	3	0	1	0	168	168.9	2	0	23	4	1	0	0	0	30	28.9
08:00	0	0	0	0	0	0	0	0	0	0	0	2	31	3	1	0	0	0	37	36.3	3	0	32	10	1	0	1	0	47	46.1	1	0	13	2	2	0	0	0	18	18.2
08:15	0	0	0	0	0	0	0	0	0	0	2	2	30	1	1	1	0	0	37	36	5	0	36	1	0	1	0	0	43	40.3	1	0	15	3	1	0	0	0	20	19.7
08:30	0	0	0	0	0	0	0	0	0	0	6	1	21	5	0	0	0	0	33	27.6	2	0	34	1	0	0	0	0	37	35.4	2	1	11	2	0	0	0	0	16	13.8
08:45	0	0	0	0	0	0	0	0	0	0	7	1	22	3	1	0	0	0	34	28.3	4	0	29	3	0	0	0	0	36	32.8	4	0	14	5	0	0	0	0	23	19.8
H/TOT	0	0	0	0	0	0	0	0	0	0	15	6	104	12	3	1	0	0	141	128.2	14	0	131	15	1	1	1	0	163	154.6	8	1	53	12	3	0	0	0	77	71.5
09:00	0	0	0	0	0	0	0	0	0	0	2	0	22	0	2	0	0	0	26	25.4	6	1	26	4	0	0	0	0	37	31.6	2	0	13	0	0	0	0	0	15	13.4
09:15	0	0	0	0	0	0	0	0	0	0	4	1	24	1	0	0	0	0	30	26.2	1	0	25	7	0	0	0	0	33	32.2	0	0	9	2	0	0	0	0	11	11
09:30	0	0	0	0	0	0	0	0	0	0	1	1	16	1	0	0	0	0	19	17.6	0	0	19	3	0	0	0	0	22	22	1	0	9	2	1	0	0	0	13	12.7
09:45	0	0	0	0	0	0	0	0	0	0	0	1	19	6	0	0	0	0	26	25.4	0	0	24	2	3	1	1	0	31	34.8	0	0	2	3	0	0	0	0	5	5
H/TOT	0	0	0	0	0	0	0	0	0	0	7	3	81	8	2	0	0	0	101	94.6	7	1	94	16	3	1	1	0	123	120.6	3	0	33	7	1	0	0	0	44	42.1
4 TOT	0	0	0	0	0	0	0	0	0	0	27	15	273	38	7	1	0	0	361	335.2	24	2	444	66	9	2	4	0	551	541.7	14	2	125	31	6	0	0	0	178	168.6



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 3

Location: Commons Street/Mayor Street Lower/Commons Street/George's Dock

Date: Tue, 16 May 2023

RECEIVED: 23/12/2023

	A => A										A => B										A => C										A => D									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU
10:00	0	0	0	0	0	0	0	0	0	0	0	0	7	1	1	0	0	0	9	9.5	0	0	15	2	0	0	0	0	17	17	0	0	3	5	0	0	0	0	8	8
10:15	0	0	0	0	0	0	0	0	0	0	0	0	16	2	0	0	0	0	18	18	0	0	17	4	0	0	0	0	21	21	0	0	3	5	1	0	0	0	9	9.5
10:30	0	0	0	0	0	0	0	0	0	0	1	1	4	5	2	0	0	0	13	12.6	1	0	15	6	4	0	0	0	26	27.2	1	0	2	1	1	0	0	0	5	4.7
10:45	0	0	0	0	0	0	0	0	0	0	0	0	6	4	0	1	0	0	11	12.3	0	0	8	7	1	0	0	0	16	16.5	0	0	4	2	0	0	0	0	6	6
H/TOT	0	0	0	0	0	0	0	0	0	0	1	1	33	12	3	1	0	0	51	52.4	1	0	55	19	5	0	0	0	80	81.7	1	0	12	13	2	0	0	0	28	28.2
11:00	0	0	0	0	0	0	0	0	0	0	1	1	9	2	0	0	0	0	13	11.6	0	1	10	2	0	0	0	0	13	12.4	1	0	4	1	1	0	0	0	7	6.7
11:15	0	0	0	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	6	5.4	0	0	8	3	0	1	0	0	12	13.3	0	0	5	0	0	0	0	0	5	5
11:30	0	0	0	0	0	0	0	0	0	0	2	0	8	1	1	0	0	0	12	10.9	0	1	9	6	4	1	0	0	21	23.7	0	0	2	1	0	0	0	0	3	3
11:45	0	0	0	0	0	0	0	0	0	0	0	0	6	2	1	0	0	0	9	9.5	0	0	12	3	0	0	0	0	15	15	0	0	1	1	1	0	0	0	3	3.5
H/TOT	0	0	0	0	0	0	0	0	0	0	3	2	27	6	2	0	0	0	40	37.4	0	2	39	14	4	2	0	0	61	64.4	1	0	12	3	2	0	0	0	18	18.2
12:00	0	0	0	0	0	0	0	0	0	0	1	1	6	0	0	0	0	0	8	6.6	2	0	8	3	0	0	0	0	13	11.4	0	0	1	1	0	0	0	0	2	2
12:15	0	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	0	8	8	0	0	8	6	1	0	0	0	15	15.5	0	0	4	2	0	0	0	0	6	6
12:30	0	0	0	0	0	0	0	0	0	0	2	1	3	1	1	0	0	0	8	6.3	0	0	6	1	0	0	0	0	7	7	0	0	7	3	1	1	0	0	12	13.8
12:45	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	8	8	0	0	10	2	0	0	0	0	12	12	1	0	2	1	0	0	0	0	4	3.2
H/TOT	0	0	0	0	0	0	0	0	0	0	3	2	23	3	1	0	0	0	32	28.9	2	0	32	12	1	0	0	0	47	45.9	1	0	14	7	1	1	0	0	24	25
13:00	0	0	0	0	0	0	0	0	0	0	1	0	11	0	0	0	0	0	12	11.2	0	1	12	2	0	0	0	0	15	14.4	0	0	2	2	1	0	0	0	5	5.5
13:15	0	0	0	0	0	0	0	0	0	0	1	1	8	4	0	0	0	0	14	12.6	0	0	5	4	1	0	0	0	10	10.5	0	0	4	2	0	0	0	0	6	6
13:30	0	0	0	0	0	0	0	0	0	0	0	0	5	1	1	0	0	0	7	7.5	0	0	9	4	0	0	1	0	14	15	0	0	2	0	0	0	0	0	2	2
13:45	0	0	0	0	0	0	0	0	0	0	0	1	6	2	0	1	0	0	10	10.7	0	0	12	1	1	0	0	0	14	14.5	0	0	4	1	0	0	0	0	5	5
H/TOT	0	0	0	0	0	0	0	0	0	0	2	2	30	7	1	1	0	0	43	42	0	1	38	11	2	0	1	0	53	54.4	0	0	12	5	1	0	0	0	18	18.5
4 TOT	0	0	0	0	0	0	0	0	0	0	9	7	113	28	7	2	0	0	166	160.7	3	3	164	56	12	2	1	0	241	246.4	3	0	50	28	6	1	0	0	88	89.9



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 3

Location: Commons Street/Mayor Street Lower/Commons Street/George's Dock

Date: Tue, 16 May 2023

RECEIVED: 23/12/2023

	A => A										A => B										A => C										A => D										
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	
14:00	0	0	0	0	0	0	0	0	0	0	1	1	4	1	1	1	0	0	9	9.4	1	0	6	0	0	0	0	0	7	6.2	0	0	3	0	0	0	0	0	0	3	3
14:15	1	0	0	0	0	0	0	0	1	0.2	0	0	3	0	1	0	0	0	4	4.5	0	0	11	5	0	0	0	0	16	16	1	0	1	2	0	0	0	0	0	4	3.2
14:30	0	0	0	0	0	0	0	0	0	0	0	1	2	1	1	0	0	0	5	4.9	1	0	11	3	1	0	0	0	16	15.7	1	0	0	0	0	0	0	0	0	1	0.2
14:45	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	8	8	0	1	4	3	0	0	0	0	8	7.4	2	0	3	3	0	0	0	0	0	8	6.4
H/TOT	1	0	0	0	0	0	0	0	1	0.2	1	2	16	3	3	1	0	0	26	26.8	2	1	32	11	1	0	0	0	47	45.3	4	0	7	5	0	0	0	0	0	16	12.8
15:00	0	0	0	0	0	0	0	0	0	0	1	0	7	0	0	0	0	0	8	7.2	0	0	4	5	0	0	1	0	10	11	0	0	0	3	0	0	0	0	0	3	3
15:15	0	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	0	8	8	0	1	6	5	0	0	1	0	13	13.4	0	0	2	0	0	0	0	0	0	2	2
15:30	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	5	4.4	0	0	3	3	0	0	0	0	6	6	0	0	2	2	1	0	0	0	0	5	5.5
15:45	0	0	0	0	0	0	0	0	0	0	1	0	8	1	0	0	0	0	10	9.2	0	0	8	1	1	1	1	0	12	14.8	0	1	1	1	0	0	0	0	0	3	2.4
H/TOT	0	0	0	0	0	0	0	0	0	0	2	1	25	3	0	0	0	0	31	28.8	0	1	21	14	1	1	3	0	41	45.2	0	1	5	6	1	0	0	0	0	13	12.9
16:00	0	0	0	0	0	0	0	0	0	0	0	1	5	1	0	0	0	0	7	6.4	0	0	7	3	0	0	0	0	10	10	1	0	0	1	0	0	0	0	0	2	1.2
16:15	0	0	0	0	0	0	0	0	0	0	1	1	9	0	0	0	0	0	11	9.6	0	0	3	1	0	0	0	0	4	4	0	0	4	2	0	0	0	0	0	6	6
16:30	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6	2	0	14	2	0	1	0	0	19	18.7	2	1	2	0	0	0	0	0	0	5	2.8
16:45	0	0	0	0	0	0	0	0	0	0	1	0	8	1	0	0	0	0	10	9.2	2	0	10	2	0	0	0	0	14	12.4	1	1	5	1	0	0	0	0	0	8	6.6
H/TOT	0	0	0	0	0	0	0	0	0	0	2	2	28	2	0	0	0	0	34	31.2	4	0	34	8	0	1	0	0	47	45.1	4	2	11	4	0	0	0	0	0	21	16.6
17:00	0	0	0	0	0	0	0	0	0	0	2	0	13	1	1	0	0	0	17	15.9	1	0	7	0	0	0	0	0	8	7.2	0	0	2	0	0	0	0	0	0	2	2
17:15	0	0	0	0	0	0	0	0	0	0	2	1	6	1	0	0	0	0	10	7.8	1	0	12	1	0	0	0	0	14	13.2	2	0	3	0	0	0	0	0	0	5	3.4
17:30	0	0	0	0	0	0	0	0	0	0	1	0	7	0	0	0	0	0	8	7.2	2	0	11	0	0	0	0	0	13	11.4	1	0	1	0	0	0	0	0	0	2	1.2
17:45	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	4	3.4	0	0	14	1	1	0	0	0	16	16.5	2	0	4	1	0	0	0	0	0	7	5.4
H/TOT	0	0	0	0	0	0	0	0	0	0	5	2	29	2	1	0	0	0	39	34.3	4	0	44	2	1	0	0	0	51	48.3	5	0	10	1	0	0	0	0	0	16	12
4 TOT	1	0	0	0	0	0	0	0	1	0.2	10	7	98	10	4	1	0	0	130	121.1	10	2	131	35	3	2	3	0	186	183.9	13	3	33	16	1	0	0	0	0	66	54.3



