

14.1 APPENDIX TO CHAPTER 14 – Traffic and Transport Assessment Part 1

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consulting
engineers

NRB

**Traffic & Transport
Assessment Report**
incl
**Planning Stage Mobility
Management Plan**
(Appendix F),
DMURS Statement of Consistency
(Appendix G),
Car / Bicycle Management Plan
(Appendix H),
DLRCC Cycle Audit Report
(Appendix I),
**Public Transport Capacity
Assessment Report**
(Appendix J),
&
**Independent Stage 1 Road Safety /
Quality Audit**
(Appendix L)

for

**Proposed Residential Apartment
Development.**

at

***St Teresa's, Temple Rd, Blackrock,
Co. Dublin.***

SUBMISSION ISSUE

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EXECUTIVE SUMMARY

NRB Consulting Engineers Ltd were appointed to address the Traffic/Transport issues associated with a planning application for a Large Scale Residential Development (LRD) on lands at Temple Hill, Blackrock, Co. Dublin, for Oval Target Ltd.

The proposed development will consist of revisions to the development previously permitted under SHD ABP-303804-19 (291 no. units were permitted) to provide for a new residential scheme of 414 no. residential units in total (an overall uplift of 123 no. units overall). This report assesses the impact of the 414 Apartment units on the site, which are supported by residential amenities, open space, an ancillary Creche & a small Café (Refer to Detailed Development Description included within Section 2.0 herein).

The vehicular access arrangement from the local roads effectively mirrors the access junction as previously approved (with the exit lane amended to a single lane approach as requested by DLRCC).

Being located adjacent a busy Core Bus Corridor, with high quality pedestrian and cyclist provision, and within a short walking distance of both Seapoint (and Blackrock) DART, the site is very well placed to take advantage of non-car modes of travel to support the scale of development. The approved NTA Bus Connects Plans have been reviewed, and the proposed development and access arrangement does not conflict or affect the delivery of the proposed works on Temple Hill.

This Traffic and Transport Assessment Report (TTA) has been prepared to address the Traffic and Transport issues associated with the proposal, the capacity of the existing road network and the impact of the increased scale of development locally. An assessment of current & future non-car modes has also been undertaken by way of the Travel Plan as **Appendix F**. A DMURS review was undertaken, with the Report included as **Appendix G**. A Car & Bicycle Parking Management Plan and strategy Report is included as **Appendix H**. The design and quantity of the Bicycle Parking has been assessed with the DLRCC Cycle Audit Report on the amended elements included as **Appendix I**. A Public Transport (Bus and DART) Demand / Capacity Assessment has also been prepared, with the Report included as **Appendix J**. An independent Road Safety / Quality Audit (including Pedestrian & Walking), together with the associated designer Feedback form is included as **Appendix L**.

The main body of the TTA Report has been prepared in accordance with TII's Traffic & Transport Assessment Guidelines and addresses the worst-case vehicular traffic impact of the proposal locally.

This TTA addresses the adequacy of the existing road network to safely and appropriately accommodate the worst-case vehicular demands with the development fully occupied, taking account of the existing and future traffic demands locally and at the proposed vehicular access.

Comprehensive classified turning movement surveys of the existing affected roads and junctions were originally carried out during the weekday AM and PM Peak Hours in 2025.

These traffic surveys form the basis of the traffic impact part of the study. The analysis includes the effects of the existing traffic on the local roads and assesses the impact during the traditional peak commuter peaks periods, in accordance with the TII Traffic and Transport Assessment Guidelines.

The TTA confirms that the road network and the amended vehicular access junction are more than adequate to accommodate the worst-case traffic associated with the increased scale of development. The assessment also confirms that the construction and full occupation of the amended scheme will have a negligible and unnoticeable impact upon the operation of the adjacent road network.

A response to the Traffic & Transport related matters raised in the DLRCC Opinion is set out within Section 6.0 of this Report.

Based on all of the enclosed Reports and Studies, it is concluded that there are no adverse traffic/transport capacity, safety or operational issues associated with the construction and occupation of the proposed development, which would prevent a grant of Planning Permission by Dún Laoghaire Rathdown County Council.

1.0 INTRODUCTION

- 1.1 This Traffic and Transport Assessment Report (TTA) has been prepared by NRB Consulting Engineers Ltd and addresses the Traffic/ Transportation issues arising from the proposal to construct and occupy a revised residential apartment development on lands at St Teresa's, Temple Hill, Monkstown, Blackrock, Co. Dublin.
- 1.2 Blackrock, and the subject site, is a long-established destination, containing commercial, retail and residential development and in these terms has very well established traffic generation characteristics in its own right. The proposed development on zoned lands already benefits from a planning permission for 291 Residential Apartments. A site location plan for the site is included below as **Figure 1.1**.



Figure 1.1 - Site Location

- 1.3 In describing the Receiving Environment and the Proposed Future Environment, this report addresses the following aspects of the proposed development:
- Relative Small Scale of the development in the context of Blackrock and the busy road network (Reflected in the Low Traffic Generation of the Development),
 - Location of the development on a Core Bus Corridor with 2 x Main Spine Routes passing the site directly, and also being adjacent 2no. DART Stations,

- Traffic & Transportation impact, with 291 units previously approved,
- Proposed access junction as previously permitted, with a reduction to a single lane approach on exit as specifically requested by DLRCC,
- Capacity of the proposed vehicular access arrangement to accommodate the worst-case development traffic flows associated with 414 Units,
- Pedestrian and cyclist permeability and promotion,
- Capacity of the Existing Road Network,
- Adequacy and safety of the existing roads and junctions locally, within the area of influence, and,
- Impact upon the adjacent traffic signal-controlled junctions on the N31.

1.4 A previous review of the Road Safety Authority (RSA) online collision database indicates that there is a cluster of (minor) vehicular collisions occurring on the N31 at the adjacent Traffic Signal Controlled Junction, between 2005-2016 inclusive (Refer **Figure 1.2** Below, as previously retrieved from the RSA database). It should also be noted that the subject use of the site represents a reduced intensification in terms of traffic generation when compared to the historic former uses, and that the proposals now include significant upgrade and improvement in terms of the design and operation of the existing junction.

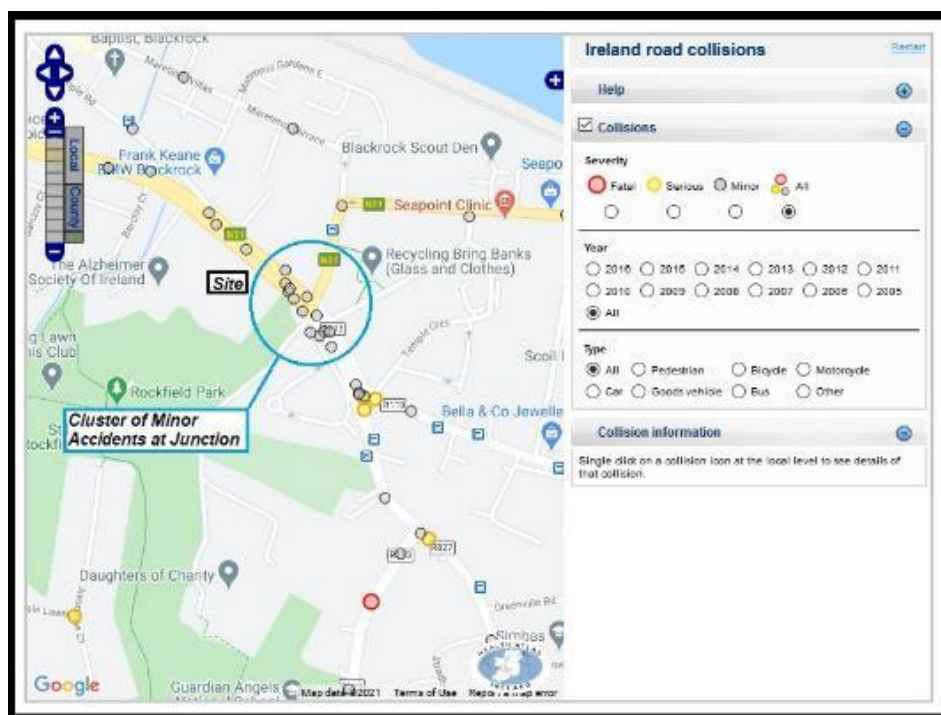


Figure 1.2 – Previous RSA On Line Record of Traffic Collisions

1.5 The Recommendations contained within this TTA are based on the following sources of information and industry-standard practices; -

- TII Traffic & Transport Assessment Guidelines (March 2014),
- Design Manual for Urban Roads and Streets,
- Recent 2025 Traffic Survey Data commissioned,
- Relevant Design Guidance,
- Our experience in assessing the impact of Developments of this Nature, and,
- Site Visits and Observations.

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1.6 The Report has been prepared in accordance with the requirements of the TII's Traffic & Transport Assessment Guidelines. These are the professional Guidelines used to assess the impact of developments on public roads.

1.7 An assessment of current & future non-car modes has also been undertaken by way of the Travel Plan as **Appendix F**. A DMURS review was undertaken, with the Report included as **Appendix G**. A Car & Bicycle Parking Management Plan and strategy Report is included as **Appendix H**. The design and quantity of the Bicycle Parking has been assessed with the DLRCC Cycle Audit Report included as **Appendix I**. A Public Transport (Bus and DART) Demand / Capacity Assessment has also been prepared, with the Report included as **Appendix J**. An independent Road Safety / Quality Audit (including Pedestrian & Walking), together with the associated designer Feedback form, is included as **Appendix L**. A response to the Traffic & Transport related matters raised in the DLRCC Opinion is set out within Section 6.0 of this Report.

2.0 DEVELOPMENT PROPOSALS, EXISTING CONDITIONS, PARKING & VEHICULAR ACCESS JUNCTION DESIGN

2.1 The proposed development will consist of revisions to development previously permitted under SHD ABP-303804-19 (291 no. units permitted) to provide for a new residential scheme of 414 no. residential units in total (an uplift of 123 no. units overall). The proposed development consists of:

1. Amendments to previously permitted Blocks C1, C2, C3, D1, E1, E2, E3, E4 and E5 as follows:
 - A revised building design for Block C1 from previously permitted building (3 storeys overall) consisting of 7 no. apartment units (6 no. 2 bed units and 1 no. 3 bed unit) to now comprise 10 no. apartment units (4 no. 1 bed units and 6 no. 2 bed units) including minor revisions to height (remains 3 storeys overall) and revisions to elevations and building footprint – an uplift of 3 no. residential units in total.
 - A revised building design for Block C2 from previously permitted building (3 storeys overall) consisting of a crèche facility (approx. 286 m²) at level 00 and 4 no. apartment units at level 01 and 02 (3 no. 2 bed units and 1 no. 3 bed unit) to now comprise a crèche facility of approx. 401m² at level 00 and associated outdoor play area space of 302 m² and 6 no. apartment units (2 no. 1 bed units and 4 no. 2 bed units) at levels 01 and 02 including minor revisions to height (remains 3 storeys overall), and revisions to elevations and building footprint – an uplift of 2 no. residential units and increased crèche floor area size by approx. 115m².
 - A New Block C3 (1 storey over basement level) comprising residential amenity space of approx. 451 m².
 - The omission of previously permitted Block D1 (5 storeys overall) and basement level comprising 50 no. apartment units (15 no. 1 bed units, 23 no. 2 bed units and 12 no. 3 bed units) to now deliver new Block D1 (4 - 7 storeys over new basement level) comprising 125 no. apartment units (19 no. 1 bed units, 68 no. 2 bed units and 38 no. 3 bed units) – an uplift of 75 no. residential units.
 - The omission of previously permitted Block E1 (5 storeys overall) comprising 14 no. apartment units (9 no. 2 bed units, 4 no. 3 bed units and 1 no. 3 bed duplex unit) to now deliver new Block E1 (4 - 7 storeys) comprising 61 no. apartment units (7 no. studio units, 6 no. 1 bed units, 26 no. 2 bed units and 22 no. 3 bed units) – an uplift of 47 no. residential units.
 - The omission of previously permitted Block E2 (5 storeys overall) comprising 15 no. apartments units (9 no. 2 bed units, 4 no. 3 bed units and 2 no. 3 bed duplex

units) to now deliver new Block E2 (6 storeys) comprising 50 no. apartment units (1 no. studio unit, 25 no. 1 bed units, 20 no. 2 bed units and 4 no. 3 bed units) – an uplift of 35 no. apartment units.

- The omission of permitted Blocks E3 (5 storeys), E4 (4 storeys) and E5 (5 storeys) previously providing for 38 no. units in total (27 no. 2 beds, 8 no. 3 beds and 3 no. 3 bed duplex units).
 - Each residential unit has associated private open space in the form of a terrace / balcony.
 - The above new proposals extend to a total of 252 residential units. Blocks A1, B1, B2, B3, B4, Block H (St. Teresa's House) remain as originally permitted with no further amendments as part of this proposal (162 no. units in total and permitted heights of 3-8 storeys).
2. The structures for demolition across the site remain as permitted with no further amendments proposed. This includes any structures previously permitted for demolition that still remain on site and the removal of associated remnants of low / retaining walls and in-ground concrete steps.
 3. An amended proposal for Block G (St. Teresa's Lodge) (1 storey) including a change of use from previously permitted 1 no. 1 bed unit to a new café of approx. 67.4m². This proposal will again seek permission for the dismantling/deconstruction of the existing St. Teresa's Lodge (approx. 38.56m²) and demolition of a lean to extension (approx. 28.5m²) as previously permitted under SHD ABP-303804-19. The current amendment proposal seeks permission to relocate and reconstruct St. Teresa's Lodge in a new location (180m southwest of its original position and located adjacent to Rockfield Park) using original roof timbers, decorative elements and rubble stonework, with original brickwork cleaned and re-used where appropriate. The non - original extension (approx. 28.5m²) will be again removed as previously permitted. The current proposal seeks further extension of this building (approx. 28.88m²) and a change of use from residential (1 no. unit) to café use to deliver a Part M compliant single storey building of approx. 67.4m².
 4. A revised landscape plan now provides for:
 - Public open space in the form of a central parkland, garden link, woodland park (incorporating an existing folly) and a tree belt (approx. 11,238m² overall).
 - Communal open space is now proposed in the form of entrance gardens, plazas, terraced gardens and roof terraces (approx. 3,620m² overall).

- Provision is also now made for 2 no. new pedestrian connections to Rockfield Park on the southern site boundary (1 no. adjacent to the proposed relocated Gate Lodge and 1 no. at the hammerhead adjacent to Block E2) and all other pedestrian connections remain as permitted under SHD ABP-303804-19.
5. A revised total of 244 no. car parking spaces (a decrease of 28 no. spaces); 962 no. bicycle spaces (an uplift of 296 no. spaces) are proposed. The no. of motorcycle spaces remains as permitted at 20 no. spaces.
 6. The development also provides for revised proposals for Bin Storage areas, Bike Storage areas, life safety generator room, ESB substations and switch rooms with a combined floor area of approx. 609m² all at surface level.
 7. Access to the development generally remains as permitted under SHD ABP-303804-19, which provides for works to the existing entrance to the overall site via Temple Hill and Temple Road to deliver the realignment and upgrade of the existing signalised junction and associated footpaths, with minor modifications to the junction layout to provide for improved and safer vehicular access/egress to the site and to/from St. Vincent's Park. Emergency vehicular access and pedestrian/cycle access also remains as permitted via a secondary and long-established existing access point along Temple Hill. There are no works proposed to the existing gates (Protected Structure) at this location. There are minor modifications proposed to the northeastern boundary walls and access gateway to 'Carmond' to facilitate alignment improvements for safe access/egress serving St. Vincent's Park.
 8. The associated site and infrastructural works include provision for water services; foul and surface water drainage and connections; attenuation proposals; permeable paving; all landscaping works; green roofs; PV panels; boundary treatment; internal roads and footpaths.

Existing Conditions

- 2.2 The site is in Blackrock, within easy walking distance of Dublin Bus Stops on the adjacent N31 Bus Corridor, and also close to Seapoint and Blackrock Rail / DART Stations and is therefore ideally placed to accommodate the Transportation Demands associated with this scale of development.
- 2.3 The site is bound along the northern boundary by the N31 Temple Road, to the east by the existing St Vincent's Park Residential Development, to the west by St Louise's Park and the Alzheimer Society of Ireland, and to the south by undeveloped parklands and the established convent buildings.

- 2.4 The road along the northern boundary of the site is the N31 National Secondary Road, which is one of the city's main commuter routes, also serving the port of Dun Laoghaire, connecting to the N11. The N31 is a wide urban dual carriageway with a series of large traffic signal-controlled junctions along its length, serving local areas as well as commercial development such as Blackrock Village, Blackrock Shopping Centre and the Frascati Shopping Centre located to the north of the subject site. The N31 is subject to a 50kph urban speed restriction. The N31 carries a weekday AM Peak Hour 2-way flow of approximately 2,100 PCUs and a weekday PM Peak Hour 2-Way flow of approximately 2,300 PCUs, and in these terms, it can be considered as quite heavily trafficked.
- 2.5 The junction of the N31/Seapoint Ave/St Vincent's Park takes the form of a large 4-arm traffic signal-controlled junction. The junction is to be upgraded as part of the approved BusConnects Plans; however the layout currently remains substandard in terms of modern & safe roads design, due primarily to the requirement to maintain access to St Vincent's Park with a non-standard geometric layout, and a left turn diverge lane that crosses the city bound cycle lane.
- 2.6 The existing residential development of St Vincent's Park adjacent the site is a low-density development, consisting of approximately 30 residential houses. In these terms St Vincent's Park is demonstrably a very low generator of vehicular movements.
- 2.7 To the west of the site, St Louise's Park provides access to Traveller Accommodation and also to the Headquarters of the Alzheimer's Society of Ireland. Like St Vincent's Park, it is a low generator of vehicular traffic movements.
- 2.8 A site layout plan showing the development arrangement in relation to the existing site and roads is included herein as **Appendix A** along with further details of the redeveloped improved access and egresses. We also include TRACK (Vehicle Swept Path) drawings.

Public Transport Accessibility Level

- 2.9 We have reviewed the NTA Public Transport Accessibility Level (PTAL) for the subject site, as it is referenced within the Compact Settlement Guidelines. Measuring the "PTAL" is a method used in transport planning to assess how well-connected an area is to public transport. This involves calculating the walking time to nearby public transport stops and considering the frequency and reliability of services at those stops, and the accessibility level is now available on the NTA site, with the extract included below as **Figure 2.1**



Figure 2.1 – Extract NTA PTAL Assessment and Site (NTA)

- 2.10 The above confirms that the site is understandably defined as a 'Medium to High Level of Service' in terms of the NTA Public Transport Accessibility Level.