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 3

Location: Commons Street/Mayor Street Lower/ Commons Street/George's Dock

Date: Tue, 16 May 2023

RECEIVED: 23/12/2023

	A => A										A => B										A => C										A => D									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU
18:00	0	0	0	0	0	0	0	0	0	0	0	1	8	0	0	0	0	0	9	8.4	0	0	9	0	0	0	0	0	9	9	0	0	3	0	0	0	0	0	3	3
18:15	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	5	3.8	4	0	14	0	0	0	0	0	18	14.8	0	0	3	0	0	0	0	0	3	3
18:30	0	0	0	0	0	0	0	0	0	0	1	1	5	0	0	0	0	0	7	5.6	2	0	18	0	0	0	0	0	20	18.4	0	0	3	0	0	0	0	0	3	3
18:45	0	0	0	0	0	0	0	0	0	0	2	1	10	1	0	0	0	0	14	11.8	1	0	15	1	0	0	0	0	17	16.2	0	0	2	0	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	3	5	26	1	0	0	0	0	35	29.6	7	0	56	1	0	0	0	0	64	58.4	0	0	11	0	0	0	0	0	11	11
19:00	0	0	0	0	0	0	0	0	0	0	1	1	6	0	0	0	0	0	8	6.6	0	1	8	2	0	0	1	0	12	12.4	1	0	7	0	0	0	0	0	8	7.2
19:15	0	0	0	0	0	0	0	0	0	0	2	0	4	0	0	0	0	0	6	4.4	0	0	7	0	0	0	0	0	7	7	0	0	1	0	0	0	0	0	1	1
19:30	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3	2.2	1	0	9	1	0	0	0	0	11	10.2	1	0	2	0	0	0	0	0	3	2.2
19:45	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	6	3.8	1	0	3	1	0	0	0	0	5	4.2	0	0	1	1	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	6	2	15	0	0	0	0	0	23	17	2	1	27	4	0	0	1	0	35	33.8	2	0	11	1	0	0	0	0	14	12.4
2 TOT	0	0	0	0	0	0	0	0	0	0	9	7	41	1	0	0	0	0	58	46.6	9	1	83	5	0	0	1	0	99	92.2	2	0	22	1	0	0	0	0	25	23.4
14 TOT	1	0	0	0	0	0	0	0	1	0.2	55	36	525	77	18	4	0	0	715	663.6	46	8	822	162	24	6	9	0	1077	1064.2	32	5	230	76	13	1	0	0	357	336.2



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 3

Location: Commons Street/Mayor Street Lower/Commons Street/George's Dock

Date: Tue, 16 May 2023

RECEIVED: 23/12/2023

	B => A										B => B										B => C										B => D										
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	2.5
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.4	1	0	0	0	0	0	0	1	2	1.2
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	2.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.4	2	0	0	0	2	0	0	3	7	6.4
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	3	2.2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	4	2.4
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	4	2.4
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	8	13	9
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	4	2.4
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	2	6	2.8
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	2	5	3.4
08:45	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.4	1	0	0	0	0	0	0	2	3	2.2
H/TOT	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.4	9	0	1	0	0	0	0	8	18	10.8	
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	2	5	2.6
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	0	0	0	2	9	4.2
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	3	0	0	0	0	0	0	2	5	2.6	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	12	0	1	0	0	0	0	9	22	12.4	
4 TOT	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	1	0	1	0	0	0	0	0	4	1.8	28	0	2	0	2	0	0	28	60	38.6



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 3

Location: Commons Street/Mayor Street Lower/Commons Street/George's Dock

Date: Tue, 16 May 2023

RECEIVED: 23/12/2023

	B => A										B => B										B => C										B => D									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	4	2.4
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	0	0	2	9	4.7	
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	1	0	0	8	17	11.1	
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	1	6	2	
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	3	2.2	
11:45	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	2	5	2.6	
H/TOT	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	7	16	8.8	
12:00	1	0	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3	2.2	4	0	0	0	0	0	0	2	6	2.8
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	2	5	2.6	
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	2	8	3.2	
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	2	5	3.4	
H/TOT	1	0	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3	2.2	15	0	0	1	0	0	0	8	24	12.0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	2	0	0	0	0	0	0	3	5	3.4
13:15	1	0	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	1	0	0	0	0	0	0	2	3	2.2
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	4	2.4	
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	2	7	3	
H/TOT	1	0	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	10	0	0	0	0	0	0	9	19	11
4 TOT	2	0	1	0	0	0	0	0	3	1.4	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	5	4.2	42	0	0	1	1	0	0	32	76	42.9



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 3

Location: Commons Street/Mayor Street Lower/Commons Street/George's Dock

Date: Tue, 16 May 2023

RECEIVED: 23/12/2023

	B => A										B => B										B => C										B => D										
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	
14:00	1	0	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	4	2.4
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	4	1.8
14:30	1	0	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	5	3.4
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	
H/TOT	2	0	0	0	0	0	0	0	2	0.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	8	15	9.6
15:00	1	0	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	3	2.2
15:15	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	2	5	2.6
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	4	2.4
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	4	2.4
H/TOT	1	0	1	0	0	0	0	0	2	1.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	8	16	9.6
16:00	1	0	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	2	5	2.6
16:15	3	0	0	0	0	0	0	0	3	0.6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2	4	0	0	0	0	0	0	2	6	2.8
16:30	1	0	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	2	6	2.8
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2	4	0	0	0	0	0	0	3	7	3.8
H/TOT	5	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.4	15	0	0	0	0	0	0	9	24	12
17:00	2	0	0	0	0	0	0	0	2	0.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	2	6	2.8
17:15	4	0	2	0	0	0	0	0	6	2.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	4	1.6
17:30	1	0	1	0	0	0	0	0	2	1.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	3	8	4
17:45	1	0	1	0	0	0	0	0	2	1.2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1.2	1	0	1	0	0	0	0	3	5	4.2
H/TOT	8	0	4	0	0	0	0	0	12	5.6	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1.2	13	0	1	0	0	0	0	0	9	23	12.6
4 TOT	16	0	5	0	0	0	0	0	21	8.2	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	4	1.6	42	1	1	0	0	0	0	34	78	43.8



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 3

Location: Commons Street/Mayor Street Lower/Commons Street/George's Dock

Date: Tue, 16 May 2023

RECEIVED: 23/12/2023

	B => A										B => B										B => C										B => D										
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	
18:00	2	0	2	0	0	0	0	0	4	2.4	1	0	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	1	0	0	0	2	7	3.8
18:15	1	0	1	0	0	0	0	0	2	1.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	2	6	2.8	
18:30	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	2	6	2.8	
18:45	1	0	0	0	0	0	0	0	1	0.2	1	0	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	2	7	3	
H/TOT	4	0	4	0	0	0	0	0	8	4.8	2	0	0	0	0	0	0	0	2	0.4	0	0	0	0	0	0	0	0	0	0	17	0	0	1	0	0	0	8	26	12.4	
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	2	7	3	
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	2	7	3	
19:30	1	0	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	1	10	2.8	
19:45	1	0	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2	5	0	0	0	0	0	0	2	7	3
H/TOT	2	0	0	0	0	0	0	0	2	0.4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2	24	0	0	0	0	0	0	7	31	11.8	
2 TOT	6	0	4	0	0	0	0	0	10	5.2	2	0	0	0	0	0	0	0	2	0.4	1	0	0	0	0	0	0	0	1	0.2	41	0	0	1	0	0	0	15	57	24.2	
14 TOT	24	0	11	0	0	0	0	0	35	15.8	2	0	0	0	0	0	0	0	2	0.4	7	1	5	1	0	0	0	0	14	7.8	153	1	3	2	3	0	0	109	271	149.5	



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 3

Location: Commons Street/Mayor Street Lower/Commons Street/George's Dock

Date: Tue, 16 May 2023

RECEIVED: 23/12/2023

	C => A										C => B										C => C										C => D										
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	
06:00	0	0	4	1	0	0	0	0	5	5	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	3	3
06:15	0	0	8	0	0	0	2	0	10	12	0	0	2	3	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	4	4
06:30	1	0	8	5	0	0	3	0	17	19.2	1	0	5	3	0	0	0	0	9	8.2	0	0	0	0	0	0	0	0	0	0	0	0	1	4	1	1	0	0	0	7	6.9
06:45	1	0	15	3	1	0	3	0	23	25.7	0	2	11	6	0	0	0	0	19	17.8	0	0	0	0	0	0	0	0	0	0	0	0	9	2	1	0	0	0	12	12.5	
H/TOT	2	0	35	9	1	0	8	0	55	61.9	1	2	21	12	0	0	0	0	36	34	0	0	0	0	0	0	0	0	0	0	0	1	16	7	2	0	0	0	26	26.4	
07:00	0	0	14	3	0	0	0	0	17	17	0	0	15	3	1	0	0	0	19	19.5	0	0	0	0	0	0	0	0	0	0	0	0	1	7	0	1	0	0	0	9	8.9
07:15	1	0	9	3	1	0	3	0	17	19.7	0	0	10	2	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	1	0	0	0	8	8.5
07:30	1	0	13	1	1	0	4	0	20	23.7	0	1	14	5	2	0	0	0	22	22.4	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	1	0	0	0	9	9.5
07:45	2	0	19	4	0	0	1	0	26	25.4	0	2	27	2	3	0	0	0	34	34.3	0	0	0	0	0	0	0	0	0	0	0	1	0	3	2	0	0	0	0	6	5.2
H/TOT	4	0	55	11	2	0	8	0	80	85.8	0	3	66	12	6	0	0	0	87	88.2	0	0	0	0	0	0	0	0	0	0	0	1	1	21	6	3	0	0	0	32	32.1
08:00	1	0	16	3	0	0	4	0	24	27.2	1	0	26	1	0	0	0	0	28	27.2	0	0	0	0	0	0	0	0	0	0	0	4	3	6	4	1	0	0	0	18	13.5
08:15	1	0	16	2	1	0	3	0	23	25.7	0	1	29	1	0	0	0	0	31	30.4	0	0	0	0	0	0	0	0	0	0	0	2	0	14	2	1	0	0	0	19	17.9
08:30	0	1	27	5	1	0	2	0	36	37.9	0	2	19	3	0	0	0	0	24	22.8	0	0	0	0	0	0	0	0	0	0	0	2	0	9	0	2	0	0	0	13	12.4
08:45	3	0	18	0	0	0	5	0	26	28.6	0	1	20	0	2	0	0	0	23	23.4	0	0	0	0	0	0	0	0	0	0	0	7	2	14	2	1	0	0	0	26	19.7
H/TOT	5	1	77	10	2	0	14	0	109	119.4	1	4	94	5	2	0	0	0	106	103.8	0	0	0	0	0	0	0	0	0	0	0	15	5	43	8	5	0	0	0	76	63.5
09:00	2	0	15	2	0	0	2	0	21	21.4	0	2	15	3	1	1	0	0	22	22.6	0	0	0	0	0	0	0	0	0	0	0	4	1	9	0	1	0	0	0	15	11.7
09:15	1	0	18	3	1	0	2	0	25	26.7	0	0	18	3	1	0	0	0	22	22.5	0	0	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	0	15	15
09:30	2	0	11	3	0	0	3	0	19	20.4	0	0	18	2	2	0	0	0	22	23	0	0	0	0	0	0	0	0	0	0	2	1	6	5	0	0	0	0	14	11.8	
09:45	0	1	16	1	0	0	2	0	20	21.4	0	0	8	4	2	1	0	0	15	17.3	0	0	0	0	0	0	0	0	0	0	1	0	6	2	1	0	0	0	10	9.7	
H/TOT	5	1	60	9	1	0	9	0	85	89.9	0	2	59	12	6	2	0	0	81	85.4	0	0	0	0	0	0	0	0	0	0	7	2	35	8	2	0	0	0	54	48.2	
4 TOT	16	2	227	39	6	0	39	0	329	357	2	11	240	41	14	2	0	0	310	311.4	0	0	0	0	0	0	0	0	0	0	23	9	115	29	12	0	0	0	188	170.2	



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 3

Location: Commons Street/Mayor Street Lower/Commons Street/George's Dock

Date: Tue, 16 May 2023

RECEIVED: 23/12/2023

	C => A										C => B										C => C										C => D									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU
10:00	0	0	15	2	0	0	5	0	22	27	0	1	8	2	1	0	0	0	12	11.9	0	0	0	0	0	0	0	0	0	0	1	0	10	1	1	0	0	0	13	12.7
10:15	1	0	15	3	1	0	3	0	23	25.7	0	0	5	2	1	1	0	0	9	10.8	0	0	0	0	0	0	0	0	0	0	1	0	9	4	1	0	0	0	15	14.7
10:30	1	0	12	6	1	0	2	0	22	23.7	0	0	6	2	1	0	0	0	9	9.5	0	0	0	0	0	0	0	0	0	0	0	1	8	2	0	0	0	0	11	10.4
10:45	0	0	16	1	1	1	2	0	21	24.8	0	0	6	2	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	1	8	1	0	0	0	0	10	9.4
H/TOT	2	0	58	12	3	1	12	0	88	101.2	0	1	25	8	3	1	0	0	38	40.2	0	0	0	0	0	0	0	0	0	0	2	2	35	8	2	0	0	0	49	47.2
11:00	0	0	12	3	2	0	3	0	20	24	0	0	10	5	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	7	3	0	0	0	0	10	10
11:15	0	0	12	1	2	0	4	0	19	24	0	0	4	3	2	0	0	0	9	10	0	0	0	0	0	0	0	0	0	0	0	1	6	7	1	0	0	0	15	14.9
11:30	0	0	14	8	1	0	3	0	26	29.5	0	1	6	4	0	1	0	0	12	12.7	0	0	0	0	0	0	0	0	0	0	1	0	4	9	0	0	0	0	14	13.2
11:45	0	1	8	2	0	0	0	0	11	10.4	0	0	1	4	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	6	4	1	0	0	0	11	11.5
H/TOT	0	1	46	14	5	0	10	0	76	87.9	0	1	21	16	2	1	0	0	41	42.7	0	0	0	0	0	0	0	0	0	0	1	1	23	23	2	0	0	0	50	49.6
12:00	0	1	20	6	0	0	2	0	29	30.4	0	1	7	4	2	0	0	0	14	14.4	0	0	0	0	0	0	0	0	0	0	1	1	6	5	0	0	0	0	13	11.6
12:15	0	0	12	5	0	0	4	0	21	25	0	1	5	3	1	0	0	0	10	9.9	0	0	0	0	0	0	0	0	0	0	4	0	7	3	0	0	0	0	14	10.8
12:30	0	0	12	1	0	0	1	0	14	15	0	1	6	4	0	0	0	0	11	10.4	0	0	0	0	0	0	0	0	0	0	4	2	3	2	0	0	0	0	11	6.6
12:45	0	0	11	2	2	0	3	0	18	22	0	0	8	7	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	2	0	5	8	0	0	0	0	15	13.4
H/TOT	0	1	55	14	2	0	10	0	82	92.4	0	3	26	18	3	0	0	0	50	49.7	0	0	0	0	0	0	0	0	0	0	11	3	21	18	0	0	0	0	53	42.4
13:00	1	1	25	2	1	0	2	0	32	33.1	0	2	7	7	0	0	0	0	16	14.8	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	4	1.6
13:15	0	0	14	6	1	0	6	0	27	33.5	1	1	9	3	1	0	0	0	15	14.1	0	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	0	8	8
13:30	0	0	10	4	1	0	2	0	17	19.5	0	0	5	2	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	1	3	2	0	0	0	0	6	5.4
13:45	1	1	18	5	0	0	4	0	29	31.6	0	0	8	2	2	0	0	0	12	13	0	0	0	0	0	0	0	0	0	0	1	0	3	2	0	0	0	0	6	5.2
H/TOT	2	2	67	17	3	0	14	0	105	117.7	1	3	29	14	3	0	0	0	50	48.9	0	0	0	0	0	0	0	0	0	0	4	1	13	6	0	0	0	0	24	20.2
4 TOT	4	4	226	57	13	1	46	0	351	399.2	1	8	101	56	11	2	0	0	179	181.5	0	0	0	0	0	0	0	0	0	0	18	7	92	55	4	0	0	0	176	159.4



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 3

Location: Commons Street/Mayor Street Lower/Commons Street/George's Dock

Date: Tue, 16 May 2023

	C => A										C => B										C => C										C => D											
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU		
14:00	0	2	16	3	0	0	3	0	24	25.8	0	0	3	2	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	7	7	
14:15	0	0	14	2	0	0	4	0	20	24	1	0	9	2	2	0	0	0	14	14.2	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	6	5.4	
14:30	1	0	13	6	1	0	1	0	22	22.7	1	2	4	1	1	0	0	0	9	7.5	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	5	5	
14:45	0	0	16	4	1	0	4	0	25	29.5	0	0	2	1	1	0	0	0	4	4.5	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	4	2.6	
H/TOT	1	2	59	15	2	0	12	0	91	102	2	2	18	6	4	0	0	0	32	31.2	0	0	0	0	0	0	0	0	0	0	1	2	16	3	0	0	0	0	0	22	20	
15:00	2	0	23	8	1	0	2	0	36	36.9	0	0	6	2	1	0	0	0	9	9.5	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	6	6	
15:15	0	0	23	3	0	0	3	0	29	32	0	1	3	3	2	0	0	0	9	9.4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	3	2.7
15:30	0	1	22	3	1	0	3	0	30	32.9	1	0	6	1	0	0	0	0	8	7.2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	5	5.5
15:45	2	0	45	8	0	0	6	0	61	65.4	1	2	1	2	0	0	0	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	4	1	113	22	2	0	14	0	156	167.2	2	3	16	8	3	0	0	0	32	30.1	0	0	0	0	0	0	0	0	0	0	1	0	6	6	2	0	0	0	0	15	15.2	
16:00	1	0	39	9	0	1	2	0	52	54.5	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	2	1	4	0	0	0	0	0	7	4.8	
16:15	1	0	29	5	0	0	5	0	40	44.2	1	0	6	2	0	0	0	0	9	8.2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4
16:30	3	0	31	2	0	0	5	0	41	43.6	0	1	12	1	2	0	0	0	16	16.4	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	5
16:45	3	0	18	1	0	0	0	0	22	19.6	1	1	7	1	0	0	0	0	10	8.6	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	4	3.4
H/TOT	8	0	117	17	0	1	12	0	155	161.9	2	2	29	4	2	0	0	0	39	37.2	0	0	0	0	0	0	0	0	0	0	2	2	16	0	0	0	0	0	0	20	17.2	
17:00	4	0	42	2	1	0	4	0	53	54.3	0	0	12	2	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	2	1	4	1	0	0	1	0	9	7.8		
17:15	2	1	29	6	0	0	4	0	42	43.8	1	1	7	3	0	0	0	0	12	10.6	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	5	3.4	
17:30	4	1	35	6	0	0	5	0	51	52.2	0	0	10	2	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	4	3.2	
17:45	3	0	32	0	0	0	3	0	38	38.6	2	0	11	1	0	0	0	0	14	12.4	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2	
H/TOT	13	2	138	14	1	0	16	0	184	188.9	3	1	40	8	0	0	0	0	52	49	0	0	0	0	0	0	0	0	0	0	5	1	11	2	0	0	1	0	20	16.4		
4 TOT	26	5	427	68	5	1	54	0	586	620	9	8	103	26	9	0	0	0	155	147.5	0	0	0	0	0	0	0	0	0	0	9	5	49	11	2	0	1	0	77	68.8		



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 3

Location: Commons Street/Mayor Street Lower/Commons Street/George's Dock

Date: Tue, 16 May 2023

RECEIVED: 23/12/2023

	C => A										C => B										C => C										C => D										
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	
18:00	4	1	36	2	1	0	3	0	47	46.7	0	0	9	1	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	2	0	4	1	0	0	0	0	7	5.4
18:15	2	1	45	2	0	0	4	0	54	55.8	1	1	11	2	0	0	1	0	16	15.6	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4	4
18:30	2	0	27	1	0	0	1	0	31	30.4	2	1	4	0	0	0	0	0	7	4.8	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
18:45	1	0	35	0	0	0	2	0	38	39.2	1	0	8	0	0	0	0	0	9	8.2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	5	5
H/TOT	9	2	143	5	1	0	10	0	170	172.1	4	2	32	3	0	0	1	0	42	38.6	0	0	0	0	0	0	0	0	0	0	0	2	0	13	4	0	0	0	0	19	17.4
19:00	2	0	26	0	1	0	2	0	31	31.9	0	5	7	2	0	0	0	0	14	11	0	0	0	0	0	0	0	0	0	0	0	1	2	4	0	0	0	0	0	7	5
19:15	0	0	23	1	0	0	3	0	27	30	2	1	7	1	0	0	0	0	11	8.8	0	0	0	0	0	0	0	0	0	0	0	1	0	5	1	0	0	0	0	7	6.2
19:30	0	0	15	0	0	0	1	0	16	17	2	0	6	1	1	0	0	0	10	8.9	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	7	7
19:45	1	1	10	0	1	0	3	0	16	18.1	0	1	7	1	0	0	0	0	9	8.4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	5	5.5
H/TOT	3	1	74	1	2	0	9	0	90	97	4	7	27	5	1	0	0	0	44	37.1	0	0	0	0	0	0	0	0	0	0	2	2	19	2	1	0	0	0	26	23.7	
2 TOT	12	3	217	6	3	0	19	0	260	269.1	8	9	59	8	1	0	1	0	86	75.7	0	0	0	0	0	0	0	0	0	0	4	2	32	6	1	0	0	0	45	41.1	
14 TOT	58	14	1097	170	27	2	158	0	1526	1645.3	20	36	503	131	35	4	1	0	730	716.1	0	0	0	0	0	0	0	0	0	0	54	23	288	101	19	0	1	0	486	439.5	



Survey Name: 173 23244 - Mayor Street, Dublin 1

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	D => A										D => B										D => C										D => D										
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	1	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
06:30	0	0	3	0	0	0	0	0	3	3	1	0	0	1	1	0	0	1	4	3.7	1	0	0	2	0	0	0	0	3	2.2	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	1	0	0	0	0	1	1	8	0	1	1	1	0	0	2	13	7.1	0	0	3	2	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	4	1	0	0	0	0	5	5	9	0	1	4	2	0	0	4	20	13.8	1	0	3	6	0	0	0	0	10	9.2	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	3	0	1	0	0	0	4	4.5	1	0	0	0	1	0	0	2	4	3.7	1	0	1	2	0	0	0	0	4	3.2	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	3	0	0	0	0	0	3	3	2	0	1	0	0	0	0	1	4	2.4	0	0	1	1	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	2	0	0	0	0	0	2	2	3	0	1	1	0	0	0	3	8	5.6	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	1	0	0	0	0	1	1	0	1	0	1	1	0	0	1	4	3.9	1	0	2	0	0	0	0	0	3	2.2	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	8	1	1	0	0	0	10	10.5	6	1	2	2	2	0	0	7	20	15.6	2	0	4	4	0	0	0	0	10	8.4	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3	5	4.7	2	0	2	0	0	0	0	4	2.4	0	0	0	0	0	0	0	0	0	0	0	
08:15	1	0	3	5	1	0	0	0	10	9.7	1	0	1	3	1	0	0	2	8	7.7	0	0	3	2	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	4	2	0	1	0	0	7	8.3	1	0	1	1	3	0	0	2	8	8.7	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	2	7	5.4	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	7	7	1	1	0	0	17	18	5	0	4	5	5	0	0	9	28	26.5	2	0	9	2	0	0	0	0	13	11.4	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	3	1	0	0	0	0	4	4	1	0	0	0	0	0	0	3	4	3.2	1	0	2	0	0	0	0	3	2.2	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	2	1	1	0	0	0	4	4.5	2	0	1	2	0	0	0	2	7	5.4	0	0	3	0	1	0	0	0	4	4.5	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	1	2	0	0	0	0	3	3	0	0	2	3	0	0	0	2	7	7	0	0	3	1	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	3	1	0	0	0	0	4	4	1	0	0	1	1	0	0	2	5	4.7	0	0	4	1	1	0	0	0	6	6.5	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	9	5	1	0	0	0	15	15.5	4	0	3	6	1	0	0	9	23	20.3	1	0	12	2	2	0	0	0	17	17.2	0	0	0	0	0	0	0	0	0	0	0
4 TOT	1	0	28	14	3	1	0	0	47	49	24	1	10	17	10	0	0	29	91	76.2	6	0	28	14	2	0	0	0	50	46.2	0	0	0	0	0	0	0	0	0	0	0