Car Parking & Accessibility

- 2.11 The proposed development consists of a residential apartment scheme with ancillary supporting use in a series of blocks within a courtyard setting, supported by a mix of at grade and basement cycle & car parking, with copious dedicated secure bicycle parking areas. (Refer to Architects Drawings illustrating same with site layout drawings included herein as **Appendix A**).
- 2.12 The vehicular access arrangement and the layout and design of the internal road network include for tactile paving and dropped kerbs. The vehicle lanes and geometry internally have been designed in line with the Design Manual for Urban Road and Streets (DMURS) to provide shorter crossing distances and a safer environment for cyclists and pedestrians, including a significant proportion of shared surfaces which emphasise the traffic-calmed residential nature of the environment.
- 2.13 It is expected that a significant number of residents of the proposed development will be willing to cycle to work with safe links and secure parking put in place, and that is reflected in the provision of a total of 962 new dedicated cycle parking spaces (with the provision addressed within the enclosed DLRCC Cycle Audit and also in the Car/Bicycle

Parking Management Plan). There are now 209 No. visitor bicycle spaces provided for the Residential elements within the landscaping by way of Sheffield Stands at surface level, with the bicycle parking allocation and distribution as outlined in **Table 2.1** below.

Table 2.1; Bicycle Parking Allocation Throughout Site

Block	No. units	No. bedrooms	Residents spaces (long term)	Visitor spaces (short term)	Total bike spaces (required)
Block A1	29	32	32	15.00	47
Block B1	41	62	62	21.00	83
Block B2	30	43	43	15.00	58
Block B3	30	43	43	15.00	58
Block B4	26	42	42	13.00	55
Block C1	10	16	16	5.00	21
Block C2	6	10	10	3.00	13
Block D1	125	269	269	63.00	332
Block E1	61	131	131	31.00	162
Block E2	50	78	78	25.00	103
Block H	6	13	13	3.00	16
Total cycle spaces	414	739	739	209.00	948
			Staff spaces (long term)	Visitor spaces (short term)	
Creche (Block C2)			4	6	10
Café (Block G)			2	2	4
Cycle parking requirement					962
TOTAL CYCLE PARKING PROVISION - residential, creche, café/retail					962

- 2.14 The development includes a total provision of 244 dedicated Car Parking spaces, divided between Surface and Basement, (with 236 No dedicated to the 414 no. Residential Units) with the breakdown as shown in **Table 2.2** below. The parking at surface level includes 19 No. shown as Visitor Spaces, however this is addressed in the Car / Bicycle Management Plan included as **Appendix H**.

Table 2.2; Car Parking Allocation Throughout Site

Car parking provision-Residential		spaces	accessible spaces	Total spaces
Surface level car parking		81	7	88
Basement A (level -1)		42	2	44
Basement B (level 0)		34	2	36
Basement D (level -1)		64	4	68
TOTAL RESIDENTIAL CAR PARKING SPACES		221	15	236
Number of apartments				414
Car parking provision-residential		(number of spaces 236 / number of units 414)		
		0.57 car spaces per residential unit		
Accessible parking space provision				
5% of spaces		236 x 5% = 11.65 spaces		
		Accessible residential car spaces provided = 15 spaces		
Car parking provision - Creche		spaces	accessible spaces	Total spaces
Surface level car parking - creche		7	1	8
TOTAL CRECHE CAR PARKING SPACES		7	1	8
Accessible parking space provision				
5% of spaces		8 x 5% = 0.4 spaces		
		Accessible creche car spaces provided = 1 space		
TOTAL CAR PARKING PROVISION - residential and creche				244

- 2.15 This residential provision is a parking ratio of approximately 0.57 per unit, which we consider to be appropriate in this location. The quantity and justification of the provision in terms of the Compact Settlement Guidelines and National Policy is also further

addressed in detail within Section 2.0 of the Car & Bicycle Parking Management Plan and strategy Report included as **Appendix H**.

- 2.16 The **Car Parking** standards originally to be applied in new residential developments in Dún Laoghaire-Rathdown are set out in Table 12.5 of the County Development Plan (2022-2028). Zone 1 standards are defined as "Maximum" requirements, whilst Zones 2/3/4 are not. The provision is to be determined in accordance with the DLRCC Development Plan on a case-by-case basis, depending on the particular circumstances.
- 2.17 **However**, these requirements are now supplemented by Table 3.1 of the Sustainable Residential Development and Compact Settlement Guidelines 2024 (CSG) which set out the three different areas and density categories for Dublin City, namely City Centre, City-Urban Neighbourhoods and City - Suburban / Urban Extension. Having reviewed the site location we believe that the site, falls within a **City- Urban Neighbourhoods** (as defined in Table 3.8). The relevant extract is included below as **Figure 2.2**

Table 3.1 - Areas and Density Ranges Dublin and Cork City and Suburbs

City - Centre The city centres of Dublin and Cork, comprising the city core and immediately surrounding neighbourhoods⁶, are the most central and accessible urban locations nationally with the greatest intensity of land uses, including higher order employment, recreation, cultural, education, commercial and retail uses. It is a policy and objective of these Guidelines that residential densities in the range 100 dph to 300 dph (net) shall generally be applied in the centres of Dublin and Cork.
City - Urban Neighbourhoods The city urban neighbourhoods category includes: (i) the compact medium density residential neighbourhoods around the city centre that have evolved overtime to include a greater range of land uses, (ii) strategic and sustainable development locations⁷, (iii) town centres designated in a statutory development plan, and (iv) <u>lands around existing or planned high-capacity public transport nodes or interchanges (defined in Table 3.8) – all within the city and suburbs area</u>. These are highly accessible urban locations with good access to employment, education and institutional uses and public transport. It is a policy and objective of these Guidelines that residential densities in the range 50 dph to 250 dph (net) shall generally be applied in urban neighbourhoods of Dublin and Cork.
City - Suburban/Urban Extension Suburban areas are the lower density car-orientated residential suburbs constructed at the edge of cities in the latter half of the 20th and early 21st century, while urban extension refers to the greenfield lands at the edge of the existing built up footprint that are zoned for residential or mixed-use (including residential) development⁸. It is a policy and objective of these Guidelines that residential densities in the range 40 dph to 80 dph (net) shall generally be applied at suburban and urban extension locations in Dublin and Cork, and that densities of up to 150 dph (net) shall be open for consideration at 'accessible' suburban / urban extension locations (as defined in Table 3.8).

Figure 2.2 – Extract Table 3.1 – Areas and Density Ranges from the CSG

- 2.18 Section 3.4 of the CSG sets out how to establish the housing density ranges at various locations, with Step 1 being an assessment of Accessibility to both Services and Public Transport, with Table 3.8 setting out definitions for terms used for defining accessibility.

In terms of Accessibility we have reviewed Table 3.8 (See Extract below as **Figure 2.2**) and note that the Site is located within an easy walk distance of DART (Seapoint being within 550m of the site) and it is also directly on a primary BusConnects Core Bus Corridor route with associated frequent services.

- 2.19 **Figure 2.1** above also confirms that the site is defined as a 'Medium to High Level of Service' in terms of the NTA Public Transport Accessibility Level.

Table 3.8: Accessibility

High Capacity Public Transport Node or Interchange	
• Lands within <u>1,000 metres (1km) walking distance of an existing or planned high capacity urban public transport node or interchange</u>, namely an interchange or node that includes DART, high frequency Commuter Rail¹¹, <u>light rail</u> or MetroLink services; or locations within 500 metres walking distance of an existing or planned BusConnects 'Core Bus Corridor'¹² stop. • Highest densities should be applied at the node or interchange and decrease with distance. • 'Planned public transport' in these Guidelines refers to transport infrastructure and services identified in a Metropolitan Area Transport Strategy for the five cities and where a public authority (e.g. National Transport Authority, Transport Infrastructure Ireland or Irish Rail) has published the preferred route option and stop locations for the planned public transport.	

Figure 2.3 – Extract Table 3.8 – Locational Characteristics in CSG

- 2.20 Examination of the proposed site location therefore confirms that the site can best be described as "urban neighbourhood" solely in the context of the CSG definitions for calculating appropriate car parking provision. We include below the associated Parking Provision Table 3.8 extract from the CSG as **Figure 2.4**

SPPR 3 - Car Parking	
It is a specific planning policy requirement of these Guidelines that:	
(i)	In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.
(ii)	In accessible locations, defined in Chapter 3 (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.
(iii)	In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling.

Figure 2.4 – Extract SPPR3 – Car Parking Standards in CSG

- 2.21 Note that the parking provision in the CSG does NOT include car club spaces, set down spaces, public EV Spaces or Accessible spaces, but does include visitor provision. Based on the above, **applying the CSG to the Housing Element** would strictly require the following **maximum**:
- 1 x Car Parking Space per Residential Apartment (414 Spaces),
 - Accessible/Set Down and Public EV **in addition** to the above (and there are 19 No Controlled Visitor Parking Spaces provided within the site at Surface Level).
- 2.22 The proposed development includes a total of 236 No. car parking spaces (dedicated to the residential elements), being a parking ratio of approximately 0.57 per unit which we consider to be appropriate in this location.
- 2.23 Motorcycle spaces are also accommodated in line with DLRCC County Development Plan 2022 - 2028 Section 12.4.7 Motorcycle Parking i.e. at a rate of 4% of the number of car parking spaces provided (a total of 20 motorbike spaces are included, which exceeds the requirement).
- 2.24 DLRCC Development Plan defines the % of EV Spaces to be provided, and the design includes for these dedicated spaces as per the Development Plan. In the case of a large residential development of the nature proposed, with specific spaces likely dedicated to specific apartments, it is considered appropriate to also facilitate the retrofitting of spaces, based on demand following occupation, rather than dedicated electric charge spaces being dedicated to apartments and provided from the outset. The entire car park of the subject scheme can therefore be ducted to accept future cabling to serve a charging point for every car space as demanded. Within the basement area, conduits will be run on the walls where charging points can also be mounted.
- 2.25 Where residents request a charging point to be installed, the relevant charging point will be pre-wired back to their home electricity meter in the designated meter location. The socket point will have a lockable cover on it so that only that resident may use the power point. This provision around the entire parking area will also charging points to be installed at any of the car parking spaces with minimum works as and when required.

Links

- 2.26 There are generous wide footpaths provided internally within the site connecting to existing roads along with the recently upgraded cycle network on the N31 Temple Road, providing direct links to the high-quality public transport services locally.
- 2.27 The development is well serviced by a number of frequent Dublin Bus services along with other services such as Aircoach. There are bus lanes on the N31 approaches to Blackrock and DLRCC have objectives to further upgrade many of these local routes to

the approved BusConnects Core Bus Corridor on Temple Rd. Real time information is available at the nearby Dublin Bus Stops.

- 2.28 Further details of measures to encourage the use of alternative modes of transport are set out in the separate Preliminary Travel Plan (aka Mobility Management Plan or MMP) as **Appendix F**. The enclosed Travel Plan should be read in conjunction with the content of the TTA Report, as an integral part.

Access Junction Design - Discussion

- 2.29 The Design of the Access Junction was previously developed following a review of the local plans and moreover a review of existing traffic safety issues and modern junction design. The current plan is an effective mirror-image of the design that was previously approved by ABP, but with one very small alignment improvement, being the provision of a single lane exit as specifically requested by DLRCC. The junction has been considered in light of the approved NTA Bus Connects Plans, through on-going liaison with ARUP (as designer of the approved Bus Connects Network Plan) and with the NTA directly.
- 2.30 The proposed redesign of the traffic signal-controlled junction facilitates a very significantly safer junction for all road users. There are currently a significant cluster of historic accidents at this junction (refer to original RSA database extract) that the redesign will likely remedy or, and at the very least, significantly reduce.
- 2.31 The proposed design facilitates an improved and straighter road alignment, in a traditional cross-roads arrangement with no 'stagger' with the N31 to Dún Laoghaire opposite the subject site (of course with significant phasing/staging benefits and associated capacity benefits due to associated improved traffic signal timings).
- 2.32 The design provides for 'normal' opposing right turning movements, without the 'stagger' that currently exists, and which is included in the approved NTA layout. This alignment improvement facilitates a traditional junction and a much more efficient junction.
- 2.33 It allows the provision of the highest quality modern pedestrian and cyclist facilities according with current Design Guidance, that is ordinarily applied to housing applications by DLRCC as best practice, facilitating the most efficient form of crossing.
- 2.34 It allows a significantly improved access to St Vincent's, with the option to close the existing left-in entry to St Vincent's which currently crosses the path of city bound cyclists.

3.0 TRIP GENERATION, ASSIGNMENT & DISTRIBUTION

- 3.1 The Trip Rate Information Computer System (TRICS) database is ordinarily used to ascertain vehicular trip generation associated with the use of any particular site. The use of TRICS is specifically recommended within the TII Guidelines for Traffic & Transport Assessment, and it represents industry-standard practice for Traffic & Transport Assessments. In this case the worst-case assessment is based on Irish Residential Apartment Developments from within TRICS.
- 3.2 A robust and onerous assessment has been undertaken of the impact along the N31 Road Corridor in order to ensure that we thoroughly assess the impact, in terms of stress testing the access junction and the road capacity impact of the scheme on the important local link to and from the city. The Trip Rates applied for the Proposed Development in this case are as set out below as **Table 3.1**. It should be noted that the small café have been considered, and they are not expected to generate any measurable traffic volumes in their own right.

Table 3.1; - TRICS Data Summary, 414 No. Irish Residential Apartments & Creche

TRAFFIC GENERATED BY 414 RESIDENTIAL APARTMENTS					
414 x Units	Arrivals (PCUs)		Deps (PCUs)		Total 2-Way Traffic
Resi Houses	Per Unit	Dev	Per Unit	Dev	
Weekday 8-9AM	0.065	27	0.183	76	103
Weekday 5-6PM	0.147	61	0.083	34	95
24 Hr Day (AADT)	1.063	440	1.141	472	912
TRAFFIC GENERATED BY SMALL ANCILLARY CRECHE					
401m2 GFA	Arrivals (PCUs)		Deps (PCUs)		Total 2-Way Traffic
Creche	Per 100	Dev	Per 100	Dev	
Weekday 8-9AM	2.934	12	2.500	10	22
Weekday 5-6PM	2.390	10	3.044	12	22
24 Hr Day (AADT)	14.185	57	15.943	64	121
TOTAL TRAFFIC GENERATED BY ENTIRE PROPOSED SITE *					
Study Period	Arrivals (PCUs)		Deps (PCUs)		2-Way (PCUs)
Weekday 8-9AM	39		86		124
Weekday 5-6PM	70		47		117
24 Hr Day (AADT)	497		536		1033
*Excluding Small Café which is considered to generate negligible external traffic					

- 3.3 We have included herein as **Appendix C** the TRICS data output for Residential Apartments and Childcare facilities upon which the above are based.

Assignment/Distribution - Future Year Traffic

- 3.4 We have used industry standard hand assignment techniques, with the worst-case traffic as outlined assigned to the roads based on the observed established traffic patterns.

- 3.5 The standard methodology applied was to firstly ascertain the base background traffic conditions for both the weekday AM and weekday PM Commuter Peak periods. We then used the TII PE-PAG-02017 Project Appraisal Guidelines for National Roads Unit 5.3 to establish selected completion/opening year 2028 and design year 2043 traffic conditions on the local road network. The application of compounded annual traffic growth consistent with the TII Statistical models includes for traffic associated with new unbuilt committed development locally, increases in car ownership locally and changes in driver behaviour.
- 3.6 It should be noted that any requirement to use different or higher growth factors will also have no implications whatsoever for the conclusions of the study. Calculations of the relevant compound growth factors using TII PE-PAG-02017 are included in **Table 3.2** below (based on tabulated 'Central Growth' for Metropolitan Dublin).

Table 3.2 - Traffic Growth Rates, TII Travel Demand Projections Unit 5.3

Year	to Year	Table 6.1:
Surveyed	2028	1.049
2028	2044	1.101

4.0 TRAFFIC IMPACT - TRAFFIC CAPACITY ANALYSIS & CONSTRUCTION TRAFFIC

- 4.1 Both the Institution of Highways and Transportation (IHT) Guidelines for Traffic Impact Assessment and the TII Traffic and Transport Assessment Guidelines sets out a mechanism for assessment of developments of this nature and determining whether further assessment is indeed required.
- 4.2 This TII Traffic and Transport Assessment Guidelines requires a **Threshold Assessment** of the impact on the local roads to be provided in order to determine whether further, more detailed modelling and assessment of critical junctions is necessary. This is important in this case as the development is located in proximity to an important arterial route for the city.
- 4.3 The professional guidance referenced above sets out specific increases in traffic volume associated with new development, which, if breached, requires further detailed analysis to be undertaken. The recommendation is that, if the expected increase is 5% for networks that are considered heavily trafficked or congested, then further analysis is warranted. In this case, given the proximity to the N31 the 5% threshold has been applied, mirroring the assessment strategy that was deployed for the permitted scheme.
- 4.4 In this regard, it is demonstrated herein that the proposed addition of the construction and occupation of the residential development, with very low volumes of traffic added to a busy network, will not result in any significant level of new trips on the local roads, with all anticipated traffic increases at and beyond the site access expected to be well below the Industry-Standard levels above which further assessment is required.
- 4.5 Our assessment, included within **Appendix D**, (Refer Page 5) confirms that the absolute worst case traffic increase at the adjacent network and at the traffic signal controlled access junction (with all traffic considered as "New" and ignoring and linked/shared trips for robustness) is as summarised below as **Table 4.1**.

Table 4.1; - Threshold Assessment, Worst-Case Impact Weekday AM & PM Peak Hr

Assessed Road or Junction	Traffic Increase %		COMMENT
	AM Pk Hr	PM Pk Hr	
N31/Monkstown Road Junction	1.8%	1.7%	<5% No Further Assessment Required
N31/Seapoint Rd/Site Access	5.4%	4.7%	Junction Capacity Assessment Included
N31/Barclay Ct/Temple Rd Junction	3.1%	2.7%	<5% No Further Assessment Required
N31/Sweetmans Ave Junction	2.7%	2.5%	<5% No Further Assessment Required
N31/Carysfort Ave Junction	2.7%	2.5%	<5% No Further Assessment Required
N31/Georges Ave Junction	2.7%	2.6%	<5% No Further Assessment Required
N31/Frascati SC/Rockhill Junction	2.5%	2.2%	<5% No Further Assessment Required
N31/Mt Merrion Ave Junction	2.2%	2.1%	<5% No Further Assessment Required

4.6 The Threshold assessment clearly confirms that, beyond the site access (where the impact is c 5%), is less than 3% in all cases, the worst-case traffic increases are way below the IHT and TII Recommended level of 5% above which further assessment is warranted. To set these increased levels of traffic in context, the day-to-day variation in traffic volume (due to day of week or weather conditions) is accepted as 10%, so, in this context alone, increases of in all cases less than 3% in traffic on the local roads will go entirely unnoticed as the increases are below the day-to-day variation.

4.7 It is clear that the introduction of the proposed sustainable residential development of 414 apartments will have an imperceptible impact upon traffic conditions locally.

N31/Seapoint Ave - Site Vehicular Access - Amended Improved Traffic Signal Controlled Junction

4.8 We have undertaken detailed assessment of the capacity of the already approved junction using industry-standard software, with the now-single lane exit as requested by DLRCC. The capacity of the junction has been assessed using the LiNSiG programme (Linked Signal Design). LiNSiG is TII approved software that enables the user to predict the capacity, queues and delays at traditional traffic signal-controlled junctions. The outputs from the software present Degrees of Saturation, Practical Reserve Capacity and Queues/Delays as indicators of the operational efficiency of the specific junction type.