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 3

Location: Commons Street/Mayor Street Lower/Commons Street/George's Dock

Date: Tue, 16 May 2023

RECEIVED: 23/12/2023

	D => A										D => B										D => C										D => D												
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU			
10:00	0	0	3	1	0	0	0	0	4	4	2	0	1	2	0	0	0	2	7	5.4	0	0	4	2	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	
10:15	0	0	5	0	1	0	0	0	6	6.5	0	0	1	1	0	0	0	2	4	4	0	0	3	3	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	
10:30	0	0	4	3	1	0	0	0	8	8.5	1	0	2	1	1	0	0	2	7	6.7	0	1	4	1	0	0	0	0	0	6	5.4	0	0	0	0	0	0	0	0	0	0	0	
10:45	0	0	4	2	0	0	0	0	6	6	0	0	0	1	0	0	0	2	3	3	0	1	4	1	0	0	0	0	0	6	5.4	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	16	6	2	0	0	0	24	25	3	0	4	5	1	0	0	8	21	19.1	0	2	15	7	0	0	0	0	24	22.8	0	0	0	0	0	0	0	0	0	0	0	0	
11:00	0	0	3	0	0	0	0	0	3	3	3	0	2	1	0	0	0	1	7	4.6	0	0	3	4	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	
11:15	0	0	3	3	0	0	0	0	6	6	0	0	3	2	0	0	0	3	8	8	0	1	3	0	0	0	0	0	0	4	3.4	0	0	0	0	0	0	0	0	0	0	0	
11:30	0	0	1	4	1	0	0	0	6	6.5	0	0	1	1	0	0	0	1	3	3	0	0	4	1	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	
11:45	0	0	1	5	0	0	0	0	6	6	2	0	0	0	0	0	0	3	5	3.4	0	0	3	3	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	8	12	1	0	0	0	21	21.5	5	0	6	4	0	0	0	8	23	19	0	1	13	8	0	0	0	0	0	22	21.4	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	3	6	0	0	0	0	9	9	0	0	1	1	1	0	0	2	5	5.5	1	1	5	5	0	0	0	0	0	12	10.6	0	0	0	0	0	0	0	0	0	0	0	
12:15	1	0	2	1	0	0	0	0	4	3.2	5	0	1	1	0	0	0	2	9	5	2	0	10	0	0	0	0	0	0	12	10.4	0	0	0	0	0	0	0	0	0	0	0	
12:30	0	0	0	0	0	0	0	0	0	0	5	0	0	1	1	0	0	2	9	5.5	0	0	7	4	1	0	0	0	0	12	12.5	0	0	0	0	0	0	0	0	0	0	0	
12:45	0	0	3	2	0	0	0	0	5	5	2	1	0	1	0	0	0	2	6	3.8	1	1	4	4	2	0	0	0	0	12	11.6	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	1	0	8	9	0	0	0	0	18	17.2	12	1	2	4	2	0	0	8	29	19.8	4	2	26	13	3	0	0	0	0	48	45.1	0	0	0	0	0	0	0	0	0	0	0	
13:00	0	0	3	2	0	0	0	0	5	5	2	0	1	4	0	0	0	1	8	6.4	0	0	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	
13:15	0	0	1	1	1	0	0	0	3	3.5	0	0	1	2	0	0	0	3	6	6	0	1	4	0	0	0	0	0	5	4.4	0	0	0	0	0	0	0	0	0	0	0	0	
13:30	0	0	2	3	0	0	0	0	5	5	2	0	1	0	0	0	0	1	4	2.4	0	0	7	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	
13:45	0	0	4	2	0	0	0	0	6	6	5	0	0	3	0	0	0	3	11	7	1	0	1	3	0	0	0	0	5	4.2	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	10	8	1	0	0	0	19	19.5	9	0	3	9	0	0	0	8	29	21.8	1	1	16	3	0	0	0	0	21	19.6	0	0	0	0	0	0	0	0	0	0	0	0	
4 TOT	1	0	42	35	4	0	0	0	82	83.2	29	1	15	22	3	0	0	32	102	79.7	5	6	70	31	3	0	0	0	115	108.9	0	0	0	0	0	0	0	0	0	0	0	0	



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 3

Location: Commons Street/Mayor Street Lower/ Commons Street/George's Dock

Date: Tue, 16 May 2023

RECEIVED: 23/12/2023

	D => A										D => B										D => C										D => D											
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU		
14:00	1	0	6	0	0	0	0	0	7	6.2	1	1	1	2	0	0	0	2	7	5.6	0	0	4	1	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	4	2	0	0	0	0	6	6	1	2	1	1	0	0	0	2	7	5	0	1	4	2	0	0	0	0	0	7	6.4	0	0	0	0	0	0	0	0	0	0	0
14:30	0	1	1	1	0	0	0	0	3	2.4	1	1	0	2	0	0	0	1	5	3.6	1	0	3	1	0	0	0	0	5	4.2	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	2	1	0	0	0	0	3	3	1	1	0	0	0	0	0	3	5	3.6	0	0	4	1	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	1	13	4	0	0	0	0	19	17.6	4	5	2	5	0	0	0	8	24	17.8	1	1	15	5	0	0	0	0	22	20.6	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	1	0	0	0	0	0	1	1	3	0	0	2	0	0	0	2	7	4.6	0	0	4	1	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	4	0	0	0	0	0	4	4	0	0	1	1	0	0	0	2	4	4	1	1	6	1	0	0	0	0	9	7.6	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	2	0	1	0	0	0	3	3.5	5	0	0	1	1	0	0	2	9	5.5	1	0	2	1	0	0	0	0	4	3.2	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	1	3	1	2	0	0	0	7	7.4	3	0	3	0	0	0	0	2	8	5.6	0	0	1	2	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	10	1	3	0	0	0	15	15.9	11	0	4	4	1	0	0	8	28	19.7	2	1	13	5	0	0	0	0	21	18.8	0	0	0	0	0	0	0	0	0	0	0	0
16:00	1	1	5	1	0	0	0	0	8	6.6	2	0	2	0	0	0	0	2	6	4.4	2	0	2	0	0	0	0	0	4	2.4	1	0	0	0	0	0	0	0	0	1	0.2	0
16:15	0	1	8	2	0	0	0	0	11	10.4	2	0	1	0	0	0	0	2	5	3.4	0	1	8	1	0	0	0	0	10	9.4	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	4	0	0	0	0	0	4	4	0	0	1	0	0	0	0	2	3	3	0	0	6	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0
16:45	1	0	12	0	0	0	0	0	13	12.2	1	0	2	0	0	0	0	2	5	4.2	0	1	7	0	0	0	0	0	8	7.4	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	2	29	3	0	0	0	0	36	33.2	5	0	6	0	0	0	0	8	19	15	2	2	23	1	0	0	0	0	28	25.2	1	0	0	0	0	0	0	0	0	1	0.2	0
17:00	1	1	17	0	0	0	0	0	19	17.6	1	0	4	1	0	0	0	2	8	7.2	1	0	8	1	0	0	0	0	10	9.2	0	0	0	0	0	0	0	0	0	0	0	0
17:15	2	1	13	1	0	0	0	0	17	14.8	2	0	0	2	0	0	0	3	7	5.4	1	1	9	0	0	0	0	0	11	9.6	0	0	0	0	0	0	0	0	0	0	0	0
17:30	1	0	6	0	0	0	0	0	7	6.2	3	0	0	0	0	0	0	2	5	2.6	1	0	7	0	0	0	0	0	8	7.2	0	0	0	0	0	0	0	0	0	0	0	0
17:45	4	1	9	1	0	0	0	0	15	11.2	2	0	1	0	0	0	0	3	6	4.4	0	0	7	1	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	8	3	45	2	0	0	0	0	58	49.8	8	0	5	3	0	0	0	10	26	19.6	3	1	31	2	0	0	0	0	37	34	0	0	0	0	0	0	0	0	0	0	0	0
4 TOT	11	7	97	10	3	0	0	0	128	116.5	28	5	17	12	1	0	0	34	97	72.1	8	5	82	13	0	0	0	0	108	98.6	1	0	0	0	0	0	0	0	0	1	0.2	0



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 3

Location: Commons Street/Mayor Street Lower/Commons Street/George's Dock

Date: Tue, 16 May 2023

RECEIVED: 23/12/2023

	D => A										D => B										D => C										D => D										
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	
18:00	3	0	14	0	0	0	0	0	17	14.6	6	1	0	0	0	0	0	2	9	3.6	1	0	15	1	0	0	0	0	17	16.2	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	7	0	0	0	0	0	7	7	1	0	3	0	0	0	0	1	5	4.2	2	1	7	1	0	0	0	0	11	8.8	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	9	0	0	0	0	0	9	9	3	0	0	0	0	0	0	3	6	3.6	1	0	8	0	0	0	0	0	9	8.2	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	3	0	0	0	0	0	3	3	2	0	1	1	0	0	0	2	6	4.4	3	0	10	0	0	0	0	0	13	10.6	0	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	33	0	0	0	0	0	36	33.6	12	1	4	1	0	0	0	8	26	15.8	7	1	40	2	0	0	0	0	50	43.8	0	0	0	0	0	0	0	0	0	0	0
19:00	1	0	7	1	0	0	0	0	9	8.2	3	0	0	0	0	0	0	2	5	2.6	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	9	0	0	0	0	0	9	9	3	0	2	0	0	0	0	1	6	3.6	0	0	3	1	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0
19:30	1	0	7	0	0	0	0	0	8	7.2	6	0	1	1	0	0	0	2	10	5.2	0	0	6	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0
19:45	1	0	1	0	0	0	0	0	2	1.2	7	0	3	0	0	0	0	2	12	6.4	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	24	1	0	0	0	0	28	25.6	19	0	6	1	0	0	0	7	33	17.8	0	0	13	1	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0
2 TOT	6	0	57	1	0	0	0	0	64	59.2	31	1	10	2	0	0	0	15	59	33.6	7	1	53	3	0	0	0	0	64	57.8	0	0	0	0	0	0	0	0	0	0	0
14 TOT	19	7	224	60	10	1	0	0	321	307.9	112	8	52	53	14	0	0	110	349	261.6	26	12	233	61	5	0	0	0	337	311.5	1	0	0	0	0	0	0	0	0	1	0.2



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 4

Location: Guild Street/Mayor Street Upper/Mayor Street Lower

Date: Tue, 16 May 2023

RECEIVED: 23/12/2023

	A => A										A => B										A => C										A => D											
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU		
06:00	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1.2	14	1	81	14	0	0	0	0	110	98.2	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	1	0	0	0	0	0	0	1	0.4	16	4	61	12	0	0	0	0	93	77.8	4	0	0	0	0	0	0	0	0	0	4	0.8
06:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.4	37	5	51	12	0	0	0	0	105	72.4	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	0.6	43	4	33	12	1	0	0	0	93	56.7	2	0	0	0	0	0	0	0	0	0	2	0.4
H/TOT	0	0	0	0	0	0	0	0	0	0	4	2	1	0	0	0	0	0	7	2.6	110	14	226	50	1	0	0	0	401	305.1	6	0	0	0	0	0	0	0	0	0	6	1.2
07:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2	44	3	39	9	0	0	0	0	95	58	2	0	0	1	0	0	0	0	0	0	3	1.4
07:15	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	5	2.6	65	3	38	12	0	0	0	0	118	64.2	4	0	0	0	0	0	0	0	0	0	4	0.8
07:30	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1.2	46	1	22	6	0	0	0	0	75	37.6	2	0	0	0	0	0	0	0	0	0	2	0.4
07:45	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	4	2.4	100	5	31	5	0	0	0	0	141	58	4	0	0	0	0	0	0	0	0	0	4	0.8
H/TOT	0	0	0	0	0	0	0	0	0	0	7	0	5	0	0	0	0	0	12	6.4	255	12	130	32	0	0	0	0	429	217.8	12	0	0	1	0	0	0	0	0	0	13	3.4
08:00	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3	2.2	88	2	20	6	2	0	0	0	118	47.4	2	0	0	0	0	0	0	0	0	0	2	0.4
08:15	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	4	2.4	133	8	25	1	1	0	0	0	168	57.3	3	0	0	0	0	0	0	0	0	0	3	0.6
08:30	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	0	6	2	141	7	15	2	0	0	0	0	165	48	6	0	0	0	0	0	0	0	0	0	6	1.2
08:45	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	5	1.8	148	4	30	11	0	0	0	0	193	72.2	13	0	0	0	0	0	0	0	0	0	13	2.6
H/TOT	0	0	0	0	0	0	0	0	0	0	12	0	6	0	0	0	0	0	18	8.4	510	21	90	20	3	0	0	0	644	224.9	24	0	0	0	0	0	0	0	0	0	24	4.8
09:00	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0.8	104	7	25	6	1	0	0	0	143	56.1	7	0	0	0	0	0	0	0	0	0	7	1.4
09:15	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0.8	58	2	31	1	1	0	0	0	93	45.9	3	0	0	0	0	0	0	0	0	0	3	0.6
09:30	0	0	0	0	0	0	0	0	0	0	3	0	2	2	0	0	0	0	7	4.6	42	1	21	3	0	0	0	0	67	32.8	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0.8	26	4	38	7	1	0	0	0	76	53.3	4	0	0	0	0	0	0	0	0	0	4	0.8
H/TOT	0	0	0	0	0	0	0	0	0	0	15	0	2	2	0	0	0	0	19	7.0	230	14	115	17	3	0	0	0	379	188.1	14	0	0	0	0	0	0	0	0	0	14	2.8
4 TOT	0	0	0	0	0	0	0	0	0	0	38	2	14	2	0	0	0	0	56	24.4	1105	61	561	119	7	0	0	0	1853	935.9	56	0	0	1	0	0	0	0	0	0	57	12.2



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 4

Location: Guild Street/Mayor Street Upper/Mayor Street Lower

Date: Tue, 16 May 2023

RECEIVED: 23/12/2023

	A => A										A => B										A => C										A => D										
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	
10:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	16	1	45	9	0	0	0	0	71	57.6	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3	2.2	12	0	49	6	0	0	1	0	68	59.4	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	3	13	3	36	11	0	0	0	0	63	50.8	2	0	0	0	0	0	0	0	2	0.4	
10:45	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	5	2.6	12	1	31	13	2	0	1	0	60	51.8	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	4	0	7	1	0	0	0	0	12	8.8	53	5	161	39	2	0	2	0	262	219.6	2	0	0	0	0	0	0	0	2	0.4	
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	10	3	48	7	3	0	0	0	71	62.7	1	0	0	0	0	0	0	0	1	0.2	
11:15	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3	2.2	6	2	46	8	2	0	0	0	64	59	1	0	0	0	0	0	0	0	1	0.2	
11:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	8	3	35	4	5	0	0	0	55	49.3	0	0	0	0	0	0	0	0	0	0	
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	2	43	11	4	1	0	0	69	64.7	2	0	0	0	0	0	0	0	2	0.4	
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	3	1	0	0	0	0	5	4.2	32	10	172	30	14	1	0	0	259	235.7	4	0	0	0	0	0	0	0	4	0.8	
12:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	8	0	39	14	1	0	0	0	62	56.1	2	0	0	0	0	0	0	0	2	0.4	
12:15	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1.2	6	1	32	12	0	1	0	0	52	47.9	1	0	0	0	0	0	0	0	1	0.2	
12:30	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2	9	2	46	3	1	0	0	0	61	53.1	1	0	0	0	0	0	0	0	1	0.2	
12:45	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	4	2.4	8	4	37	10	0	0	0	0	59	50.2	1	0	0	0	0	0	0	0	1	0.2	
H/TOT	0	0	0	0	0	0	0	0	0	0	3	0	5	1	0	0	0	0	9	6.6	31	7	154	39	2	1	0	0	234	207.3	5	0	0	0	0	0	0	0	5	1	
13:00	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1.2	6	0	48	5	1	0	0	0	60	55.7	1	0	0	0	0	0	0	0	1	0.2	
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	2	44	6	0	0	0	0	70	54.4	0	0	0	0	0	0	0	0	0	0	
13:30	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1.4	14	2	40	11	0	0	0	0	67	54.6	0	0	0	0	0	0	0	0	0	0	
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	1	46	4	0	1	0	0	62	54.7	1	0	0	0	0	0	0	0	1	0.2	
H/TOT	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	4	2.6	48	5	178	26	1	1	0	0	259	219.4	2	0	0	0	0	0	0	0	2	0.4	
4 TOT	0	0	0	0	0	0	0	0	0	0	9	1	16	4	0	0	0	0	30	22.2	164	27	665	134	19	3	2	0	1014	882	13	0	0	0	0	0	0	0	13	2.6	



Survey Name: 173 23244 - Mayor Street, Dublin 1

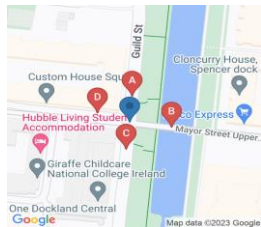
Site: Site 4

Location: Guild Street/Mayor Street Upper/Mayor Street Lower

Date: Tue, 16 May 2023

RECEIVED: 23/12/2023

	A => A										A => B										A => C										A => D										
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	
14:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	8	2	37	9	1	0	0	0	0	57	49.9	1	0	0	0	0	0	0	0	1	0.2
14:15	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	3	2.2	8	1	25	5	0	1	0	0	40	34.3	0	0	0	0	0	0	0	0	0	0	
14:30	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3	1.6	3	0	46	4	0	0	0	0	53	50.6	0	0	0	0	0	0	0	0	0	0	
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	2	34	4	0	0	0	0	50	40.8	1	0	0	0	0	0	0	0	1	0.2	
H/TOT	0	0	0	0	0	0	0	0	0	0	2	1	2	2	0	0	0	0	7	4.8	29	5	142	22	1	1	0	0	200	175.6	2	0	0	0	0	0	0	0	2	0.4	
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2	46	6	0	0	0	0	60	54	0	0	0	0	0	0	0	0	0	0	
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	3	45	7	2	0	0	0	65	57.8	0	0	0	0	0	0	0	0	0	0	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	45	7	2	0	0	0	61	56.8	1	0	0	0	0	0	0	0	1	0.2	
15:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	14	3	45	5	1	0	0	0	68	55.5	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	33	10	181	25	5	0	0	0	254	224.1	1	0	0	0	0	0	0	0	1	0.2	
16:00	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3	2.2	10	2	38	6	1	0	0	0	57	48.3	0	0	0	0	0	0	0	0	0	0	
16:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	10	2	32	3	0	0	0	0	47	37.8	2	0	0	0	0	0	0	0	2	0.4	
16:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	9	4	43	2	0	0	0	0	58	48.4	0	0	0	0	0	0	0	0	0	0	
16:45	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	4	3.2	10	2	42	3	0	0	0	0	57	47.8	2	0	0	0	0	0	0	0	2	0.4	
H/TOT	0	0	0	0	0	0	0	0	0	0	2	0	7	0	0	0	0	0	9	7.4	39	10	155	14	1	0	0	0	219	182.3	4	0	0	0	0	0	0	0	4	0.8	
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	2	31	3	1	1	0	0	54	41.8	0	0	0	0	0	0	0	0	0	0	
17:15	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1.2	18	3	28	0	0	0	0	0	49	32.8	1	0	0	0	0	0	0	0	1	0.2	
17:30	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3	1.4	16	1	35	4	0	0	0	0	56	42.6	6	0	0	0	0	0	0	0	6	1.2	
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	2	27	4	0	0	0	0	52	35.6	1	0	0	0	0	0	0	0	1	0.2	
H/TOT	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	5	2.6	69	8	121	11	1	1	0	0	211	152.8	8	0	0	0	0	0	0	0	8	1.6	
4 TOT	0	0	0	0	0	0	0	0	0	0	7	1	13	2	0	0	0	0	23	16.8	170	33	599	72	8	2	0	0	884	734.8	15	0	0	0	0	0	0	0	15	3	



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 4

Location: Guild Street/Mayor Street Upper/Mayor Street Lower

Date: Tue, 16 May 2023

RECEIVED: 23/12/2023

	A => A										A => B										A => C										A => D										
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	1	31	2	0	0	0	0	56	37.8	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	1	32	1	0	0	0	0	60	38.6	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	14	1	31	2	0	1	0	49	38.5	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	32	1	1	0	0	0	44	36.7	1	0	0	0	0	0	0	0	0	1	0.2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	71	4	126	6	1	1	0	209	151.6	1	0	0	0	0	0	0	0	0	1	0.2
19:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	11	2	47	2	0	0	0	0	62	52	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	37	1	0	0	0	0	46	39.8	1	0	0	0	0	0	0	0	0	1	0.2
19:30	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	3	2.2	9	2	32	2	0	0	0	45	36.6	1	0	0	0	0	0	0	0	0	1	0.2
19:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2	8	4	42	2	0	0	0	0	56	47.2	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	5	3.4	35	9	158	7	0	0	0	209	175.6	2	0	0	0	0	0	0	0	0	2	0.4	
2 TOT	0	0	0	0	0	0	0	0	0	0	2	0	5	0	0	0	0	0	7	5.4	106	13	284	13	1	1	0	418	327.2	3	0	0	0	0	0	0	0	0	3	0.6	
14 TOT	0	0	0	0	0	0	0	0	0	0	56	4	48	8	0	0	0	0	116	68.8	1545	134	2109	338	35	6	2	0	4169	2879.9	87	0	0	1	0	0	0	0	88	18.4	



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 4

Location: Guild Street/Mayor Street Upper/Mayor Street Lower

Date: Tue, 16 May 2023

RECEIVED: 23/12/2023

	B => A										B => B										B => C										B => D										
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	4	4.5	0	0	0	0	0	0	0	1	1	1
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	0	0	0	5	6	0	0	0	0	0	0	0	0	0	0
06:30	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	2	0	0	6	9.1	1	0	0	0	0	0	0	1	2	1.2
06:45	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2	1	0	1	0	10	11.5	0	0	0	0	1	0	0	1	2	2.5
H/TOT	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9	8	5	2	1	0	25	31.1	1	0	0	0	1	0	0	3	5	4.7
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	2	0	0	0	10	11	0	0	0	0	0	0	2	2	2	
07:15	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7	2	0	1	0	0	10	11.3	2	0	0	0	0	0	0	2	4	2.4
07:30	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	0	11	11	1	0	0	0	0	0	2	3	2.2	
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	10	3	2	0	0	0	16	16.2	0	0	0	0	0	0	2	2	2	
H/TOT	0	0	1	1	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	0	33	8	4	1	0	0	47	49.5	3	0	0	0	0	0	8	11	8.6	
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	3	2	0	1	0	16	18	1	0	0	0	0	0	2	3	2.2	
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	1	0	1	0	0	14	15.3	2	0	0	0	0	0	2	4	2.4	
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	12	3	0	1	1	0	18	19.5	1	0	0	0	0	0	2	3	2.2	
08:45	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	2	6	1	0	5	0	0	15	19.5	2	0	0	0	0	0	3	5	3.4	
H/TOT	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	2	40	8	2	7	2	0	63	72.3	6	0	0	0	0	0	9	15	10.2	
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	12	6	0	1	1	0	22	22.7	2	0	0	0	0	0	3	5	3.4	
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	6	4	3	0	1	0	17	17.1	1	0	0	0	0	0	1	2	1.2	
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	15	4	0	0	0	0	21	19.4	2	0	0	0	0	0	2	4	2.4	
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	14	2	1	1	0	0	21	20.4	2	0	0	0	0	0	2	4	2.4	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	47	16	4	2	2	0	81	79.6	7	0	0	0	0	0	8	15	9.4	
4 TOT	0	0	5	1	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	13	2	129	40	15	12	5	0	216	232.5	17	0	0	0	1	0	0	28	46	32.9