4.9 The detailed output of the models are included herein as **Appendix E**, and is summarised below as **Table 4.3** ; -

Table 4.3; N31/Access/Seapoint Ave - Summary LiNSiG Results

Modelled Scenario	Network Saturation %	PRC %	Total Delay PCUhr
2028 Opening Year AM Peak Hr 8-9	99.3	-10.4	55.6
2028 Opening Year PM Peak Hr 5-6	101	-12.2	58.1
2043 Design Year AM Peak Hr 8-9	112	-25	107
2043 Design Year PM Peak Hr 5-6	109	-20.8	113

4.10 It should also be noted that the improved junction represents a very significant improvement in local traffic safety conditions and is expected to go some way to addressing and rectifying the evident established local accident cluster at the junction.

Construction Traffic

4.11 The effect of construction operations and traffic are also addressed in the *Construction & Environmental Management Plan* prepared by JJ Campbell & Associates. This JJC Report includes a description of the proposed works and how these works will be managed for the duration of the demolition and construction works on site. It is normal for these details to be agreed between the Planning Authority and the appointed

Contractor for the works, following a planning decision. These details are normally best dealt with when details of construction programme and phasing have been confirmed.

- 4.12 When the demolition contractor is appointed, they will prepare a detailed method statement having regard to their own operating procedures, the agreed construction programme, site conditions, and any relevant planning conditions. Any works on the public road (e.g. for services connections) will require an application for a Road Opening Licence and will be submitted by the contractor to the Local Authority, and will include a full detailed Construction Traffic Management Plan prepared in accordance with **Chapter 8 of the Traffic Signs Manual** for pre-approval by the Local Authority. The Construction & Environmental Management Plan should be considered Preliminary in these terms, and the issues covered may be amended or added to by the successful appointed contractor.
- 4.13 It is intended that the first operations on site will be relocating the Gate lodge, immediately followed by the construction of the proposed new/realigned traffic signal-controlled junction, with the dedicated new vehicular access arrangement serving the site thereby delivered as part of the first phases. The Traffic Signals will be fully commissioned and operational, thereby facilitating safe and appropriate access for construction related activities and for construction staff.
- 4.14 Perimeter hoarding will be provided around the entire enclosed site to provide a barrier against unauthorised access from public areas. The Controlled access point to the site, in the form of gates or doors, will be monitored and secured, with a full time Flagman or Banksman during working hours to ensure that any conflicts between construction related traffic and public road users are minimised. These gates will be locked and secured to prevent unauthorised access during periods when these are not monitored (e.g., outside working hours). The hoarding will be maintained and painted, possibly with graphics of the project information, in accordance with current best practice.
- 4.15 Whilst the hours of operation are ordinarily a matter of Condition by the Planning Authority, it is proposed that the site and building works required to implement the development shall only be carried out between the hours of:
- Mondays to Fridays - 7.00am to 6.00pm
 - Saturday - 8.00 a.m. to 2.00pm
 - Sundays and Public Holidays - No activity on site.
- 4.16 Deviation from these times will only be allowed in exceptional circumstances where prior written approval has been received from Dun Laoghaire Rathdown County Council following an application for same. Such an application is considered unlikely and would

only be made in exceptional or emergency circumstances, and approval may be given subject to conditions pertaining to the particular circumstances.

- 4.17 It is proposed that the new access arrangement will be used for all subsequent stages once the site has been secured. For the duration of construction, all traffic will enter and leave via the new access point (via the new traffic signals). The temporary parking of delivery vehicles or construction staff vehicles will not be permitted on public roads outside the site, and a dedicated storage and staff parking area will be constructed as part of the early works to accommodate construction vehicles and worker parking as necessary. Unfettered and unobstructed access will be maintained at all times to neighbouring properties adjacent the site and no parking on public roads will be allowed.
- 4.18 The proposed heavy goods vehicle routes are as follows; From the M50, HGVs will exit the motorway at Junction #13 which is c.6.9km from the development. HGVs will travel northeast for c.2.1km to the N11, and from there they will travel northwest for c.2.5km to the N31 junction at Mount Merrion Ave. HGVs then travel a further 2.3km northeast along the N31 to the entrance to the site. The exit route to the M50 will be the same.
- 4.19 In terms of Construction Staff, and the requirement for parking, in order to provide some measure of reassurance, it is estimated that the max number of staff on site at any one time, including main contractors and fit-out contractors is likely to be approximately 50. At worst, it is expected that this would require 25-30 car parking spaces on site, conscious of the location of the development site adjacent a Core Bus Corridor and being a short walk from 2no. separate DART stations. It should be remembered that construction activities and working hours mean that construction staff arrive and depart outside the traditional weekday commuter peak hours of 8-9am and 5-6pm. In this regard, we consider that the impact of construction staff traffic is imperceptible.
- 4.20 The JJC Construction & Environmental Management Plan identifies that the maximum HGV movement during construction will be 4-5 in any one-hour period (Equivalent to 12 PCUs, or 24 PCUs 2-way). This, combined with the worst-case staff traffic volumes (assuming for robustness that all 50 operatives arrive as car drivers) means that the maximum possible hourly traffic generated by the site is 74 PCUs or car equivalents. **Table 3.1** in Section 3.0 above confirms that the fully operational and occupied proposed apartment scheme on the site will generate 126 PCUs in the AM Peak Hour and 119 PCUs in the PM Peak Hour.
- 4.21 We have demonstrated that the completed, occupied development traffic can be accommodated with an imperceptible impact. Given that the construction traffic volume is significantly lower, and with the fully completed traffic signals in place, the impact of construction traffic will therefore also be imperceptible.

5.0 SUSTAINABLE / ALTERNATIVE TRANSPORT MODES & PROVISION

- 5.1 An assessment of current & future non-car modes has also been undertaken by way of the enclosed Mobility Management Plan / Travel Plan as **Appendix F**. A Public Transport (Bus and DART) Demand / Capacity Assessment has also been prepared, with the Report included as **Appendix J**. These studies are an integral part of this assessment.

Access By Road

- 5.2 The new improved Traffic Signal Controlled access junction will provide for improved vehicular capacity and a safer junction arrangement. The junction has been designed to conform with Roads design Guidance and best practice operational safety. Internally, the layout of the site conforms with the requirements of the Design Manual for Urban Road and Streets (DMURS). The capacity implications and impact assessment of the vehicular traffic demands of the development are set out in this report.

Public Transport/Bus Provision

- 5.3 The site is ideally placed to benefit from and contribute to the existing bus services passing immediately adjacent the site, all of which are illustrated in **Figure 5.1** below.

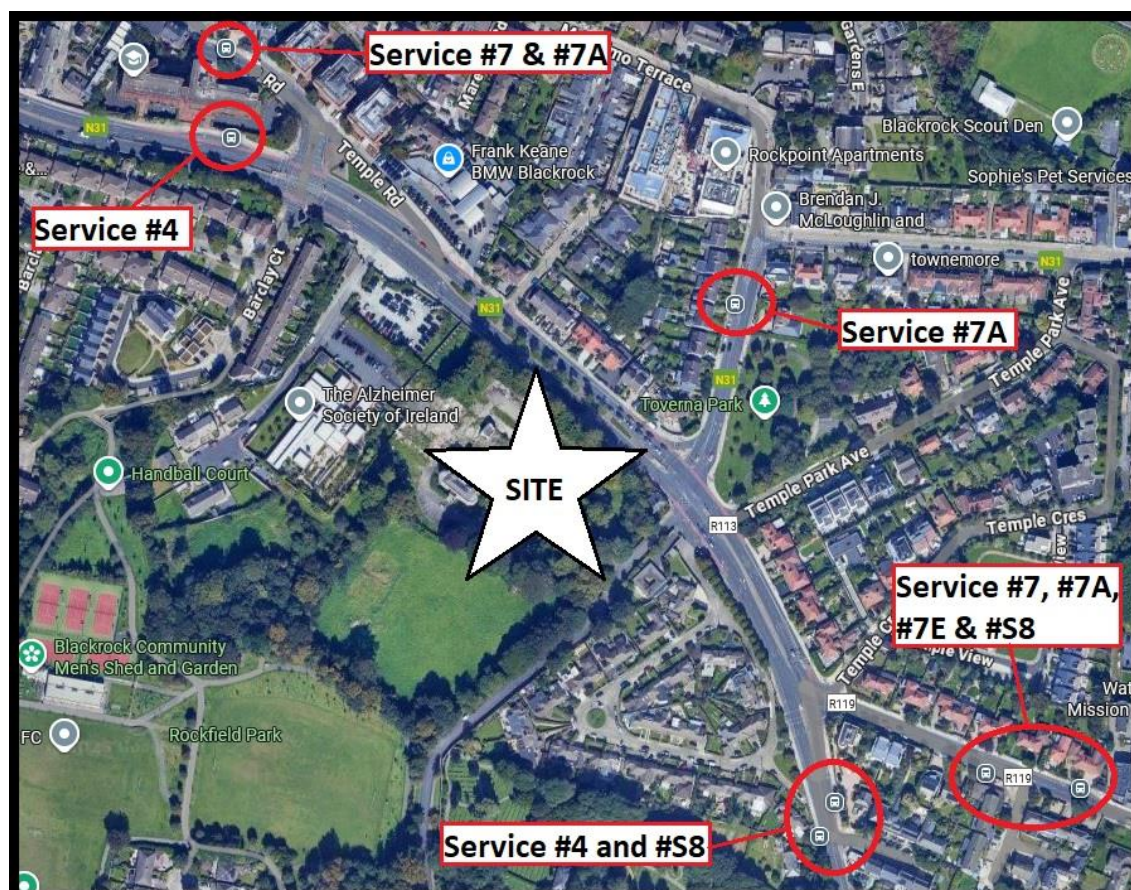


Figure 5.1 – Existing Bus Services at the Site (Correct at Time of Writing)

- 5.4 The details of each of the current services, including the route origin/destination, frequency are available on NTA Websites.
- 5.5 In terms of **Future Planned Services**, the NTA have recently published details of the overall bus network for the GDA, the 'New Dublin Area Network' - showing Spine Routes, Feeder and Orbital Routes. An extract from the NTA Plans showing the site location is included below as **Figure 5.2**. It should be noted that the core corridor past the site has received planning permission from An Bórd Pleanála (now ACP).



Figure 5.2 – Extract Current NTA Bus-Connects Network Plan and Site

- 5.6 This network shows that the site's accessibility to bus services will be further enhanced, with a high frequency and permeable service to be provided. The site is located served by **Main Spine Route B3 & B4 (Red)** and also several other **Local Routes S8 (Blue)** and **98 (Purple)**. The expected frequency of the Spine Routes are as illustrated in the extract included as **Figure 5.3** below. The site is therefore also ideally placed in terms of future high frequency bus availability, based on the NTAs approved Plans.

New Dublin Area Bus Network / Network Implementation

Spine frequency tables

The number in each box is the expected time in minutes between buses. It is subject to adjustment in line with future passenger numbers.

Spine Routes B3 & B4 Pass Site

Spines & Branches		Weekday																		
Route no.	To and From	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11
A-SPINE	Swords Rd - City Centre - Terenure	8	4	3	3	3	3	3	3	3	3	3	3	3	3	4	4	4	4	8
A1	Beaumont - City Centre - Knocklyon	30	15	12	12	12	12	12	12	12	12	12	12	12	12	15	15	15	15	30
A2	Airport - City Centre - Ballintear - Dundrum	30	15	12	12	12	12	12	12	12	12	12	12	12	12	15	15	15	15	30
A3	DCU - City Centre - Tallaght	30	15	12	12	12	12	12	12	12	12	12	12	12	12	15	15	15	15	30
A4	Swords - City Centre - Dundrum	30	15	12	12	12	12	12	12	12	12	12	12	12	12	15	15	15	15	30
B-SPINE	Blanchardstown SC - City Centre - UCD	8	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	8
B1	Ongar - City Centre - UCD	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30
B2	Ongar North - Clonsilla - City Centre - UCD	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30
B3	Tyrrelstown - City Centre - Dún Laoghaire	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30
B4	Blanchardstown SC - City Centre - Sallinoggin	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30
C-SPINE	Lucan - City Centre - Ringsend	15	8	4	5	8	8	8	8	8	8	8	5	4	5	8	8	8	8	15
C1	Adamstown - City Centre - Sandymount	60	30	8	8	30	30	30	30	30	30	30	8	8	8	30	30	30	30	60
C2	Adamstown - City Centre - Sandymount	60	30	8	15	30	30	30	30	30	30	30	15	8	15	30	30	30	30	60
C3	Maynooth - City Centre - Ringsend	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60
C4	Celbridge - City Centre - Ringsend	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60

Figure 5.3 – NTA Core Bus Extract – Spine Route Frequency

- 5.7 The site is therefore ideally placed in terms of current and future high frequency bus availability.

Cycling & Walking

- 5.8 At present, pedestrian/cycle traffic at/to the existing site is served by an extensive network of footpaths and dedicated cycle lanes/facilities. These facilities are continually improving, and of course the nature of the area and current practices by the Dublin Local Authorities is that the GDA cycle network will be rolled out within a short timeframe. The site is clearly ideally placed in terms of the NTA's GDA Cycle Network Plan for this area of Dublin. An extract from the plan is included and illustrated in **Figure 5.4** below.

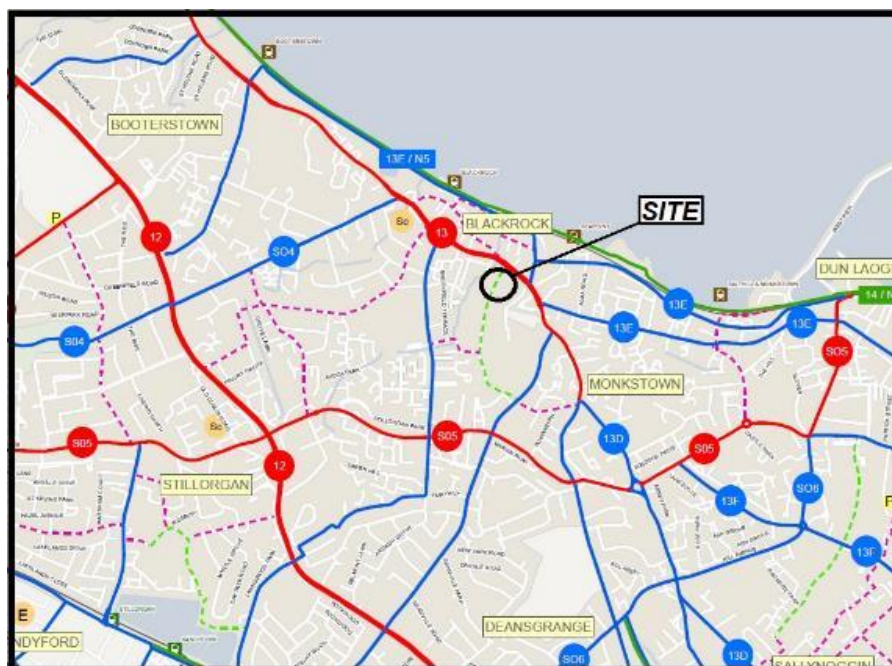


Figure 5.4 – NTA Cycle Network Plan Showing Site

5.9 In terms of the 'Legend' for this extract, this is extracted from the NTA Document and included below as **Figure 5.5**.

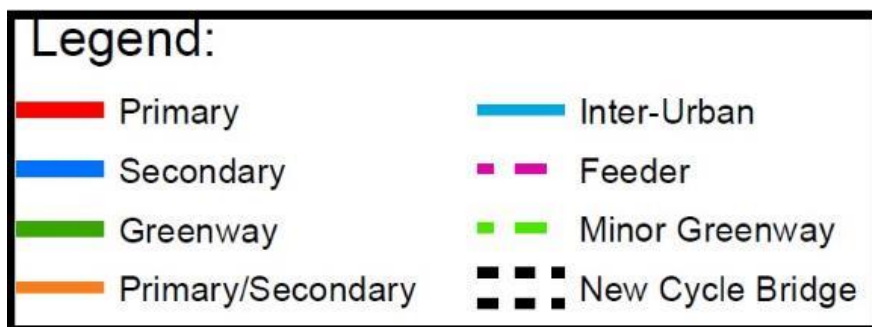


Figure 5.5 – NTA Cycle Network Plan Legend Showing Services

5.10 The site is served by a Primary Route, a Secondary Route and indeed a Minor Greenway is identified as passing immediately adjacent the site. These links ensure that the site is highly accessible by bicycle to Dublin City Centre and environs. The Cycle Infrastructure planned for the site feeds into the overall GDA Network Plan, an extract of which is included below as **Figure 5.6** showing the site in context and demonstrating the cyclist permeability of the location to the overall Dublin City Area.

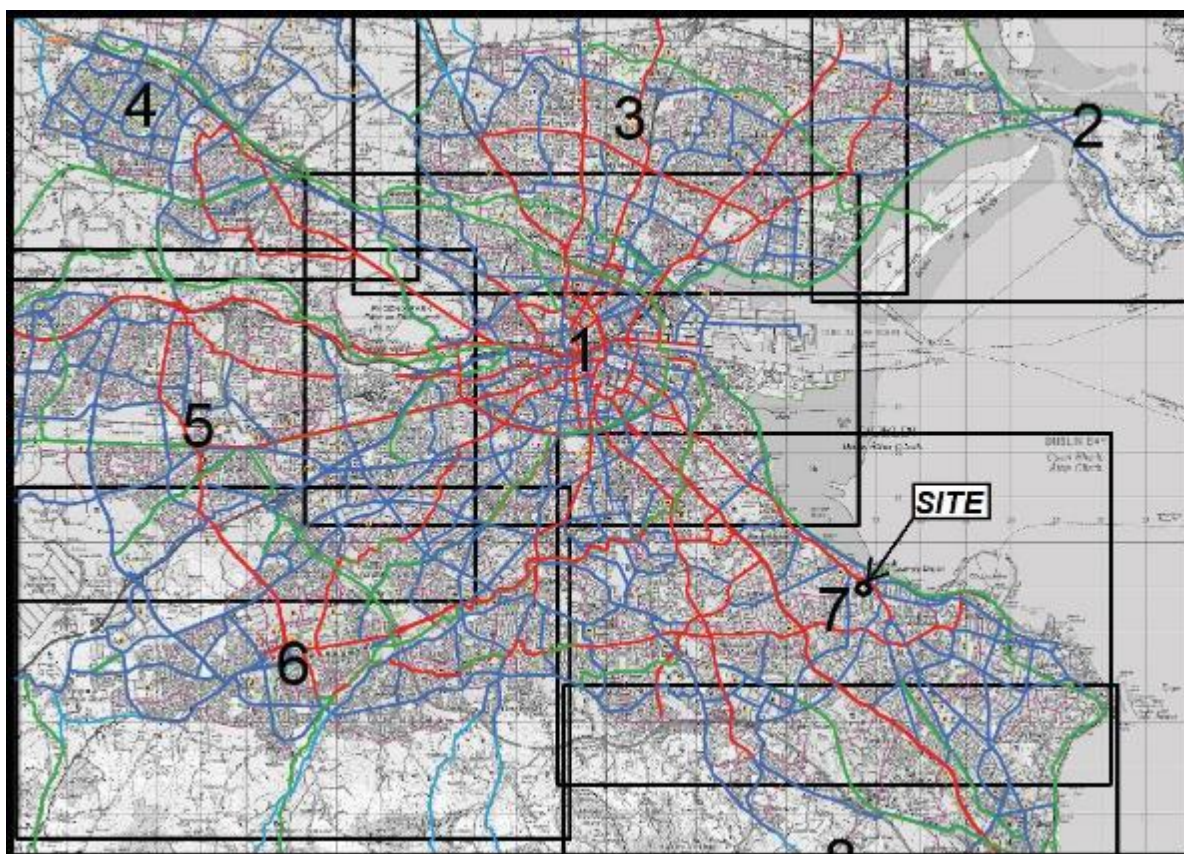


Figure 5.6 – Dublin GDA - NTA Cycle Network Plan

- 5.11 The key to cycle accessibility is convenient safe links, with secure and carefully sited cycle parking. Cycling is ideal for shorter journeys. The provision of cycle parking for the site is addressed in more detail within the Car/Bicycle Management Plan Report included as **Appendix H**.
- 5.12 For journeys greater than 8km, it is recognised that a modal shift to cycling could be achievable for some, but not all, and options such as public transport and car sharing should be considered. It is generally accepted that journeys up to 8km can reasonably be undertaken by bicycle and journeys of 2-4km can be undertaken by either walking or cycling.
- 5.13 To illustrate the extent of the GDA accessible by both Bicycle (8km) and on foot (2km, which represents a c25 min walk) we have included below approximate 'Iso-Distance Mapping' for a 2km and 8km radius from the site. These illustrate the extent of the employment, retail, and schools within sustainable pedestrian and cycle travel distance of the site. These are included below as **Figure 5.7** and **Figure 5.8**.



Figure 5.7 – Approx. 2km Iso-distance from Site

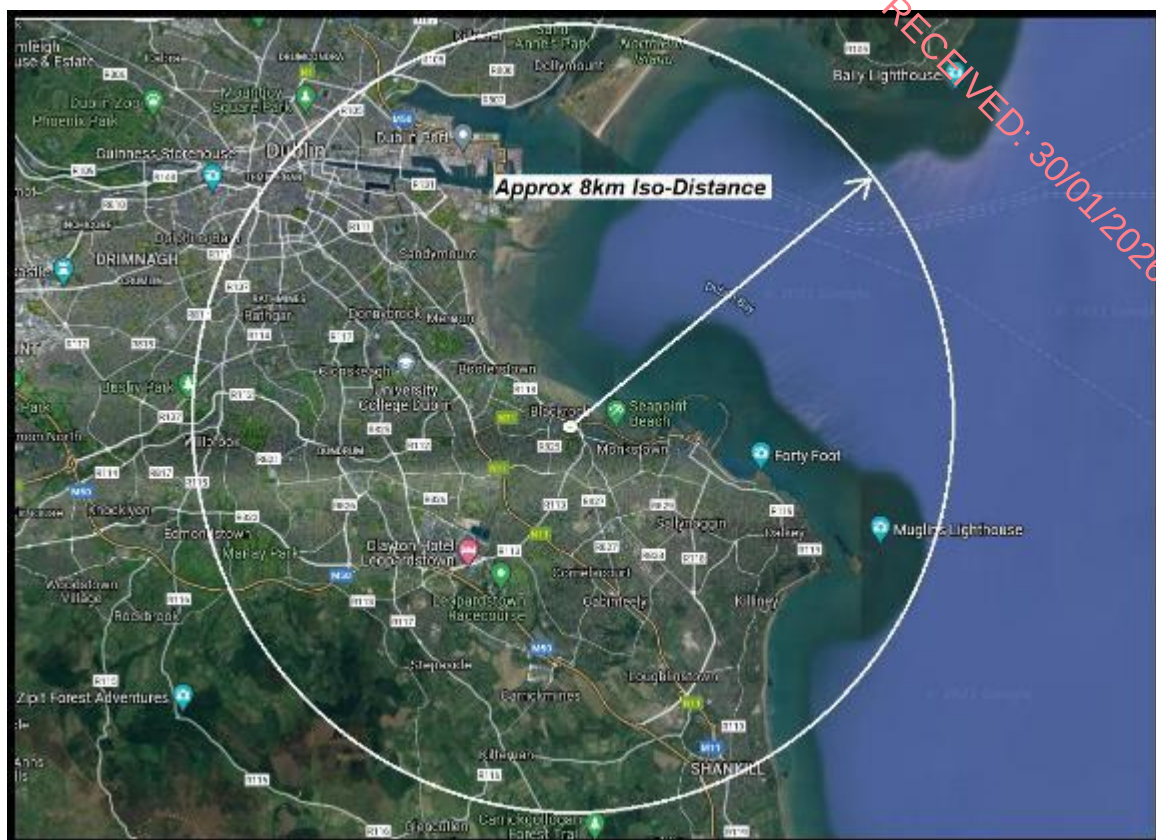


Figure 5.8 – Approx. 8km Iso-distance from Site

- 5.14 The proposed site clearly can support sustainable living in terms of cycle and walking accessibility to schools, employment, and services as set out above. The 2km radius illustrates the accessibility to these local services, schools, employment destinations, public transport hubs. The 8km accepted commuting cycle distance also takes in a wide 'swathe' of Dublin City.
- 5.15 Bicycle sharing facilities are becoming ever more popular with the Dublin Bikes and BleeperBike initiatives spreading ever further throughout the City and into Suburbs. These facilities offer a bicycle sharing alternative mode of transport and are easily accessible from the site.
- 5.16 The permeability locally for walking by residents is addressed above – and of course, being within Blackrock, and within only 8km of the City Centre (as a comparative example it is an 8km walk distance from Grafton Street), this means that a very significant number of Schools, Services, Employment Destinations and Offices are within an easy and acceptable walk-commute of the site.
- 5.17 The site is also within the heart of the Blackrock and is therefore within the catchment for local Primary and Secondary Schools.

- 5.18 In these terms we believe that walking will represent the most popular mode of home-work-home and home-school-home travel for residents of the Apartments.

DART/RAIL

- 5.19 The Dublin Area Rapid Transit system, or DART, is an electrified commuter rail railway network serving the coastline & city centre of Dublin. The service makes up the core of Dublin's suburban railway network, stretching from Greystones, County Wicklow, in the south to Howth and Malahide in north County Dublin.

- 5.20 The site is within easy walking commuting distance of both Seapoint & Blackrock DART & Train Station, (Seapoint being within 550m of the site). This represents an easy 6–7-minute walk time for commuting workers who chose to use the DART and / or the train, using existing services making this a very accessible development by rail. The DART Service at Seapoint or Blackrock provides a link to the entire GDA Rail/Transportation Hub Network as illustrated in the mapping included below as **Figure 5.9**.



5.9 – GDA Network Rail/Transport Hub Plan

- 5.21 The walking route to Seapoint DART is illustrated below as **Figure 5.10**. The DART service runs on an approximate frequency of 10-minute intervals at peak times, and an extract from the published timetable confirming same is included below as **Figure 5.11**.

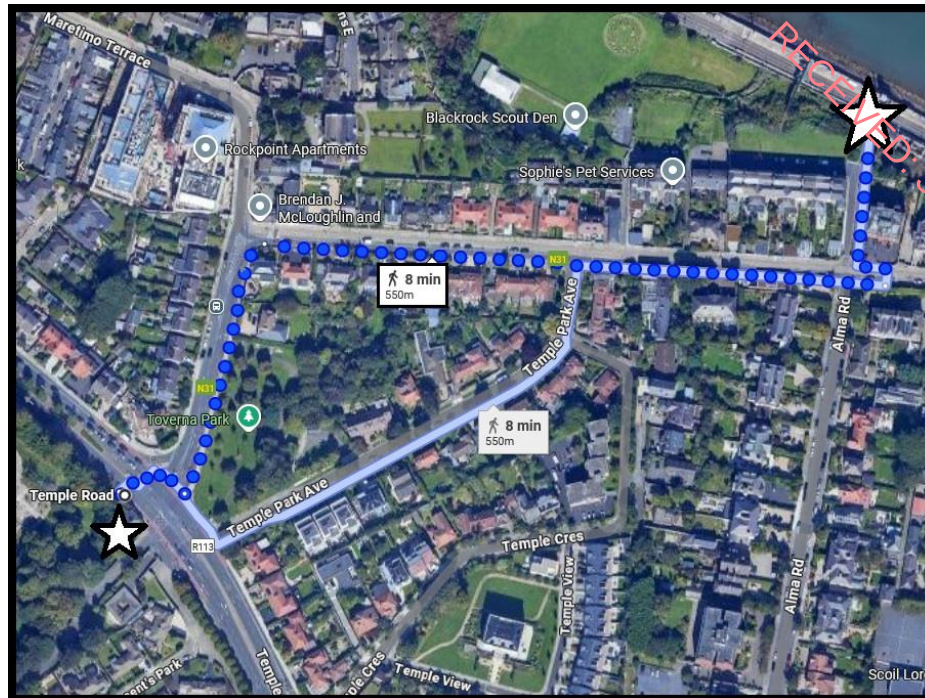


Figure 5.10 – Walk Distance Seapoint DART Station

MONDAY TO FRIDAY										
Nowy	Dep	..	..	06:30	..	..	..	..	..	..
DUNDALK Clarke	Dep	..	..	07:00	..	..	07:10	..	..	..
DROGHEDA MacBride	Dep	..	..	07:21	..	..	07:36	..	..	..
Laytown	Dep	..	..	07:29	..	..	07:43	..	..	..
Gormanston	Dep	..	..	..	..	..	07:49	..	..	..
BALBRIGGAN	Dep	..	..	07:37	..	..	07:54	..	..	..
Skerries	Dep	..	..	07:44	..	..	08:01	..	..	..
Rush & Lusk	Dep	..	..	07:51	..	..	08:09	..	..	..
Donabate	Dep	..	..	07:56	..	..	08:14	..	..	..
MALAHIDE	Dep	07:52	08:03	..	08:10	08:19	..	..	08:30	..
Portmarnock	Dep	07:56	..	..	08:14	..	..	..	08:34	..
Clongriffin	Dep	07:58	..	..	08:16	..	..	..	08:36	..
HOWTH	Dep	..	..	08:00	..	..	08:20	..	..	..
Sutton	Dep	..	..	08:04	..	..	08:24	..	..	..
Bayside	Dep	..	..	08:06	..	..	08:26	..	..	..
Howth Jctn. & Donaghmede	Dep	08:01	..	..	08:09	08:21	..	08:29	..	08:39
Kilbarrack	Dep	08:03	..	..	08:11	08:23	..	08:31	..	08:41
Raheny	Dep	08:06	..	..	08:13	08:25	..	08:33	..	08:43
Harmonstown	Dep	08:07	..	..	08:15	08:27	..	08:35	..	08:45
Killester	Dep	08:09	..	..	08:17	08:29	..	08:37	..	08:47
Clontarf Road	Dep	08:12	..	..	08:20	08:32	..	08:40	..	08:50
DUBLIN Connolly	Arr	08:16	08:19	08:19	08:25	08:36	08:39	08:42	08:46	08:52
DUBLIN Connolly	Dep	08:17	08:21	..	08:26	08:37	08:41	08:44	08:48	08:53
Tara Street	Dep	08:20	08:25	..	08:30	08:40	08:45	08:48	08:52	08:56
DUBLIN Pearse	Arr	08:21	08:27	..	08:31	08:41	08:46	08:51	08:54	08:58
Grand Canal Dock	Arr	08:24	..	..	08:34	08:43	..	08:54	08:58	09:02
Lansdowne Road	Dep	08:28	..	..	08:38	08:47	..	08:58	09:02	09:07
Sandymount	Dep	08:30	..	..	08:40	08:49	..	09:05	09:05	09:09
Sydney Parade	Dep	08:32	..	..	08:42	08:52	..	09:02	09:07	09:12
Boaterslown	Dep	08:35	..	..	08:45	08:54	..	09:10	09:10	09:14
Blackrock	Dep	08:37	..	..	08:48	08:57	..	09:06	09:12	09:17
Seapoint	Dep	08:39	..	..	08:49	08:59	..	09:14	09:14	09:19
Salthill & Monkstown	Dep	08:41	..	..	08:51	09:01	..	09:16	09:16	09:21
DUN LAOGHAIRE Mallin	Arr	08:43	..	..	08:53	09:02	..	09:11	09:18	09:23
Sandycove & Glashule	Dep	08:47	..	..	08:57	09:07	..	09:22	09:22	09:27
Glenageary	Dep	08:49	..	..	09:00	09:09	..	09:25	09:25	09:29
Dalkey	Dep	08:52	..	..	09:02	09:12	..	09:27	09:27	09:32
Killiney	Dep	08:56	..	..	09:07	09:16	..	09:32	09:32	09:36
Shankill	Dep	08:59	..	..	09:10	09:19	..	09:35	09:35	09:39
BRAY Daly	Arr	09:05	..	..	09:16	09:25	..	09:35	09:41	09:45
BRAY Daly	Dep	09:06	..	..	..	..	..	..	..	09:46
GREYSTONES	Arr	09:16	..	..	..	..	..	..	..	09:56
Kilcoole	Dep	..	..	..	..	..	..	..	..	..
Wicklow	Dep	..	..	..	..	..	..	..	..	..
Rathdrum	Dep	..	..	..	..	..	..	..	..	..
Arklow	Dep	..	..	..	..	..	..	..	..	..
GOREY	Arr	..	..	..	..	..	..	..	..	..

Figure 5.11 – Extract Published DART Timetable

5.22 The DART+ & DART+ Coastal South projects are crucial milestones in further expanding and transforming the rail network in the Greater Dublin Area. The Government has also approved the business case for the wider DART+ Programme, which will:

- Double passenger capacity per hour to 52,000 and treble the length of the DART network to 150km;
- Facilitate sustainable mobility and transport-orientated development in the capital and surrounding counties; and
- Provide clean and green electrified rail services in line with the targets set in the Climate Action Plan.

5.23 Of course, with the high frequency DART and bus services to/from the city, the site is therefore also within easy reach of the mainline Nationwide Bus & Train Services - trains via Connolly & Heuston Stations and Buses via Busarus Terminus.

5.24 With ease of accessibility by Bus and Rail, and with the clear accessibility for walking & cycling, it is therefore considered that the proposed development is very highly sustainable in terms of public & alternative transport accessibility. The proximity of the development to public and alternative transport services means that residents will have viable alternatives to the private car for accessing the site and will not be reliant whatsoever upon the car as a primary mode of travel. In these terms, residents would clearly not have a need to own a car, given the highly accessible nature of the site, thereby supporting sustainable living.

6.0 RESPONSE TO TRAFFIC / TRANSPORT MATTERS IN DLRCC OPINION

6.1 We include below Traffic & Transport excerpts (Section 5(a – e)) from the DLRCC Opinion, with our response to same thereafter, for ease of reference, highlighting the areas of this Report where the issues are addressed, as appropriate.

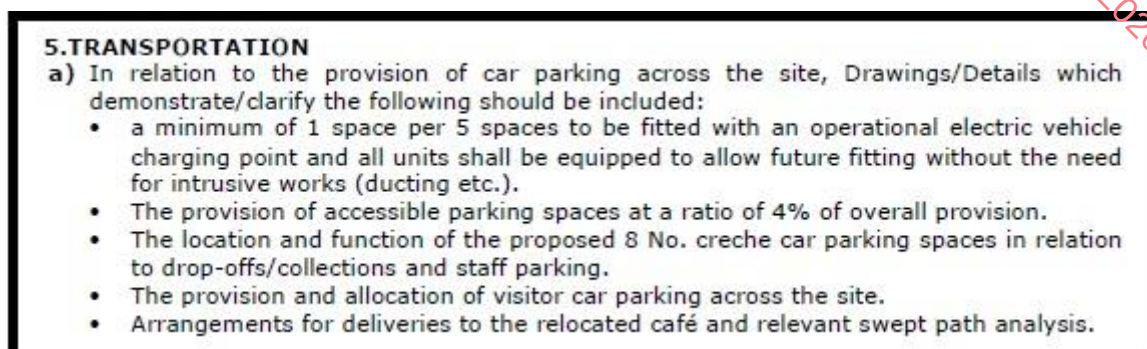


Figure 6.1 – Opinion Extract Item 5(a)

6.2 We address each 5(a) item above in the same sequence, as follows:

- Whilst EV spaces are defined on the plans - in the case of a large residential development of the nature proposed, with specific spaces likely dedicated to specific apartments and located in proximity, it is considered appropriate to facilitate the retrofitting of spaces, based on demand following occupation, rather than dedicated electric charge spaces being dedicated to apartments and provided from the outset (as currently shown on the OMP Drawings). The entire car park of the subject scheme is therefore being ducted to accept future cabling to serve a charging point for every car space as demanded. Within the basement area, conduits will be run on the walls where charging points can also be mounted. Where specific residents request or require a charging point to be installed, the relevant charging point will be pre-wired back to their home electricity meter in the designated meter location. The socket point at the space will have a lockable cover on it so that only that resident may use the power point. This provision around the entire parking area will allow charging points to be installed at any of the car parking spaces with minimum works as and when required.
- 16 No. Accessible spaces are provided.
- The 8 spaces dedicated to the Creche are to be allocated to and closely marshalled solely for creche use, being set down / pick up and use by after school pick up vehicles. It is not intended that parking will be provided for staff use.
- 19 No. Visitor parking spaces are proposed at surface level are demarcated on the layout plans. These will be signed as short stay visitor spaces and will be

subject to a permit system as set out in the Parking Strategy Report as **Appendix H**.

- A café of this nature, located in a parkland setting adjacent or within a park (similar to other parkland-located restaurants and cafés, such as the Phoenix Park Tea Rooms at Dublin Zoo which is clearly on a much more heavily trafficked route) has a very low frequency and low demand for service vehicle access. Vehicles are generally very small in size, such as transit – type, occur off-peak, and do not cause any noticeable nuisance or disturbance whatsoever. An easy access for service vehicles together with an extended footpath link has now been accommodated in the design, refer to extract below illustrating how a service vehicle can pull in safely on Dundardagh Ave to allow for deliveries etc.



Figure 6.2 – Small Service Vans Accommodated

- In terms of the Swept Path Analysis, these vehicles servicing a small café will for the vast majority constitute vans and smaller vehicles, which can either make a 3-point turn on the roadway or alternatively use the gateways further south that will facilitate easier turning.