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 4

Location: Guild Street/Mayor Street Upper/Mayor Street Lower

Date: Tue, 16 May 2023

RECEIVED: 23/12/2023

	B => A										B => B										B => C										B => D										
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	
10:00	1	0	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	0	1	1	9	2	2	3	1	0	19	23.5	0	0	0	0	0	0	0	2	2	2
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	3	0	3	0	0	20	23.9	1	0	0	0	0	0	0	2	3	2.2
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	17	4	1	0	1	0	24	24.9	3	0	0	0	0	0	0	2	5	2.6	
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	7	0	0	0	0	31	31	2	0	0	0	0	0	0	2	4	2.4	
H/TOT	1	0	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	0	1	2	64	16	3	6	2	0	94	103.3	6	0	0	0	0	0	0	8	14	9.2
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	6	1	1	0	0	25	26.8	1	0	0	0	0	0	0	2	3	2.2	
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12	7	0	0	0	0	20	19.2	4	0	0	0	0	0	0	1	5	1.8	
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13	6	0	2	0	0	22	24	0	0	0	0	0	0	0	2	2	2	
11:45	0	0	0	0	1	0	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0	13	3	1	2	1	0	20	24.1	2	0	0	0	0	0	0	2	4	2.4	
H/TOT	0	0	0	0	1	0	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	1	1	55	22	2	5	1	0	87	94.1	7	0	0	0	0	0	0	7	14	8.4
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	3	0	0	0	0	14	14	3	0	0	0	0	0	0	2	5	2.6	
12:15	1	0	0	1	0	0	0	0	2	1.2	0	0	0	0	0	0	0	0	0	0	0	0	16	2	2	0	0	0	20	21	2	0	0	0	0	0	0	3	5	3.4	
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	18	4	0	0	1	0	24	24.4	2	0	0	0	0	0	0	1	3	1.4	
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12	4	0	0	0	0	17	16.2	3	0	0	0	0	0	0	2	5	2.6		
H/TOT	1	0	0	1	0	0	0	0	2	1.2	0	0	0	0	0	0	0	0	0	0	1	1	57	13	2	0	1	0	75	75.6	10	0	0	0	0	0	0	8	18	10	
13:00	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	1	21	2	0	0	0	0	26	23.8	1	0	0	0	0	0	0	3	4	3.2	
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	1	0	2	0	0	18	20.6	1	0	0	0	0	0	0	2	3	2.2	
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	5	0	0	0	17	17	4	0	0	0	0	0	0	2	6	2.8		
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	5	0	3	0	0	19	22.9	3	0	0	0	0	0	0	2	5	2.6	
H/TOT	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	1	59	13	0	5	0	0	80	84.3	9	0	0	0	0	0	0	9	18	10.8	
4 TOT	2	0	1	1	1	0	0	0	5	3.9	0	0	0	0	0	0	0	0	0	0	5	5	235	64	7	16	4	0	336	357.3	32	0	0	0	0	0	0	32	64	38.4	



Survey Name: 173 23244 - Mayor Street, Dublin 1

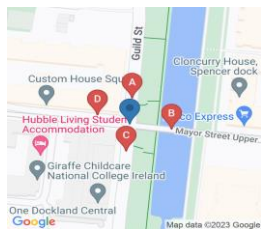
Site: Site 4

Location: Guild Street/Mayor Street Upper/Mayor Street Lower

Date: Tue, 16 May 2023

RECEIVED: 23/12/2023

	B => A										B => B										B => C										B => D										
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	10	6	1	2	1	0	22	24.7	1	0	0	0	0	0	0	2	3	2.2	
14:15	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	9	3	0	0	1	0	13	14	1	0	0	0	0	0	0	0	2	3	2.2
14:30	1	0	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	1	1	9	3	1	0	0	0	15	14.1	1	0	0	0	0	0	0	2	3	2.2	
14:45	2	0	1	0	0	0	0	0	3	1.4	0	0	0	0	0	0	0	0	0	0	1	0	9	2	0	2	0	0	14	15.8	0	0	0	0	0	0	0	2	2	2	
H/TOT	3	0	1	1	0	0	0	0	5	2.6	0	0	0	0	0	0	0	0	0	0	3	2	37	14	2	4	2	0	64	68.6	3	0	0	0	0	0	0	8	11	8.6	
15:00	2	0	1	1	0	0	0	0	4	2.4	0	0	0	0	0	0	0	0	0	0	1	1	20	3	1	0	0	0	26	25.1	1	0	0	0	0	0	0	2	3	2.2	
15:15	3	0	1	0	0	0	0	0	4	1.6	0	0	0	0	0	0	0	0	0	0	0	0	24	2	1	2	0	0	29	32.1	3	0	0	0	0	0	0	3	6	3.6	
15:30	3	0	0	0	0	0	0	0	3	0.6	0	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	0	12	12	3	0	0	0	0	0	0	1	4	1.6	
15:45	2	0	1	0	1	0	0	0	4	2.9	0	0	0	0	0	0	0	0	0	0	0	0	18	5	0	0	1	0	24	25	0	0	0	0	0	0	0	2	2	2	
H/TOT	10	0	3	1	1	0	0	0	15	7.5	0	0	0	0	0	0	0	0	0	0	1	1	73	11	2	2	1	0	91	94.2	7	0	0	0	0	0	0	8	15	9.4	
16:00	1	0	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	0	1	25	3	1	0	0	0	30	29.9	3	0	0	0	0	0	0	2	5	2.6	
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	2	1	0	0	0	15	15.5	5	0	0	0	0	0	0	2	7	3	
16:30	2	0	0	0	0	0	0	0	2	0.4	0	0	0	0	0	0	0	0	0	0	1	0	19	1	1	0	1	0	23	23.7	3	0	0	0	0	0	0	2	5	2.6	
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	26	0	0	0	0	0	31	27.2	5	0	0	0	0	0	0	3	8	4	
H/TOT	3	0	0	0	0	0	0	0	3	0.6	0	0	0	0	0	0	0	0	0	0	5	2	82	6	3	0	1	0	99	96.3	16	0	0	0	0	0	0	9	25	12.2	
17:00	5	0	1	0	0	0	0	0	6	2	0	0	0	0	0	0	0	0	0	0	2	1	23	0	1	0	0	0	27	25.3	4	0	0	0	0	0	0	3	7	3.8	
17:15	2	0	0	0	0	0	0	0	2	0.4	0	0	0	0	0	0	0	0	0	0	5	2	36	3	0	0	0	0	46	40.8	5	0	0	0	0	0	0	0	5	1	
17:30	1	0	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	4	0	17	2	0	0	0	0	23	19.8	1	0	0	0	0	0	0	4	5	4.2	
17:45	4	0	0	0	0	0	0	0	4	0.8	0	0	0	0	0	0	0	0	0	0	4	0	25	1	0	0	0	0	30	26.8	2	0	1	0	0	0	0	2	5	3.4	
H/TOT	12	0	1	0	0	0	0	0	13	3.4	0	0	0	0	0	0	0	0	0	0	15	3	101	6	1	0	0	0	126	112.7	12	0	1	0	0	0	0	9	22	12.4	
4 TOT	28	0	5	2	1	0	0	0	36	14.1	0	0	0	0	0	0	0	0	0	0	24	8	293	37	8	6	4	0	380	371.8	38	0	1	0	0	0	0	34	73	42.6	



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 4

Location: Guild Street/Mayor Street Upper/Mayor Street Lower

Date: Tue, 16 May 2023

RECEIVED: 23/12/2023

	B => A										B => B										B => C										B => D									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU
18:00	1	0	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	6	1	16	0	0	0	1	0	24	19.6	4	0	0	1	0	0	0	2	7	3.8
18:15	1	0	1	0	0	0	0	0	2	1.2	0	0	0	0	0	0	0	0	0	5	0	15	0	3	0	0	0	23	20.5	2	0	0	0	0	0	0	2	4	2.4	
18:30	2	0	0	0	0	0	0	0	2	0.4	0	0	0	0	0	0	0	0	0	4	1	35	0	0	0	0	0	40	36.2	4	0	0	0	0	0	0	2	6	2.8	
18:45	1	0	2	0	0	0	0	0	3	2.2	0	0	0	0	0	0	0	0	0	3	0	20	1	1	0	1	0	26	25.1	5	0	0	0	0	0	0	2	7	3	
H/TOT	5	0	3	0	0	0	0	0	8	4	0	0	0	0	0	0	0	0	0	18	2	86	1	4	0	2	0	113	101.4	15	0	0	1	0	0	0	8	24	12	
19:00	1	0	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	1	2	30	2	0	0	0	0	35	33	4	0	0	0	0	0	0	2	6	2.8	
19:15	5	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	1	0	33	1	0	0	0	0	35	34.2	3	0	0	0	0	0	0	2	5	2.6	
19:30	0	0	1	1	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	30	1	1	0	0	0	33	32.7	5	0	0	0	0	0	0	2	7	3	
19:45	3	0	1	0	0	0	0	0	4	1.6	0	0	0	0	0	0	0	0	0	1	0	15	1	0	1	1	0	19	20.5	4	0	0	0	0	0	0	1	5	1.8	
H/TOT	9	0	2	1	0	0	0	0	12	4.8	0	0	0	0	0	0	0	0	0	4	2	108	5	1	1	1	0	122	120.4	16	0	0	0	0	0	0	7	23	10.2	
2 TOT	14	0	5	1	0	0	0	0	20	8.8	0	0	0	0	0	0	0	0	0	22	4	194	6	5	1	3	0	235	221.8	31	0	0	1	0	0	0	15	47	22.2	
14 TOT	44	0	16	5	2	0	0	0	67	32.8	0	0	0	0	0	0	0	0	0	64	19	851	147	35	35	16	0	1167	1183.4	118	0	1	1	1	0	0	109	230	136.1	



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 4

Location: Guild Street/Mayor Street Upper/Mayor Street Lower

Date: Tue, 16 May 2023

RECEIVED: 23/12/2023

	C => A										C => B										C => C										C => D										
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	
06:00	1	0	25	6	0	0	1	0	33	33.2	0	0	3	0	1	0	0	0	4	4.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	4	3	40	9	1	1	0	0	58	54.8	0	0	3	1	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	4	2	56	15	0	0	0	0	77	72.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45	4	0	45	10	1	2	0	0	62	61.9	0	0	8	0	1	0	0	0	9	9.5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
H/TOT	13	5	166	40	2	3	1	0	230	222.5	0	0	14	1	2	0	0	0	17	18	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0.2
07:00	10	1	37	8	1	0	0	0	57	48.9	0	0	8	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
07:15	11	2	52	9	0	2	0	0	76	68.6	1	0	12	0	0	0	0	0	13	12.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	13	0	45	9	0	0	0	0	67	56.6	0	0	8	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
07:45	17	0	47	7	0	2	0	0	73	62	0	0	22	0	0	0	0	0	22	22	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
H/TOT	51	3	181	33	1	4	0	0	273	236.1	1	0	50	0	0	0	0	0	51	50.2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0.6	
08:00	10	0	31	6	0	2	1	0	50	45.6	0	2	14	0	0	0	0	0	16	14.8	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5	1	
08:15	14	2	44	2	2	1	2	0	67	58.9	0	1	12	0	0	0	0	0	13	12.4	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.4	
08:30	13	2	35	4	0	0	1	0	55	44.4	0	0	12	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5	1	
08:45	13	1	49	5	0	1	1	0	70	61.3	0	0	8	1	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5	1	
H/TOT	50	5	159	17	2	4	5	0	242	210.2	0	3	46	1	0	0	0	0	50	48.2	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	17	3.4	
09:00	18	0	32	7	3	7	1	0	68	65.2	0	0	6	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0.6	
09:15	10	1	44	6	3	1	1	0	66	61.2	1	0	3	0	0	0	0	0	4	3.2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.4	
09:30	7	1	38	6	1	0	0	0	53	47.3	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	4	1.6	
09:45	4	0	55	10	3	1	0	0	73	72.6	0	0	6	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	39	2	169	29	10	9	2	0	260	246.3	1	0	19	0	0	0	0	0	20	19.2	0	0	0	0	0	0	0	0	0	0	8	0	1	0	0	0	0	0	9	2.6	
4 TOT	153	15	675	119	15	20	8	0	1005	915.1	2	3	129	2	2	0	0	0	138	135.6	0	0	0	0	0	0	0	0	0	0	29	0	1	0	0	0	0	0	30	6.8	



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 4

Location: Guild Street/Mayor Street Upper/Mayor Street Lower

Date: Tue, 16 May 2023

RECEIVED: 23/12/2023

	C => A										C => B										C => C										C => D											
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU		
10:00	5	0	56	9	0	0	2	0	72	70	0	1	3	2	0	0	0	0	6	5.4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0.2	
10:15	4	0	52	8	9	1	0	0	74	76.6	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	1.7	
10:30	4	0	48	10	5	5	0	0	72	77.8	0	0	6	1	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45	5	0	65	9	3	1	2	0	85	85.8	0	0	4	1	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	18	0	221	36	17	7	4	0	303	310.2	0	1	14	4	0	0	0	0	19	18.4	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	3	1.9	
11:00	6	1	66	11	3	2	0	0	89	87.7	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0.2	
11:15	3	2	59	12	2	1	0	0	79	77.7	0	0	4	2	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	3	2	57	10	6	0	0	0	78	77.4	0	0	1	0	1	0	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	7	3	51	18	6	2	0	0	87	85.2	0	0	3	1	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4	0.8
H/TOT	19	8	233	51	17	5	0	0	333	328	0	0	13	3	1	0	0	0	17	17.5	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	5	1	
12:00	8	4	47	23	3	2	0	0	87	82.3	0	0	1	2	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	9	3	44	11	3	0	0	0	70	62.5	0	1	0	1	0	0	0	0	2	1.4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0.2	
12:30	13	4	58	17	1	2	0	0	95	85.3	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0.2	
12:45	10	3	65	15	1	0	0	0	94	84.7	0	1	1	1	0	0	0	0	3	2.4	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	5	1	
H/TOT	40	14	214	66	8	4	0	0	346	314.8	0	2	4	4	0	0	0	0	10	8.8	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	7	1.4	
13:00	7	1	62	16	2	1	1	0	90	87.1	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	8	6	73	13	1	0	0	0	101	91.5	1	0	3	0	0	0	0	0	4	3.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	17	1	54	15	2	0	0	0	89	75.8	0	0	3	1	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0.4	
13:45	8	1	71	11	2	2	1	0	96	93.6	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0.4	
H/TOT	40	9	260	55	7	3	2	0	376	348	1	0	10	1	0	0	0	0	12	11.2	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4	0.8	
4 TOT	117	31	928	208	49	19	6	0	1358	1301	1	3	41	12	1	0	0	0	58	55.9	0	0	0	0	0	0	0	0	0	0	18	0	0	0	1	0	0	0	0	19	5.1	



Survey Name: 173 23244 - Mayor Street, Dublin 1

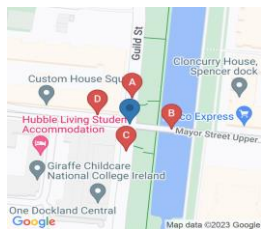
Site: Site 4

Location: Guild Street/Mayor Street Upper/Mayor Street Lower

Date: Tue, 16 May 2023

RECEIVED: 23/12/2023

	C => A										C => B										C => C										C => D										
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	
14:00	14	2	59	12	3	3	0	0	93	86	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
14:15	16	0	68	17	1	0	0	0	102	89.7	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
14:30	17	1	74	15	1	1	0	0	109	96.6	0	0	2	1	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2	
14:45	11	2	65	16	1	1	1	0	97	89.8	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	58	5	266	60	6	5	1	0	401	362.1	0	0	8	1	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0.6	
15:00	27	4	62	16	1	3	0	0	113	93.4	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2	
15:15	22	5	81	17	0	0	0	0	125	104.4	0	0	2	1	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:30	19	1	74	12	2	1	1	0	110	97.5	0	0	1	0	1	0	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.4	
15:45	18	2	69	13	2	1	0	0	105	91.7	0	0	1	0	1	0	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	86	12	286	58	5	5	1	0	453	387	0	0	4	2	2	0	0	0	8	9	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0.6	
16:00	46	4	67	11	1	0	0	0	129	90.3	0	1	1	0	0	0	0	0	2	1.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:15	41	2	69	19	2	0	1	0	134	102	1	0	2	0	0	0	0	0	3	2.2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.4	
16:30	53	6	56	13	1	0	1	0	130	85.5	0	1	1	1	0	0	0	0	3	2.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:45	70	7	69	11	0	0	0	0	157	96.8	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	210	19	261	54	4	0	2	0	550	374.6	1	2	5	1	0	0	0	0	9	7	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.4	
17:00	111	9	55	8	0	0	1	0	184	90.8	1	0	2	1	0	0	0	0	4	3.2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2	
17:15	119	9	64	14	1	0	0	0	207	106.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2	
17:30	118	4	34	7	0	1	0	0	164	68.5	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0.8	
17:45	110	6	52	3	0	0	0	0	171	79.4	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.4	
H/TOT	458	28	205	32	1	1	1	0	726	345.6	1	0	5	1	0	0	0	0	7	6.2	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	8	1.6	
4 TOT	812	64	1018	204	16	11	5	0	2130	1469.3	2	2	22	5	2	0	0	0	33	31.2	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	16	3.2	



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 4

Location: Guild Street/Mayor Street Upper/Mayor Street Lower

Date: Tue, 16 May 2023

RECEIVED: 23/12/2023

	C => A										C => B										C => C										C => D										
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	
18:00	99	3	58	6	0	0	0	0	166	85	0	0	2	1	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.4
18:15	71	3	65	8	0	0	1	0	148	90.4	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.4
18:30	59	3	67	6	0	0	0	0	135	86	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.4
18:45	51	3	73	7	0	0	0	0	134	91.4	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	280	12	263	27	0	0	1	0	583	352.8	0	0	7	1	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	5	1.2
19:00	42	4	78	10	2	0	1	0	137	103	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	34	2	69	7	0	0	0	0	112	83.6	0	0	2	0	0	1	0	0	3	4.3	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0.8
19:30	25	3	83	5	0	0	0	0	116	94.2	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	27	2	72	6	1	0	1	0	109	87.7	1	0	3	0	0	0	0	0	4	3.2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2	
H/TOT	128	11	302	28	3	0	2	0	474	368.5	1	0	13	0	0	1	0	0	15	15.5	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5	1	
2 TOT	408	23	565	55	3	0	3	0	1057	721.3	1	0	20	1	0	1	0	0	23	23.5	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	0	10	2.2	
14 TOT	1490	133	3186	586	83	50	22	0	5550	4406.7	6	8	212	20	5	1	0	0	252	246.2	0	0	0	0	0	0	0	0	0	0	72	1	1	0	1	0	0	0	75	17.3	



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 4

Location: Guild Street/Mayor Street Upper/Mayor Street Lower

Date: Tue, 16 May 2023

RECEIVED: 23/12/2023

	D => A										D => B										D => C										D => D											
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU		
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	
06:15	0	0	1	3	0	0	0	0	4	4	0	0	2	0	0	0	0	1	3	3	1	0	4	0	0	0	0	0	0	5	4.2	0	0	0	0	0	0	0	0	0	0	
06:30	1	0	2	2	0	0	0	0	5	4.2	0	0	0	0	1	0	0	1	2	2.5	0	0	5	1	1	0	0	0	7	7.5	0	0	0	0	0	0	0	0	0	0	0	
06:45	2	0	2	2	0	0	0	0	6	4.4	3	0	2	2	1	0	0	1	9	7.1	0	0	1	1	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	3	0	5	7	0	0	0	0	15	12.6	3	0	4	2	2	0	0	3	14	12.6	1	0	11	2	1	0	0	0	15	14.7	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	5	2	1	0	0	0	8	8.5	0	0	2	0	0	0	0	3	5	5	1	0	4	3	0	0	0	0	8	7.2	0	0	0	0	0	0	0	0	0	0	0	
07:15	0	0	4	2	1	0	0	0	7	7.5	0	0	1	0	0	0	0	1	2	2	3	0	2	1	0	0	0	0	6	3.6	0	0	0	0	0	0	0	0	0	0	0	
07:30	0	0	6	3	0	0	0	0	9	9	0	0	1	1	0	0	0	3	5	5	0	1	9	4	0	0	0	0	14	13.4	0	0	0	0	0	0	0	0	0	0	0	
07:45	3	0	2	1	0	0	0	0	6	3.6	2	0	2	0	0	0	0	1	5	3.4	0	1	11	3	1	0	0	0	16	15.9	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	3	0	17	8	2	0	0	0	30	28.6	2	0	6	1	0	0	0	8	17	15.4	4	2	26	11	1	0	0	0	44	40.1	0	0	0	0	0	0	0	0	0	0	0	
08:00	0	0	11	3	3	0	0	0	17	18.5	1	0	1	1	0	0	0	3	6	5.2	2	0	13	2	1	0	0	0	18	16.9	0	0	0	0	0	0	0	0	0	0	0	
08:15	0	0	7	0	1	0	0	0	8	8.5	1	0	3	1	1	0	0	2	8	7.7	1	0	8	1	0	0	0	0	10	9.2	0	0	0	0	0	0	0	0	0	0	0	
08:30	6	0	10	5	1	0	0	0	22	17.7	2	0	3	0	0	0	0	2	7	5.4	2	0	7	4	1	0	0	0	14	12.9	0	0	0	0	0	0	0	0	0	0	0	
08:45	2	0	6	4	2	0	0	0	14	13.4	0	1	2	1	0	0	0	2	6	5.4	0	0	12	1	1	0	0	0	14	14.5	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	8	0	34	12	7	0	0	0	61	58.1	4	1	9	3	1	0	0	9	27	23.7	5	0	40	8	3	0	0	0	56	53.5	0	0	0	0	0	0	0	0	0	0	0	
09:00	2	0	9	4	4	0	0	0	19	19.4	1	0	0	0	0	1	0	3	5	5.5	0	0	4	1	1	0	0	0	6	6.5	0	0	0	0	0	0	0	0	0	0	0	
09:15	0	0	7	1	0	0	0	0	8	8	3	0	1	0	0	0	0	2	6	3.6	1	1	4	1	3	1	0	0	11	12.4	0	0	0	0	0	0	0	0	0	0	0	
09:30	3	0	5	5	0	0	0	0	13	10.6	0	0	1	2	0	0	0	2	5	5	0	0	6	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	
09:45	1	0	8	2	1	0	0	0	12	11.7	1	0	0	0	0	0	0	2	3	2.2	0	0	5	1	1	0	0	0	7	7.5	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	6	0	29	12	5	0	0	0	52	49.7	5	0	2	2	0	1	0	9	19	16.3	1	1	19	3	5	1	0	0	30	32.4	0	0	0	0	0	0	0	0	0	0	0	
4 TOT	20	0	85	39	14	0	0	0	158	149	14	1	21	8	3	1	0	29	77	68	11	3	96	24	10	1	0	0	145	140.7	0	0	0	0	0	0	0	0	0	0	0	