5. TRANSPORTATION

b). In relation to the provision of cycle parking across the site, Drawings/Details which demonstrate/clarify the following should be included:

- The proportion of proposed long-stay cycle parking spaces are strictly the preferred "Sheffield" type, i.e. with no overhead stacked element.
- A revised access ramp design to Block D1 which includes a radiused turn at the bottom of the slope to improve cyclist access, especially for cargo bike users.
- Provision for non-standard cycle parking in accordance with Section 6.3 of the NTA's Cycle Design Manual, which specifies a provision of 1 space per 20 as cargo bike parking.

Figure 6.3 – Opinion Extract Item 5(b)

6.3 We address each 5(b) item above item in the same sequence, as follows:

- Refer to content of the Cycle Audit included as **Appendix I**, which clearly sets out the types of cycle parking, with the DL RCC Standard provided by way of Sheffield Stands.
- The bicycle access ramp has been redesigned as suggested with a 1:14 gradient and an adjusted radius of turn to accommodate larger bicycles (Reference OMP Basement Layout Plan).
- Cargo and Special Bicycle Spaces have now been accommodated in the layout plans, and additional spaces can be provided if required by DL RCC (The Number provided is addressed on Page 4 of the Cycle Audit included as **Appendix I**).

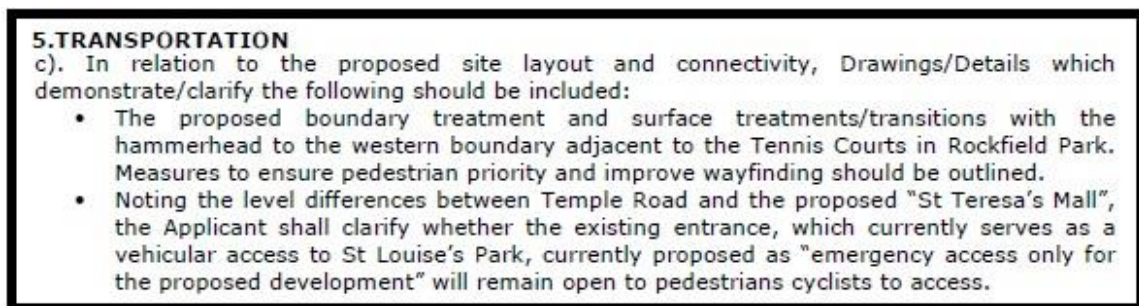


Figure 6.4 – Opinion Extract Item 5(c)

6.4 We address each 5(c) item above item in the same sequence, as follows:

- Connectivity at the western boundary with the Park has been revised as suggested with an extract below for ease of reference. This illustrated the connection onto the very lightly trafficked raised area, being a shared surface which will have very infrequent vehicular use.

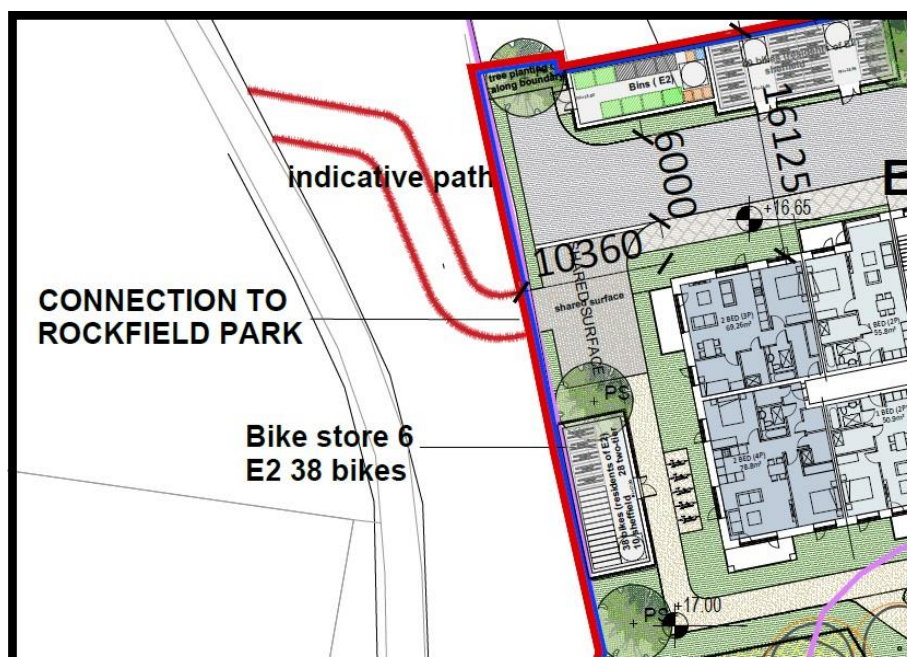


Figure 6.5 –Extract OMP Ground Floor Plans showing Western Boundary

- We understand that the intention is that St Louise's Park access will be open to pedestrians and cyclists.

5. TRANSPORTATION

d). In relation to the proposed works to the public realm, a letter of consent should be sought from DLRCC in relation to these proposed works and submitted with any future application. The Applicant will also be required to demonstrate that the works accord with BusConnects proposals by way of written confirmation from the NTA.

Figure 6.6 – Opinion Extract Item 5(d)

6.5 We address Item 5(d) as follows:

- A Letter of Consent from DLRCC accompanies the planning application.
- Regarding NTA Agreement, refer to communication enclosed as **Appendix K** confirming that the proposed works accord with BusConnects proposals.

5. TRANSPORTATION

e). The following reports should be included:

- Construction management plan
- Traffic Impact Assessment
- Travel Plan
- Quality Audit including DMURS Audit, including Swept Path Analysis across the site.

Figure 6.7 – Opinion Extract Item 5(e)

6.6 We address each 5(e) item above item in the same sequence, as follows:

- Refer to Construction Management Plan prepared by JJ Cambell & Associates Consulting Engineers, accompanying the application. Such plans are in any event usually a matter of planning condition in the event of a grant of planning permission.
- This Report constitutes a Traffic / Transport Assessment (aka 'Traffic Impact Assessment'), and has been prepared by NRB Consulting Engineers Ltd.
- The Travel Plan (aka Mobility Management Plan) is included as **Appendix F**.
- See enclosed Independent Road Safety / Quality and DMURS Audit, together with the Designer Feedback form, as **Appendix L**.

7.0 CONCLUSIONS

- 7.1 NRB Consulting Engineers Ltd were appointed to address the Traffic/Transport issues associated with a planning application for a Large Scale Residential Housing Development (LRD) on lands at Temple Hill, Monkstown, Blackrock, Co Dublin.
- 7.2 The proposed development will consist of revisions to the development previously permitted under SHD ABP-303804-19 (291 no. units were permitted) to provide for a new residential scheme of 414 no. residential units in total (an overall uplift of 123 no. units overall). This report assesses the impact of the 414 Apartment units on the site, which are supported by residential amenities, open space, an ancillary Creche & a small Café (Refer to Development Description included within Section 2.0 herein).
- 7.3 The vehicular access arrangement from the local roads effectively mirrors the access junction as previously approved (with the exit lane amended to a single lane approach as requested by DLRCC).
- 7.4 Being located adjacent a busy Core Bus Corridor, with high quality pedestrian and cyclist provision, and within a short walking distance of both Seapoint (and Blackrock) DART, the site is very well placed to take advantage of non-car modes of travel to support the scale of development. The approved NTA BusConnects Plans have been reviewed and the proposed development and access arrangement does not conflict or affect the delivery of the proposed works on Temple Hill.
- 7.5 This Traffic and Transport Assessment Report (TTA) has been prepared to address the Traffic and Transport issues associated with the proposal, the capacity of the existing road network and the impact of the increased scale of development locally. An assessment of current & future non-car modes has also been undertaken by way of the Travel Plan as **Appendix F**. A DMURS review was undertaken, with the Report included as **Appendix G**. A Car & Bicycle Parking Management Plan and strategy Report is included as **Appendix H**. The design and quantity of the Bicycle Parking has been assessed with the DLRCC Cycle Audit Report on the amended elements included as **Appendix I**. A Public Transport (Bus and DART) Demand / Capacity Assessment has also been prepared, with the Report included as **Appendix J**. An independent Road Safety / Quality / DMURS Audit (including Pedestrian & Walking), together with the associated designer Feedback form is included as **Appendix L**.
- 7.6 The main body of the TTA Report has been prepared in accordance with TII's Traffic & Transport Assessment Guidelines and addresses the worst-case vehicular traffic impact of the proposal locally.

- 7.7 This TTA addresses the adequacy of the existing road network to safely and appropriately accommodate the worst-case vehicular demands with the development fully occupied, taking account of the existing and future traffic demands locally and at the proposed vehicular access.
- 7.8 Comprehensive classified turning movement surveys of the existing affected roads and junctions were originally carried out during the weekday AM and PM Peak Hours in 2025. These traffic surveys form the basis of the traffic impact part of the study. The analysis includes the effects of the existing traffic on the local roads and assesses the impact during the traditional peak commuter peaks periods, in accordance with the TII TTA Traffic and Transport Assessment Guidelines.
- 7.9 The TTA confirms that the road network and the amended vehicular access junction are more than adequate to accommodate the worst-case traffic associated with the increased scale of development. The assessment also confirms that the construction and full occupation of the amended scheme will have a negligible and unnoticeable impact upon the operation of the adjacent road network.
- 7.10 Based on all of the enclosed Reports and Studies, it is concluded that there are no adverse traffic/transport capacity, safety or operational issues associated with the construction and occupation of the proposed development, which would prevent a grant of Planning Permission by Dún Laoghaire Rathdown County Council.

APPENDICES - CONTENT

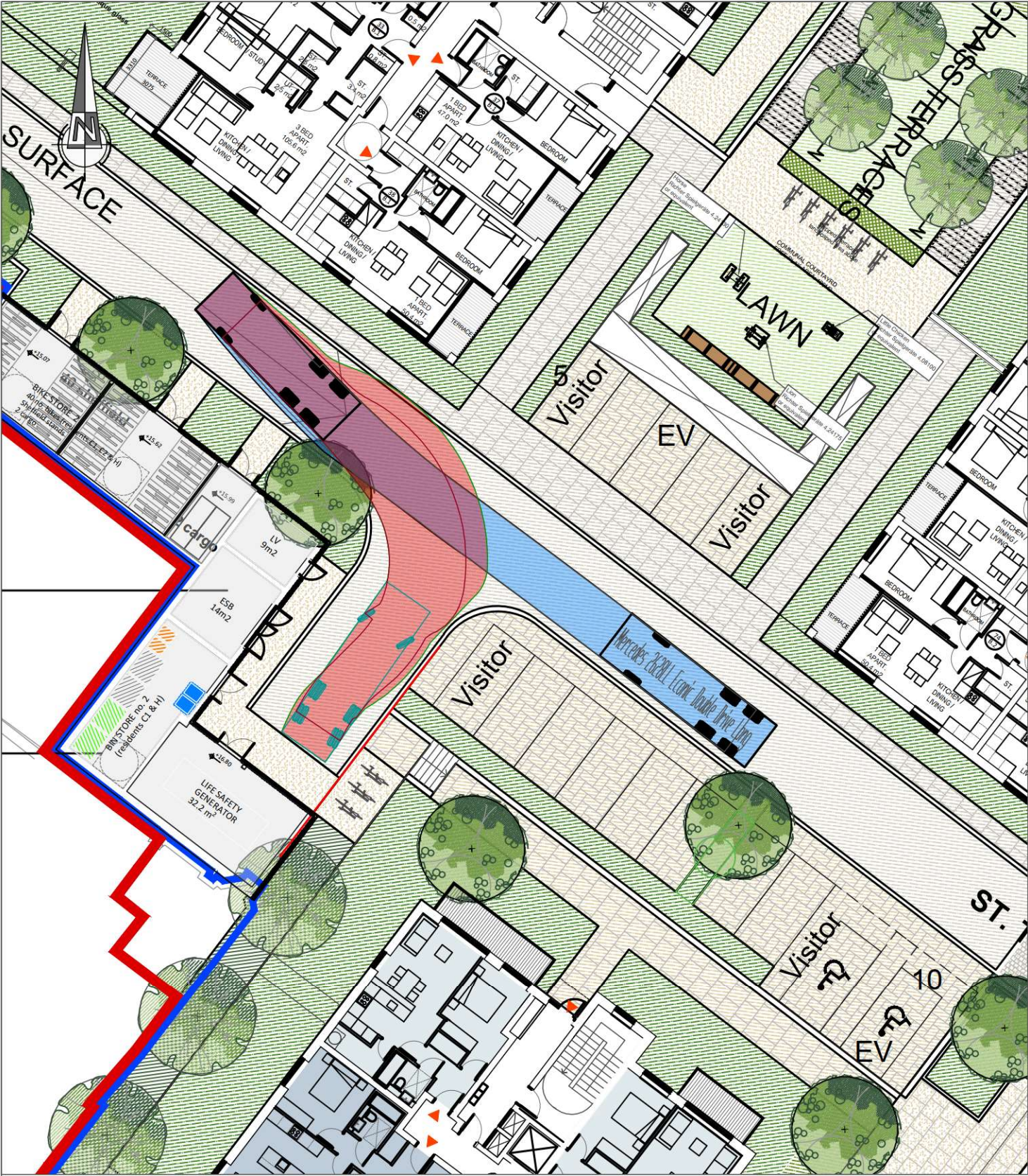
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A	Proposed Development – Layout & Access Arrangement
B	Traffic Survey Data Output
C	TRICS Trip Generation Output - Residential Apartments & Crèche
D	Traffic Surveys, Trip Distribution & Network Traffic Flow Diagrams
E	LiNSiG Simulation Model Output – Main Access Signal Junction
F	Preliminary Travel Plan (<i>aka Mobility Management Plan</i>)
G	DMURS Statement of Consistency
H	Car / Bicycle Management Plan / Strategy Report
I	DLRCC Cycle Audit / Review
J	Public Transport Capacity Assessment Report
K	Correspondence with NTA Regarding Junction Form / Bus Connects
L	Stage 1 Road Safety Audit / Quality Audit (& Designer Feedback Form) AND Response to RSA Items by Project Architects OMP

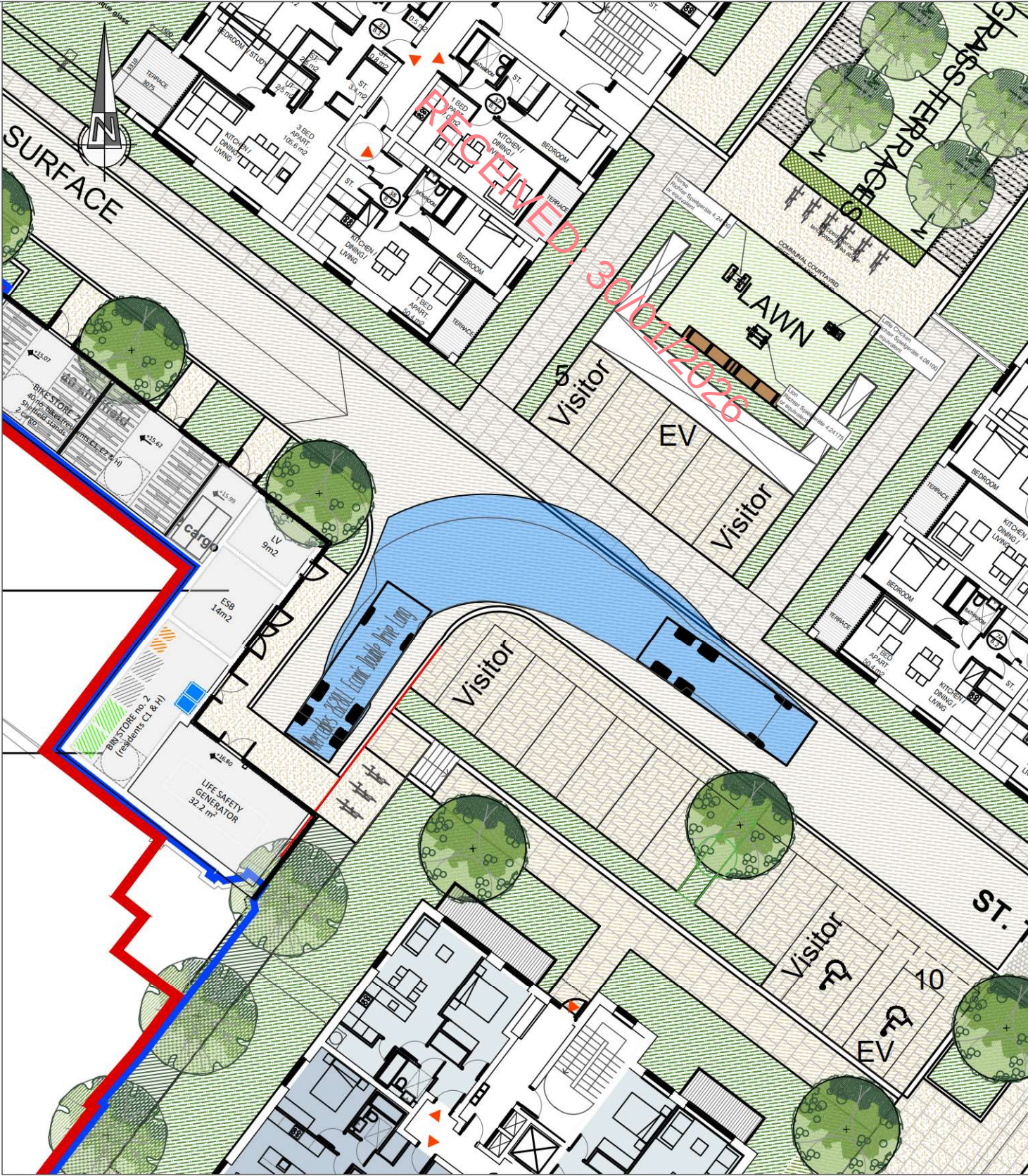
APPENDIX A

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**Proposed Development
Layout & Access Arrangement**



AUTOTRACK OF A REFUSE VEHICLE ENTERING AND TURNING



AUTOTRACK OF A REFUSE VEHICLE EXITING

NRB Consulting Engineers Ltd recommend that Road and land ownership boundaries are verified through Legal & Land searches by the Client.

This drawing is based upon drawing 1706G-OMP-00-00-DR-A-1003, received 26/01/26. NRB Consulting Engineers Ltd shall not be liable for any inaccuracies or deficiencies.

NRB consulting engineers

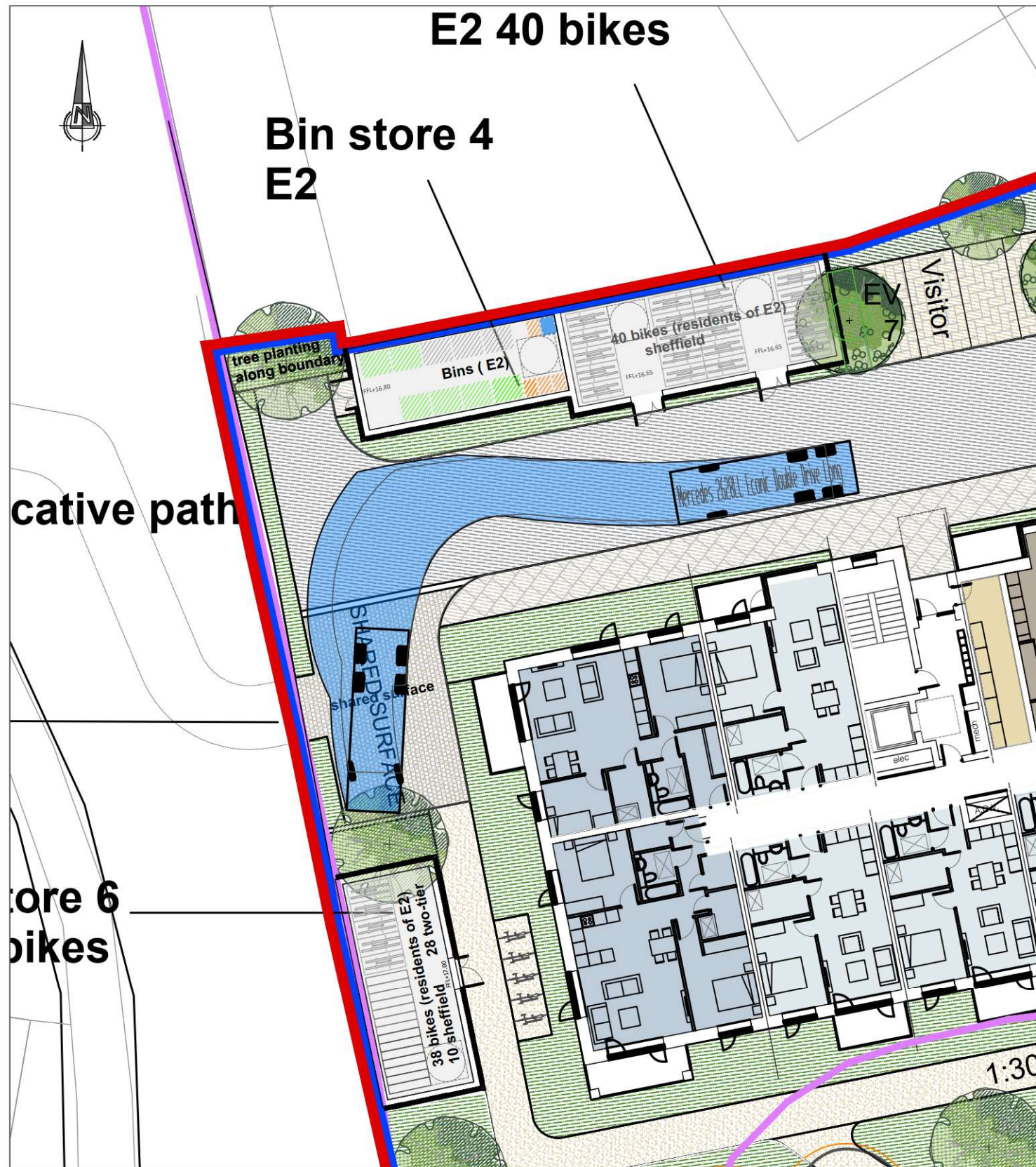
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Phone/Fax: +353 1 292 1941
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Web: www.nrb.ie

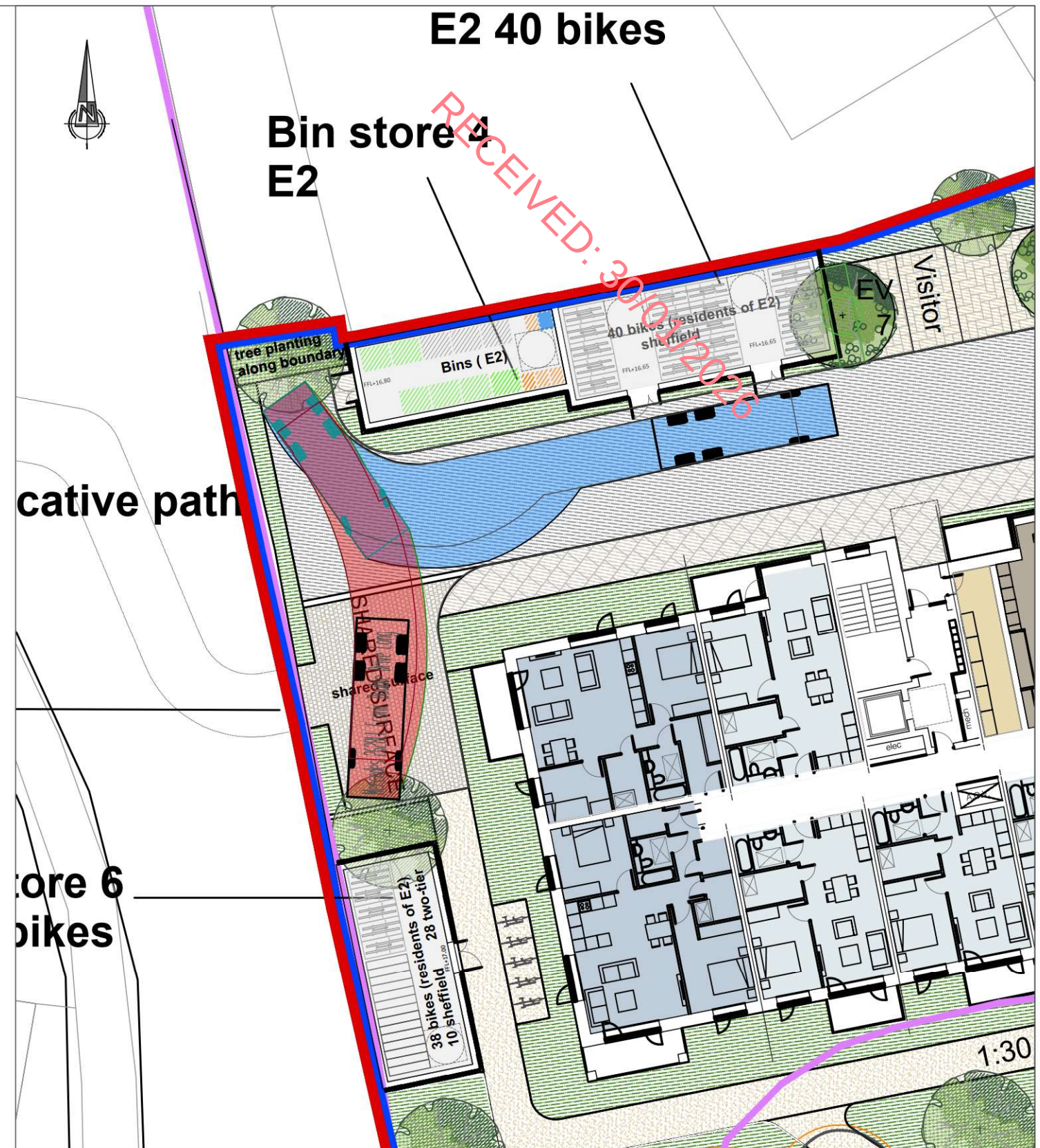
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NRB Consulting Engineers Ltd accept no responsibility for any unauthorised amendments to this drawing. Only figured dimensions to be worked to.		Purpose of Issue			
		☐ Draft		☐ Information	☐ Approval
		☐ As Built		☐ Tender	☐ Construction

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
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AUTOTRACK OF A REFUSE VEHICLE ENTERING



AUTOTRACK OF A REFUSE VEHICLE TURNING AND EXITING

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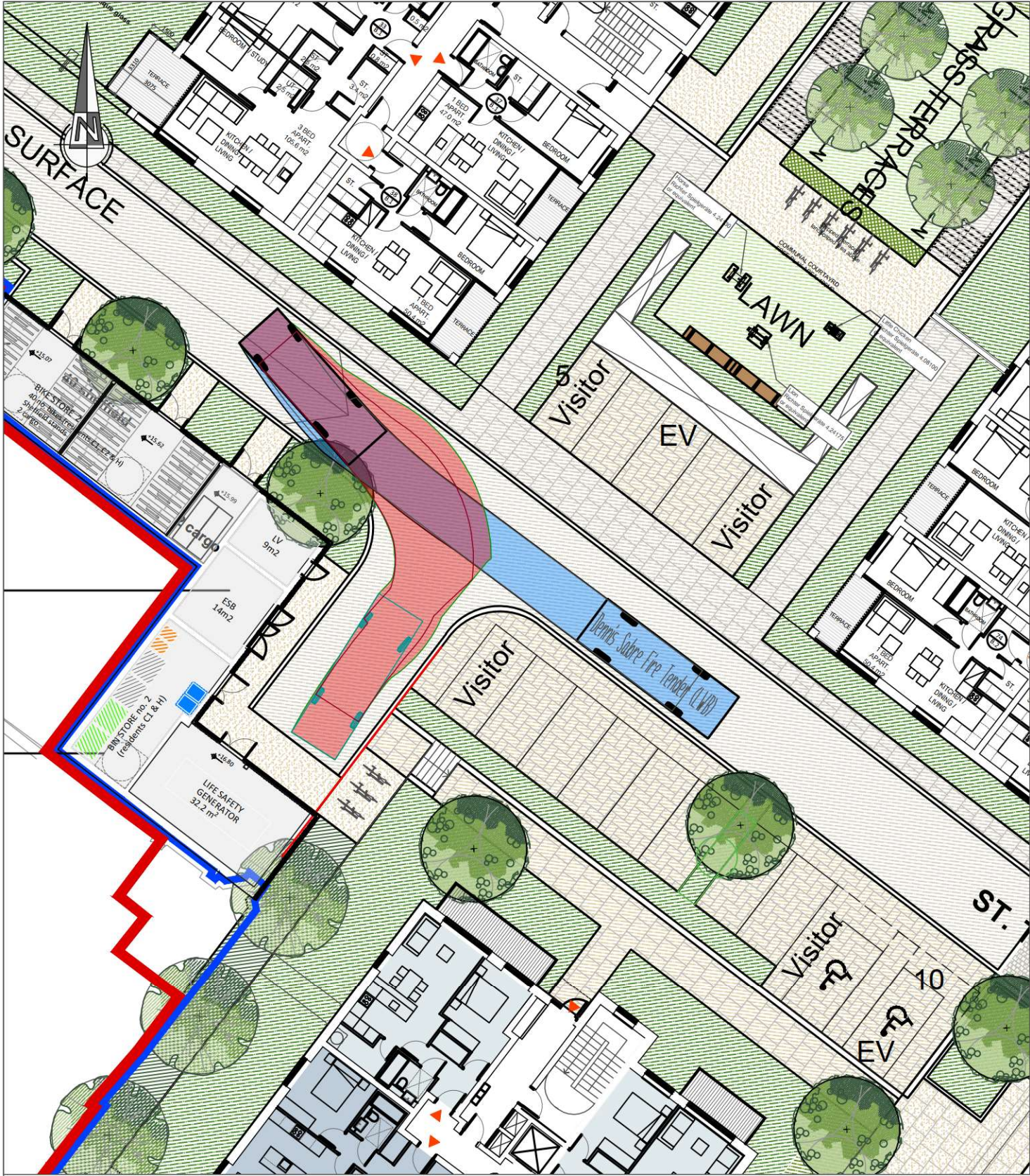
Phone/Fax: +353 1 292 1941
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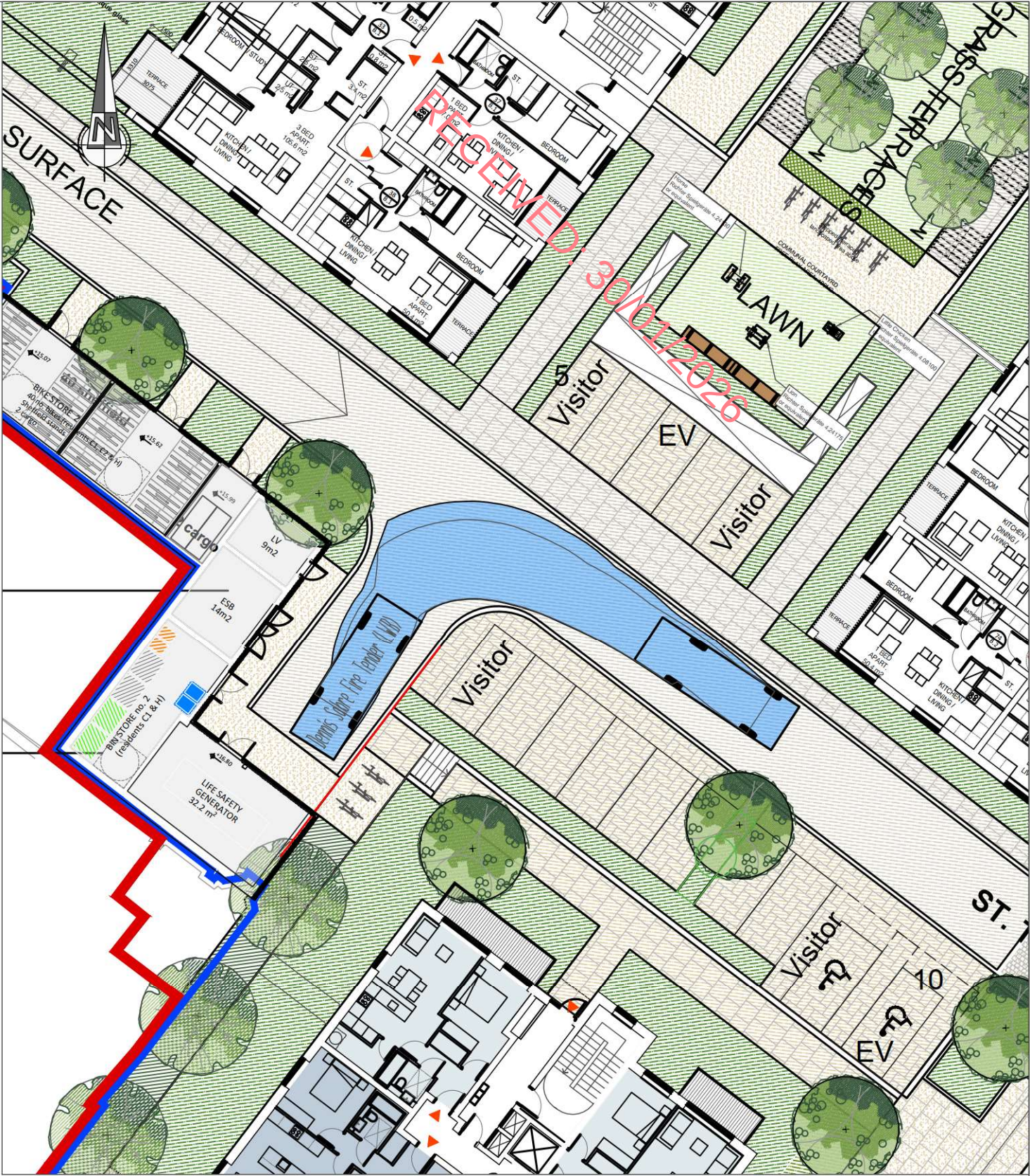


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Purpose of Issue	Rev	
☐ Draft ☐ As Built	☐ Information ☐ Tender	☐ Approval ☐ Construction

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
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AUTOTRACK OF A FIRE TENDER ENTERING AND TURNING