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 4

Location: Guild Street/Mayor Street Upper/Mayor Street Lower

Date: Tue, 16 May 2023

RECEIVED: 23/12/2023

	D => A										D => B										D => C										D => D										
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	
10:00	0	0	7	4	1	1	0	0	13	14.8	0	1	0	0	0	0	0	2	3	2.4	0	0	4	0	1	0	0	0	0	5	5.5	0	0	0	0	0	0	0	0	0	0
10:15	0	0	10	5	3	0	0	0	18	19.5	0	0	1	1	0	0	0	2	4	4	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	
10:30	0	0	6	7	1	0	0	0	14	14.5	1	0	0	0	0	0	0	2	3	2.2	1	0	5	3	2	0	0	0	11	11.2	0	0	0	0	0	0	0	0	0	0	
10:45	1	0	7	4	1	0	0	0	13	12.7	0	0	1	1	0	0	0	2	4	4	0	0	5	3	1	1	0	0	10	11.8	0	0	0	0	0	0	0	0	0	0	
H/TOT	1	0	30	20	6	1	0	0	58	61.5	1	1	2	2	0	0	0	8	14	12.6	1	0	18	6	4	1	0	0	30	32.5	0	0	0	0	0	0	0	0	0	0	
11:00	1	1	14	3	0	0	0	0	19	17.6	0	0	0	2	0	0	0	1	3	3	1	0	3	3	1	0	0	0	8	7.7	0	0	0	0	0	0	0	0	0	0	
11:15	0	0	4	3	1	1	0	0	9	10.8	0	0	0	0	0	0	0	2	2	2	0	0	7	3	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	
11:30	0	1	7	3	0	0	0	0	11	10.4	0	0	1	1	0	0	0	2	4	4	1	0	5	1	1	0	0	0	8	7.7	0	0	0	0	0	0	0	0	0	0	
11:45	0	0	7	2	1	0	0	0	10	10.5	2	0	1	0	0	0	0	2	5	3.4	1	1	8	2	0	0	0	0	12	10.6	0	0	0	0	0	0	0	0	0	0	
H/TOT	1	2	32	11	2	1	0	0	49	49.3	2	0	2	3	0	0	0	7	14	12.4	3	1	23	9	2	0	0	0	38	36	0	0	0	0	0	0	0	0	0	0	
12:00	1	0	4	3	0	0	0	0	8	7.2	1	0	0	0	0	0	0	2	3	2.2	2	1	6	2	0	0	0	0	11	8.8	0	0	0	0	0	0	0	0	0	0	
12:15	2	0	8	4	1	0	0	0	15	13.9	2	0	0	1	0	0	0	2	5	3.4	2	1	5	2	0	0	0	0	10	7.8	0	0	0	0	0	0	0	0	0	0	
12:30	1	1	8	4	3	0	0	0	17	17.1	2	0	1	0	0	0	0	2	5	3.4	2	0	5	1	0	0	0	0	8	6.4	0	0	0	0	0	0	0	0	0	0	
12:45	3	0	12	3	1	0	0	0	19	17.1	3	0	0	2	0	0	0	3	8	5.6	0	1	5	2	0	0	0	0	8	7.4	0	0	0	0	0	0	0	0	0	0	
H/TOT	7	1	32	14	5	0	0	0	59	55.3	8	0	1	3	0	0	0	9	21	14.6	6	3	21	7	0	0	0	0	37	30.4	0	0	0	0	0	0	0	0	0	0	
13:00	0	1	15	7	0	0	0	0	23	22.4	3	0	1	1	0	0	0	1	6	3.6	4	1	8	1	1	0	0	0	15	11.7	0	0	0	0	0	0	0	0	0	0	
13:15	0	2	9	6	0	0	0	0	17	15.8	0	0	2	0	0	0	0	3	5	5	0	0	4	1	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	
13:30	1	0	11	6	0	0	0	0	18	17.2	1	0	0	0	0	0	0	1	2	1.2	0	0	5	1	1	0	0	0	7	7.5	0	0	0	0	0	0	0	0	0	0	
13:45	3	1	6	7	1	0	0	0	18	15.5	5	1	0	0	0	0	0	2	8	3.4	1	0	13	3	0	0	0	0	17	16.2	0	0	0	0	0	0	0	0	0	0	
H/TOT	4	4	41	26	1	0	0	0	76	70.9	9	1	3	1	0	0	0	7	21	13.2	5	1	30	6	2	0	0	0	44	40.4	0	0	0	0	0	0	0	0	0	0	
4 TOT	13	7	135	71	14	2	0	0	242	237.0	20	2	8	9	0	0	0	31	70	52.8	15	5	92	28	8	1	0	0	149	139.3	0	0	0	0	0	0	0	0	0	0	



Survey Name: 173 23244 - Mayor Street, Dublin 1

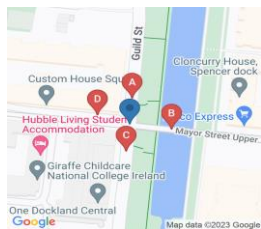
Site: Site 4

Location: Guild Street/Mayor Street Upper/Mayor Street Lower

Date: Tue, 16 May 2023

RECEIVED: 23/12/2023

	D => A										D => B										D => C										D => D										
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	
14:00	2	2	8	3	1	1	0	0	17	16	1	0	1	0	0	0	0	2	4	3.2	0	2	11	0	0	0	0	0	0	13	11.8	0	0	0	0	0	0	0	0	0	0
14:15	2	2	8	3	2	1	0	0	18	17.5	2	0	0	0	0	0	0	3	5	3.4	0	0	5	2	1	1	0	0	9	10.8	0	0	0	0	0	0	0	0	0	0	
14:30	2	2	5	3	1	0	0	0	13	10.7	1	0	0	1	0	0	0	1	3	2.2	0	0	7	4	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	
14:45	1	0	6	3	0	0	0	0	10	9.2	1	0	0	0	0	0	0	2	3	2.2	0	1	4	1	1	0	0	0	7	6.9	0	0	0	0	0	0	0	0	0	0	
H/TOT	7	6	27	12	4	2	0	0	58	53.4	5	0	1	1	0	0	0	8	15	11	0	3	27	7	2	1	0	0	40	40.5	0	0	0	0	0	0	0	0	0	0	
15:00	1	2	6	1	0	0	0	0	10	8	1	0	1	0	1	0	0	3	6	5.7	0	0	6	1	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	
15:15	2	0	14	5	1	0	0	0	22	20.9	0	0	0	0	0	0	0	2	2	2	0	0	4	0	3	0	0	0	7	8.5	0	0	0	0	0	0	0	0	0	0	
15:30	2	1	11	6	1	0	0	0	21	19.3	3	0	1	1	1	0	0	2	8	6.1	0	1	7	1	0	0	0	0	9	8.4	0	0	0	0	0	0	0	0	0	0	
15:45	3	1	10	3	0	0	0	0	17	14	3	0	0	1	0	0	0	2	6	3.6	1	0	5	1	0	0	0	0	7	6.2	0	0	0	0	0	0	0	0	0	0	
H/TOT	8	4	41	15	2	0	0	0	70	62.2	7	0	2	2	2	0	0	9	22	17.4	1	1	22	3	3	0	0	0	30	30.1	0	0	0	0	0	0	0	0	0	0	
16:00	6	1	17	3	0	0	0	0	27	21.6	2	0	1	0	0	0	0	2	5	3.4	1	1	13	0	0	0	0	0	15	13.6	0	0	0	0	0	0	0	0	0	0	
16:15	2	0	9	6	0	0	0	0	17	15.4	2	0	0	0	0	0	0	2	4	2.4	2	0	16	1	0	0	0	0	19	17.4	0	0	0	0	0	0	0	0	0	0	
16:30	4	0	23	0	1	0	0	0	28	25.3	0	0	1	0	0	0	0	2	3	3	3	0	16	1	0	0	0	0	20	17.6	0	0	0	0	0	0	0	0	0	0	
16:45	8	1	22	4	1	0	0	0	36	29.5	0	0	0	0	0	0	0	2	2	2	2	2	17	1	0	0	0	0	22	19.2	0	0	0	0	0	0	0	0	0	0	
H/TOT	20	2	71	13	2	0	0	0	108	91.8	4	0	2	0	0	0	0	8	14	10.8	8	3	62	3	0	0	0	0	76	67.8	0	0	0	0	0	0	0	0	0	0	
17:00	3	3	20	3	0	0	0	0	29	24.8	0	0	0	0	0	0	0	2	2	2	1	0	16	0	0	0	0	0	17	16.2	0	0	0	0	0	0	0	0	0	0	
17:15	8	1	25	2	1	0	0	0	37	30.5	0	0	0	0	0	0	0	3	3	3	4	1	22	2	0	0	0	0	29	25.2	0	0	0	0	0	0	0	0	0	0	
17:30	6	2	18	2	0	0	0	0	28	22	4	0	0	0	0	0	0	1	5	1.8	2	0	12	0	0	0	0	0	14	12.4	0	0	0	0	0	0	0	0	0	0	
17:45	9	3	11	1	0	0	0	0	24	15	1	0	0	1	0	0	0	4	6	5.2	3	0	13	1	0	0	0	0	17	14.6	0	0	0	0	0	0	0	0	0	0	
H/TOT	26	9	74	8	1	0	0	0	118	92.3	5	0	0	1	0	0	0	10	16	12	10	1	63	3	0	0	0	0	77	68.4	0	0	0	0	0	0	0	0	0	0	
4 TOT	61	21	213	48	9	2	0	0	354	299.7	21	0	5	4	2	0	0	35	67	51.2	19	8	174	16	5	1	0	0	223	206.8	0	0	0	0	0	0	0	0	0	0	



Survey Name: 173 23244 - Mayor Street, Dublin 1

Site: Site 4

Location: Guild Street/Mayor Street Upper/Mayor Street Lower

Date: Tue, 16 May 2023

RECEIVED: 23/12/2023

	D => A										D => B										D => C										D => D										
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TRAM	TOT	PCU	
18:00	3	3	31	1	0	0	0	0	38	33.8	4	0	0	0	0	0	0	2	6	2.8	2	1	16	2	0	0	0	0	21	18.8	0	0	0	0	0	0	0	0	0	0	0
18:15	7	3	21	1	0	0	1	0	33	26.6	0	0	0	0	0	0	0	1	1	1	3	1	17	0	0	0	0	0	21	18	0	0	0	0	0	0	0	0	0	0	0
18:30	10	1	10	1	0	0	0	0	22	13.4	0	0	0	0	0	0	0	3	3	3	1	2	10	0	0	0	0	0	13	11	0	0	0	0	0	0	0	0	0	0	0
18:45	5	2	25	1	0	0	0	0	33	27.8	1	0	2	1	0	0	0	2	6	5.2	1	1	9	0	0	0	0	0	11	9.6	0	0	0	0	0	0	0	0	0	0	0
H/TOT	25	9	87	4	0	0	1	0	126	101.6	5	0	2	1	0	0	0	8	16	12	7	5	52	2	0	0	0	0	66	57.4	0	0	0	0	0	0	0	0	0	0	0
19:00	3	1	20	1	0	0	0	0	25	22	2	1	0	0	0	0	0	2	5	2.8	2	1	6	0	0	0	0	0	9	6.8	0	0	0	0	0	0	0	0	0	0	0
19:15	2	3	12	0	0	0	0	0	17	13.6	2	0	1	0	0	0	0	1	4	2.4	0	1	9	0	0	0	0	0	10	9.4	0	0	0	0	0	0	0	0	0	0	0
19:30	4	1	12	1	1	0	0	0	19	15.7	3	0	1	1	0	0	0	2	7	4.6	1	0	6	0	0	0	0	0	7	6.2	0	0	0	0	0	0	0	0	0	0	0
19:45	1	3	10	0	0	0	0	0	14	11.4	2	0	0	0	0	0	0	2	4	2.4	1	0	12	1	0	0	0	0	14	13.2	0	0	0	0	0	0	0	0	0	0	0
H/TOT	10	8	54	2	1	0	0	0	75	62.7	9	1	2	1	0	0	0	7	20	12.2	4	2	33	1	0	0	0	0	40	35.6	0	0	0	0	0	0	0	0	0	0	0
2 TOT	35	17	141	6	1	0	1	0	201	164.3	14	1	4	2	0	0	0	15	36	24.2	11	7	85	3	0	0	0	0	106	93	0	0	0	0	0	0	0	0	0	0	0
14 TOT	129	45	574	164	38	4	1	0	955	850	69	4	38	23	5	1	0	110	250	196.2	56	23	447	71	23	3	0	0	623	579.8	0	0	0	0	0	0	0	0	0	0	0