AUTOTRACK OF A FIRE TENDER EXITING

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NRB consulting engineers

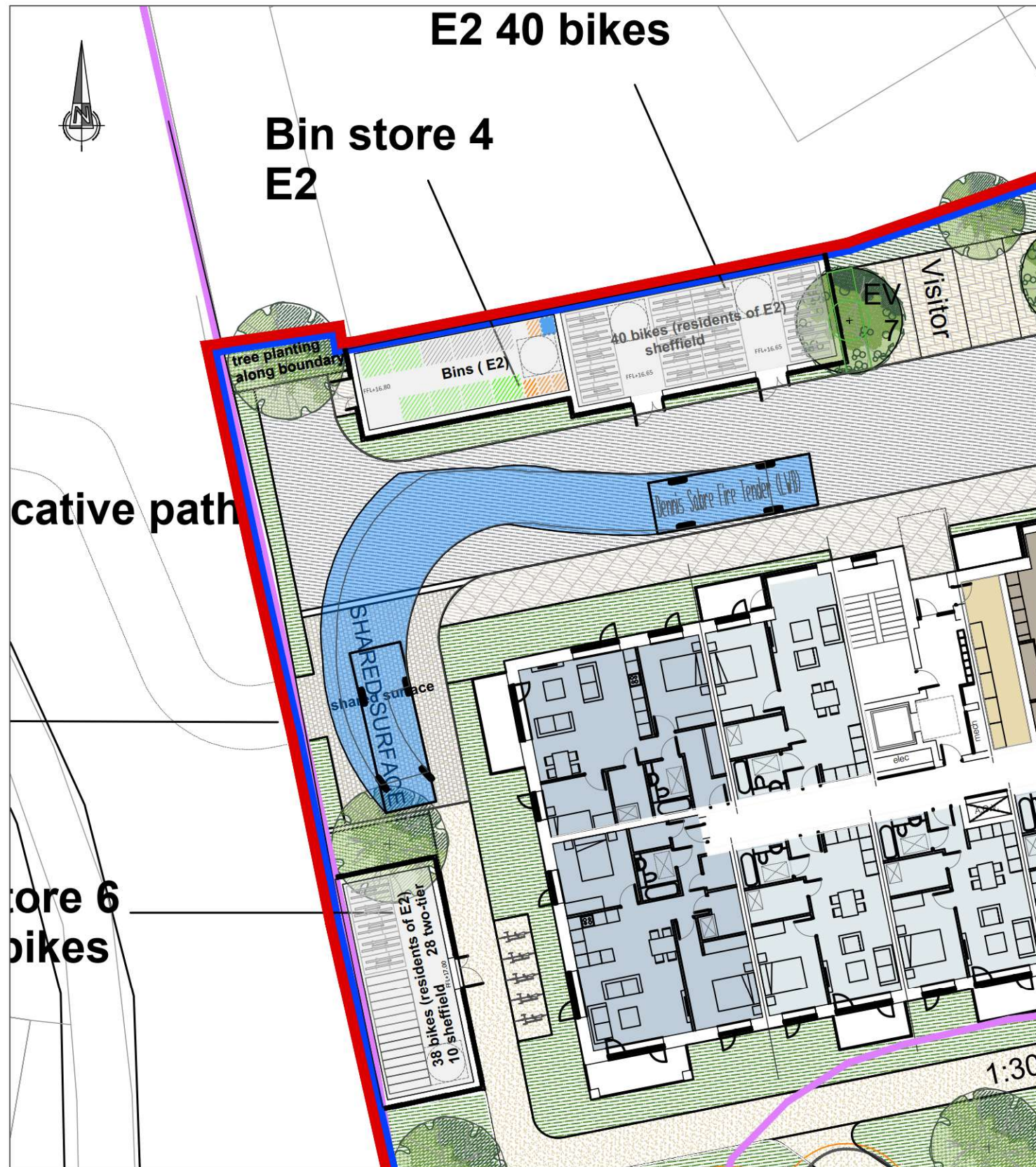
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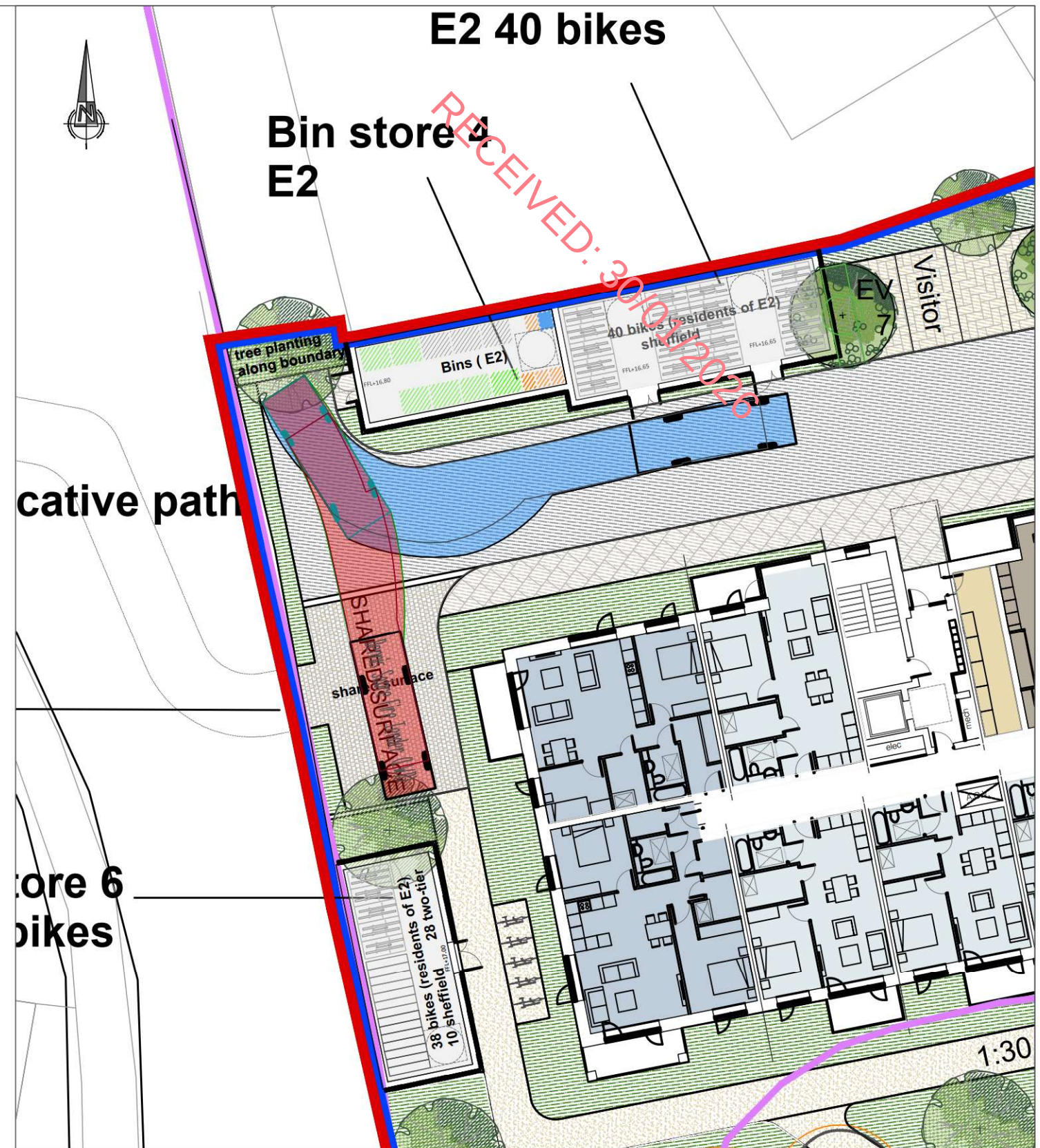
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		☐ Draft	☐ Information	☐ Approval
		☐ As Built	☐ Tender	☐ Construction



AUTOTRACK OF A FIRE TENDER ENTERING



AUTOTRACK OF A FIRE TENDER TURNING AND EXITING

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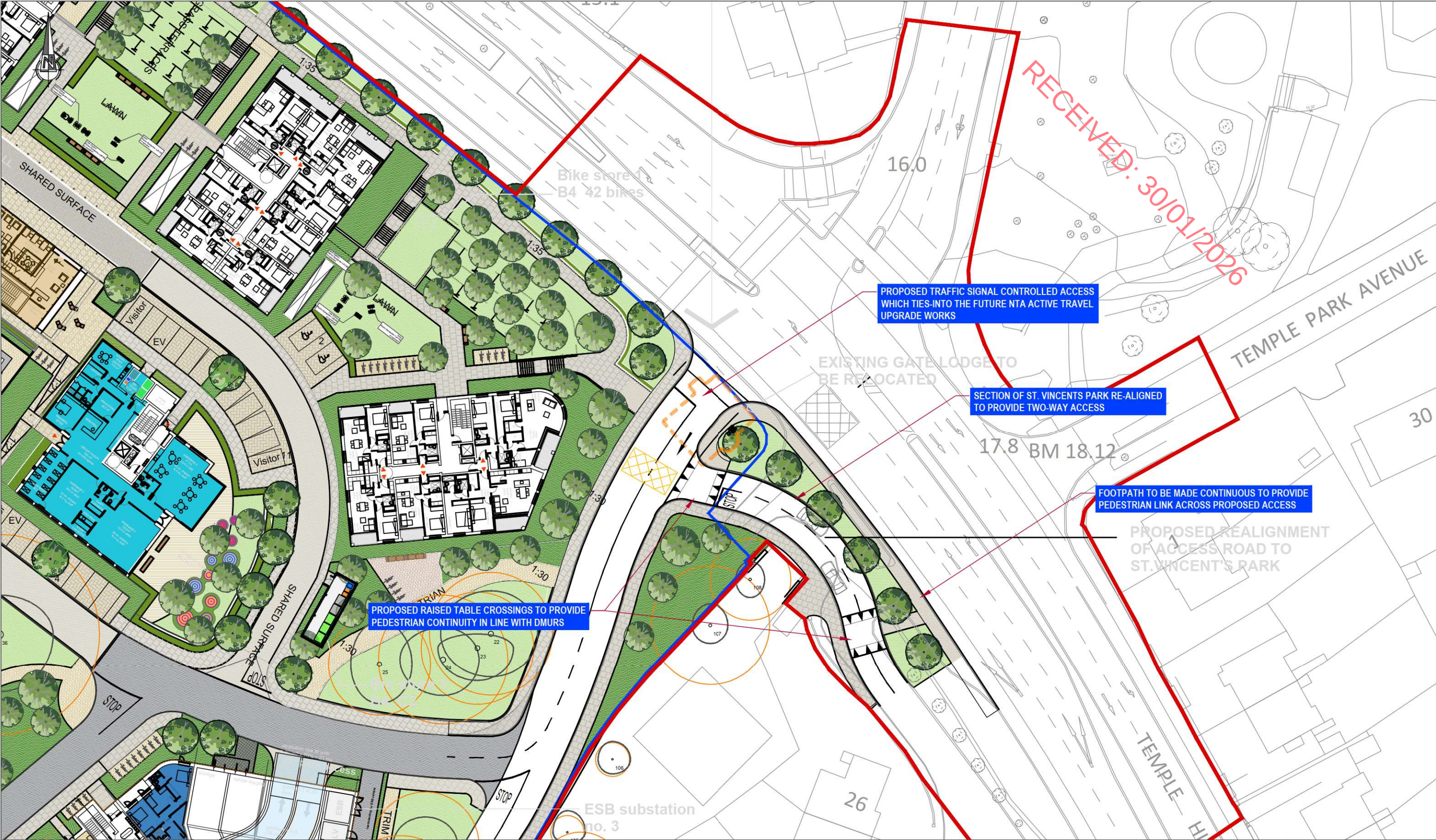
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☐ Draft ☐ As Built	☐ Information ☐ Tender	☐ Approval ☐ Construction

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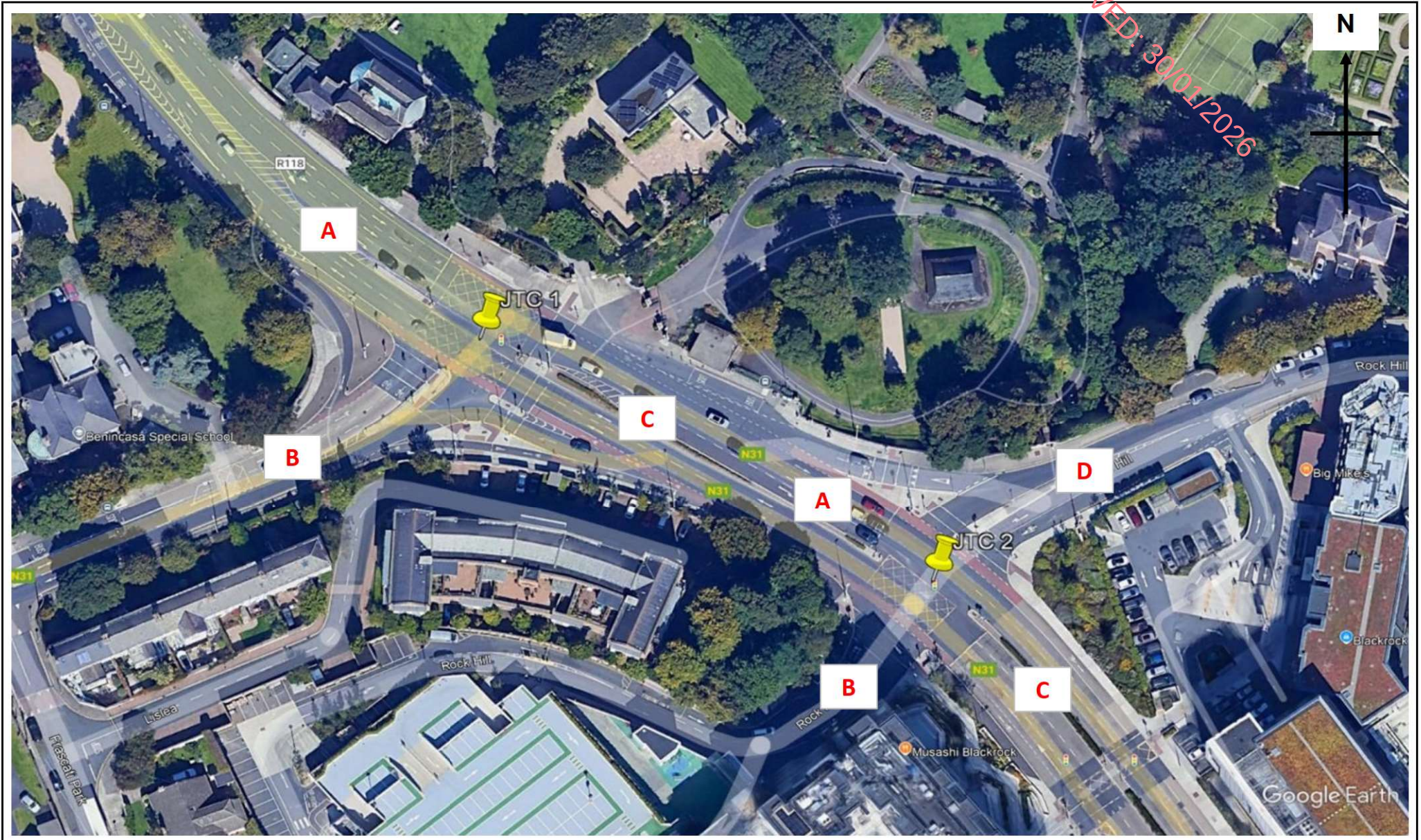
APPENDIX B

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Traffic Survey Data Output

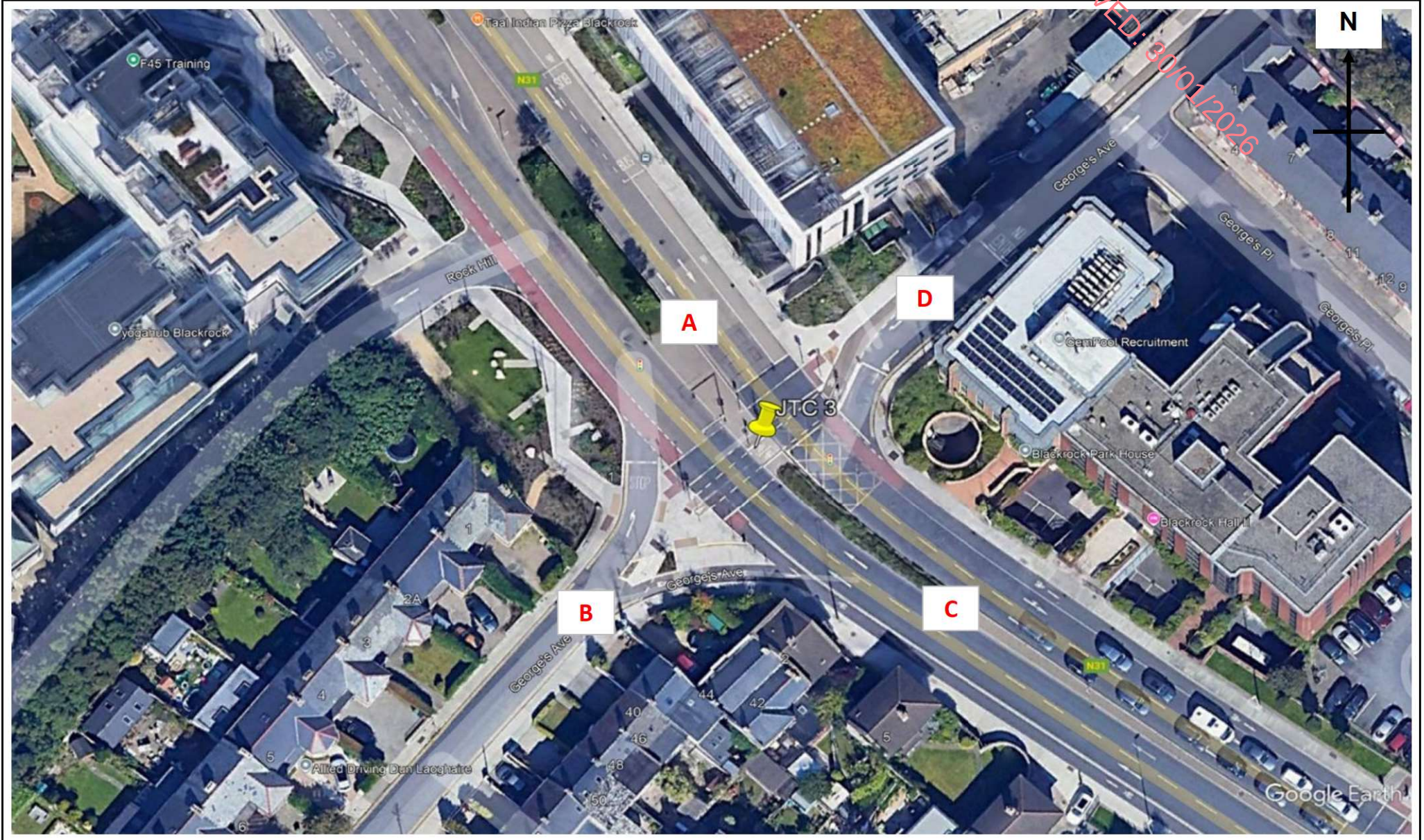
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16700 / Blackrock, Dublin
April 2025
General Location Plan



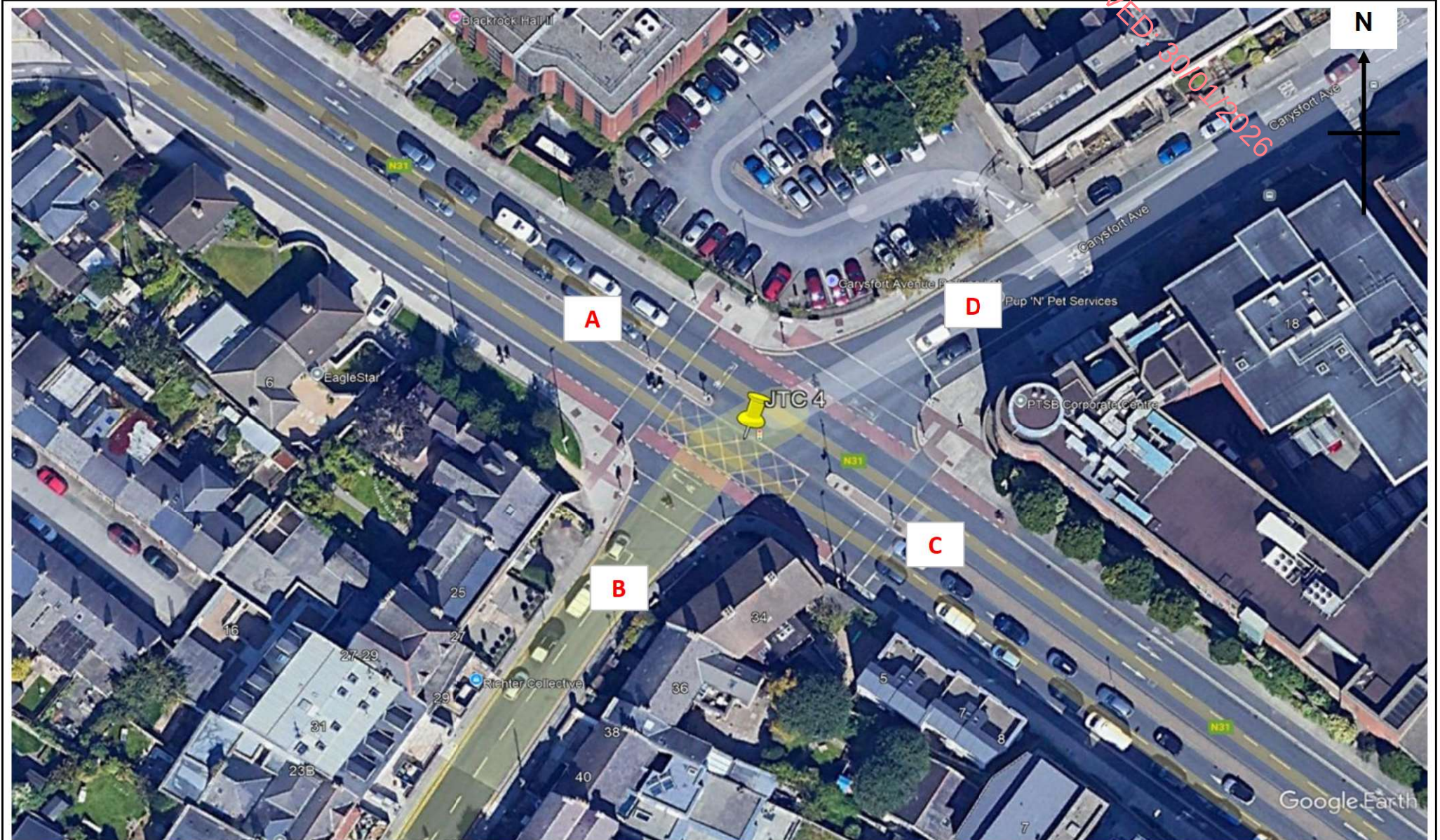
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16700 / Blackrock, Dublin
April 2025
General Location Plan

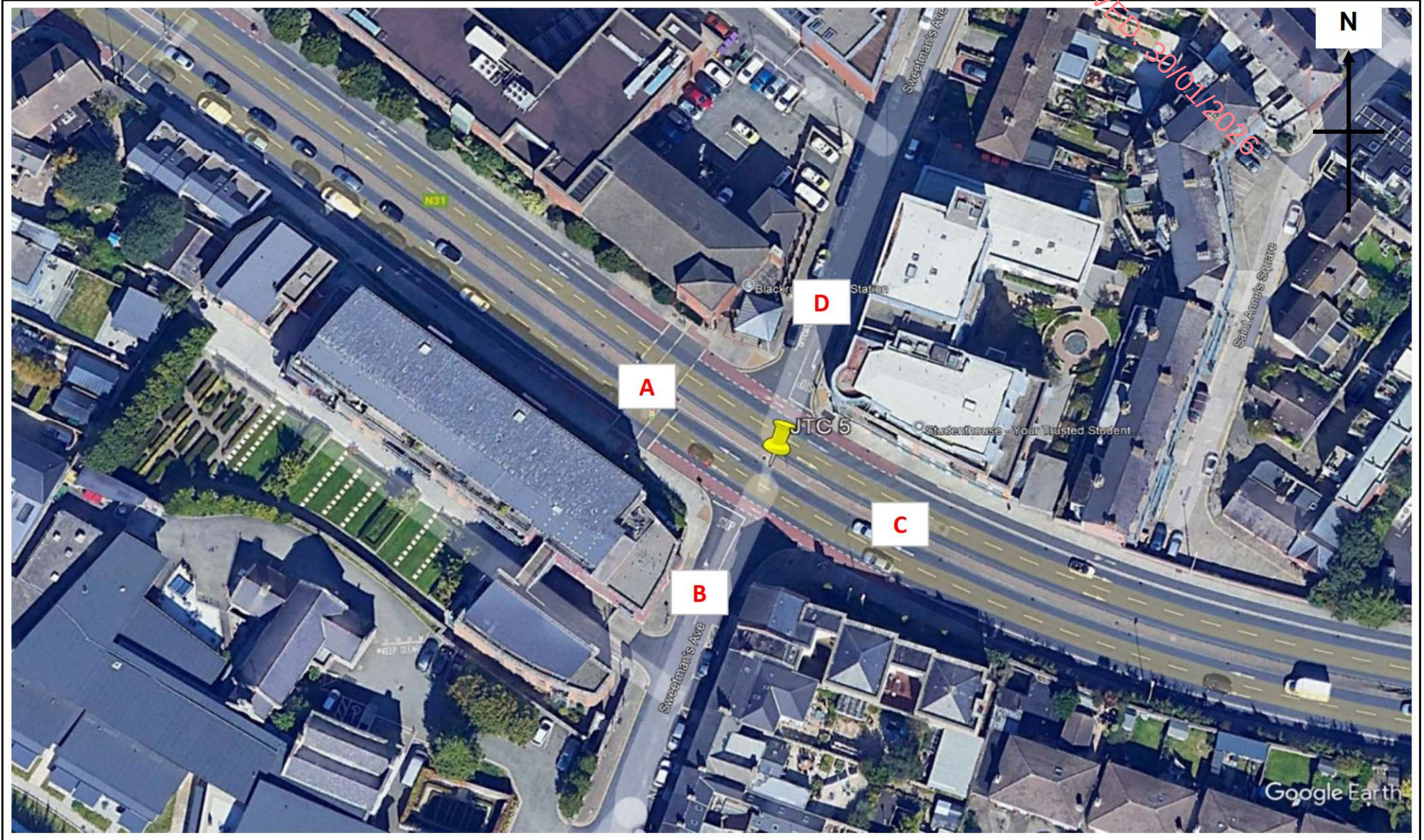


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16700 / Blackrock, Dublin
April 2025
General Location Plan

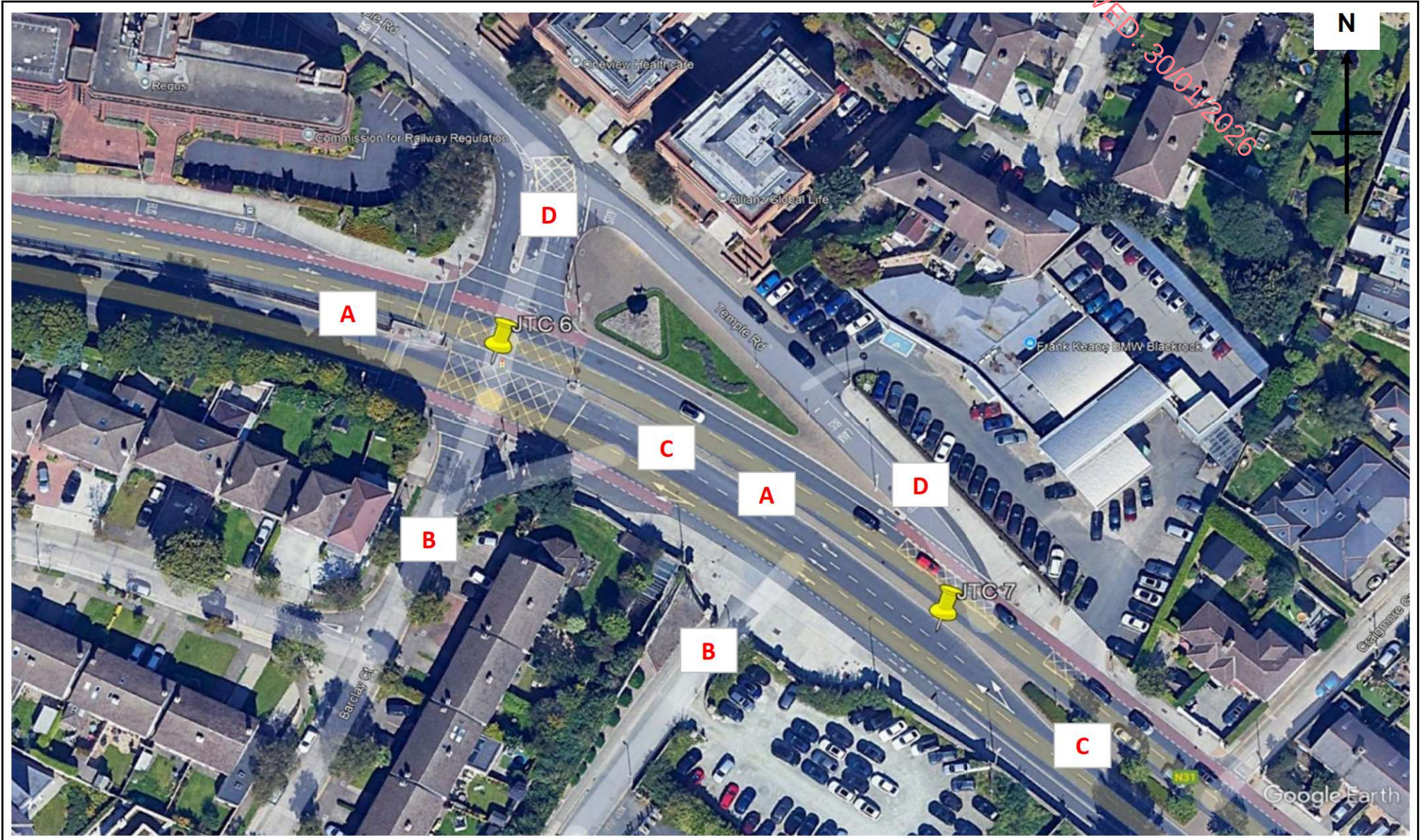


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16700 / Blackrock, Dublin
April 2025
General Location Plan



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30/01/2026



Site No. 1
Location R118 / N31(SW) / N31(E)
Date 29 April 2025

Time	A to C - R118 to N31(E)							Veh. Total	A to B - R118 to N31(SW)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
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07:45	89	13	3	1	5	2	14	127	23	4	1	1	0	1	1	31
08:00	117	13	3	0	2	2	10	147	24	3	1	0	1	0	1	30
08:15	103	12	4	0	2	0	12	133	28	2	1	0	0	0	2	33
08:30	99	17	2	1	4	5	16	144	36	1	1	0	0	0	3	41
08:45	118	23	2	0	2	2	28	175	20	1	4	0	0	1	1	27
09:00	95	11	4	0	3	2	10	125	23	2	2	0	0	0	0	27
09:15	95	17	2	0	3	2	10	129	18	2	2	2	0	0	1	25
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Total	975	144	29	5	30	21	125	1329	226	25	15	4	2	2	9	283

Peak Hour 08:00 to 09:00

08:00	117	13	3	0	2	2	10	147	24	3	1	0	1	0	1	30
08:15	103	12	4	0	2	0	12	133	28	2	1	0	0	0	2	33
08:30	99	17	2	1	4	5	16	144	36	1	1	0	0	0	3	41
08:45	118	23	2	0	2	2	28	175	20	1	4	0	0	1	1	27
Total	437	65	11	1	10	9	66	599	108	7	7	0	1	1	7	131

Date 29 April 2025

Time	A to C - R118 to N31(E)							Veh. Total	A to B - R118 to N31(SW)							Veh. Total
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16:15	149	12	0	1	3	4	20	189	40	4	0	1	0	1	1	47
16:30	157	9	0	0	2	0	24	192	37	2	0	0	2	1	1	43
16:45	169	9	0	0	2	2	36	218	30	2	0	0	0	0	2	34
17:00	169	13	0	0	2	8	39	231	31	3	0	0	1	1	2	38
17:15	178	5	0	0	5	7	63	258	29	4	0	0	0	1	1	35
17:30	172	12	0	0	2	3	54	243	30	1	0	0	0	0	7	38
17:45	151	7	0	0	2	6	58	224	33	4	0	0	0	0	4	41
18:00	168	4	0	0	3	4	56	235	35	0	0	0	0	0	3	38
18:15	178	1	0	0	3	6	55	243	32	1	0	0	0	0	3	36
Total	1657	86	0	1	30	44	427	2245	335	21	0	1	3	4	25	389

Peak Hour 17:15 to 18:15

17:15	178	5	0	0	5	7	63	258	29	4	0	0	0	1	1	35
17:30	172	12	0	0	2	3	54	243	30	1	0	0	0	0	7	38
17:45	151	7	0	0	2	6	58	224	33	4	0	0	0	0	4	41
18:00	168	4	0	0	3	4	56	235	35	0	0	0	0	0	3	38
Total	669	28	0	0	12	20	231	960	127	9	0	0	0	1	15	152

Site No. 1
Location R118 / N31(SW) / N31(E)
Date 29 April 2025

Time	B to A - N31(SW) to R118							Veh. Total	B to C - N31(SW) to N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	37	2	1	0	0	0	5	45	38	3	0	0	1	1	3	46
07:45	22	0	1	0	0	0	2	25	58	2	1	0	0	1	4	66
08:00	26	0	0	0	0	1	9	36	43	3	2	0	1	2	4	55
08:15	32	1	0	0	1	1	8	43	68	2	0	0	0	0	7	77
08:30	33	1	0	0	0	0	8	42	93	4	1	0	2	0	4	104
08:45	34	2	0	0	0	3	5	44	96	4	0	0	3	2	3	108
09:00	32	2	4	0	2	0	5	45	65	7	1	0	0	1	5	79
09:15	26	1	2	0	1	0	3	33	70	3	1	0	1	0	4	79
09:30	23	3	1	0	0	0	3	30	52	2	2	0	2	0	1	59
09:45	29	2	0	0	0	0	1	32	61	6	2	0	1	2	3	75
Total	294	14	9	0	4	5	49	375	644	36	10	0	11	9	38	748

Peak Hour 08:00 to 09:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
08:00	26	0	0	0	0	1	9	36	43	3	2	0	1	2	4	55
08:15	32	1	0	0	1	1	8	43	68	2	0	0	0	0	7	77
08:30	33	1	0	0	0	0	8	42	93	4	1	0	2	0	4	104
08:45	34	2	0	0	0	3	5	44	96	4	0	0	3	2	3	108
Total	125	4	0	0	1	5	30	165	300	13	3	0	6	4	18	344

Date 29 April 2025

Time	B to A - N31(SW) to R118							Veh. Total	B to C - N31(SW) to N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	21	1	0	0	2	0	0	24	72	3	0	0	1	1	2	79
16:15	22	3	0	0	1	0	0	26	46	4	0	0	2	1	1	54
16:30	22	2	0	0	0	0	0	24	74	3	0	0	2	1	5	85
16:45	9	0	0	0	0	0	0	9	62	5	0	0	0	1	4	72
17:00	15	1	0	0	0	0	1	17	78	5	0	0	2	1	7	93
17:15	13	0	0	0	0	0	1	14	74	3	0	0	0	1	6	84
17:30	17	1	1	0	1	0	1	21	60	1	0	0	3	0	2	66
17:45	24	0	0	0	0	0	1	25	85	4	0	0	0	1	5	95
18:00	12	2	0	0	1	0	1	16	69	1	0	0	1	1	7	79
18:15	23	2	0	0	1	0	1	27	73	1	0	0	1	2	2	79
Total	178	12	1	0	6	0	6	203	693	30	0	0	12	10	41	786

Peak Hour 17:15 to 18:15

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
17:15	13	0	0	0	0	0	1	14	74	3	0	0	0	1	6	84
17:30	17	1	1	0	1	0	1	21	60	1	0	0	3	0	2	66
17:45	24	0	0	0	0	0	1	25	85	4	0	0	0	1	5	95
18:00	12	2	0	0	1	0	1	16	69	1	0	0	1	1	7	79
Total	66	3	1	0	2	0	4	76	288	9	0	0	4	3	20	324

Site No. 1
Location R118 / N31(SW) / N31(E)
Date 29 April 2025

Time	C to B - N31(E) to N31(SW)							Veh. Total	C to A - N31(E) to R118							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	65	7	1	1	1	1	1	77	238	14	1	0	3	3	56	315
07:45	77	3	1	0	2	0	2	85	218	12	2	0	1	4	59	296
08:00	51	1	0	0	1	1	4	58	156	16	1	0	3	6	73	255
08:15	39	2	1	0	0	1	10	53	164	5	0	1	2	6	88	266
08:30	79	2	0	0	0	1	10	92	154	10	3	0	5	7	94	273
08:45	65	2	1	0	4	1	4	77	138	14	2	1	4	6	68	233
09:00	76	3	3	1	3	0	1	87	146	15	3	0	3	3	37	207
09:15	66	11	0	0	1	1	1	80	145	11	2	1	3	2	21	185
09:30	53	4	0	0	0	0	2	59	141	19	2	0	4	1	19	186
09:45	63	5	0	0	2	0	3	73	124	16	5	0	3	1	17	166
Total	634	40	7	2	14	6	38	741	1624	132	21	3	31	39	532	2382

Peak Hour 08:00 to 09:00

08:00	51	1	0	0	1	1	4	58	156	16	1	0	3	6	73	255
08:15	39	2	1	0	0	1	10	53	164	5	0	1	2	6	88	266
08:30	79	2	0	0	0	1	10	92	154	10	3	0	5	7	94	273
08:45	65	2	1	0	4	1	4	77	138	14	2	1	4	6	68	233
Total	234	7	2	0	5	4	28	280	612	45	6	2	14	25	323	1027

Date 29 April 2025

Time	C to B - N31(E) to N31(SW)							Veh. Total	C to A - N31(E) to R118							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	86	7	0	0	1	2	1	97	143	20	0	0	3	4	10	180
16:15	94	6	0	0	2	0	3	105	114	14	1	1	1	3	9	143
16:30	79	1	0	0	1	1	3	85	129	13	0	0	3	3	17	165
16:45	74	4	0	0	1	3	8	90	118	11	2	0	4	4	20	159
17:00	81	4	0	0	1	2	3	91	127	6	1	0	0	2	14	150
17:15	108	5	0	0	1	2	4	120	118	8	1	0	4	7	13	151
17:30	87	1	0	0	2	0	8	98	118	7	0	0	3	6	23	157
17:45	87	1	0	0	1	2	7	98	131	5	0	0	2	6	21	165
18:00	82	1	0	0	1	1	8	93	129	11	0	0	3	2	20	165
18:15	86	2	0	0	1	0	5	94	132	10	0	0	4	2	10	158
Total	864	32	0	0	12	13	50	971	1259	105	5	1	27	39	157	1593

Peak Hour 17:15 to 18:15

17:15	108	5	0	0	1	2	4	120	118	8	1	0	4	7	13	151
17:30	87	1	0	0	2	0	8	98	118	7	0	0	3	6	23	157
17:45	87	1	0	0	1	2	7	98	131	5	0	0	2	6	21	165
18:00	82	1	0	0	1	1	8	93	129	11	0	0	3	2	20	165
Total	364	8	0	0	5	5	27	409	496	31	1	0	12	21	77	638

Site No. 1
Location R118 / N31(SW) / N31(E)
Date 29 April 2025

Time	To Arm A - R118							Veh. Total	From Arm A - R118							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	275	16	2	0	3	3	61	360	81	18	5	2	4	0	13	123
07:45	240	12	3	0	1	4	61	321	112	17	4	2	5	3	15	158
08:00	182	16	1	0	3	7	82	291	141	16	4	0	3	2	11	177
08:15	196	6	0	1	3	7	96	309	131	14	5	0	2	0	14	166
08:30	187	11	3	0	5	7	102	315	135	18	3	1	4	5	19	185
08:45	172	16	2	1	4	9	73	277	138	24	6	0	2	3	29	202
09:00	178	17	7	0	5	3	42	252	118	13	6	0	3	2	10	152
09:15	171	12	4	1	4	2	24	218	113	19	4	2	3	2	11	154
09:30	164	22	3	0	4	1	22	216	104	11	4	0	3	1	4	127
09:45	153	18	5	0	3	1	18	198	128	19	3	2	3	5	8	168
Total	1918	146	30	3	35	44	581	2757	1201	169	44	9	32	23	134	1612

Peak Hour 08:00 to 09:00

08:00	182	16	1	0	3	7	82	291	141	16	4	0	3	2	11	177
08:15	196	6	0	1	3	7	96	309	131	14	5	0	2	0	14	166
08:30	187	11	3	0	5	7	102	315	135	18	3	1	4	5	19	185
08:45	172	16	2	1	4	9	73	277	138	24	6	0	2	3	29	202
Total	737	49	6	2	15	30	353	1192	545	72	18	1	11	10	73	730

Date 29 April 2025

Time	To Arm A - R118							Veh. Total	From Arm A - R118							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	164	21	0	0	5	4	10	204	204	14	0	0	6	4	23	251
16:15	136	17	1	1	2	3	9	169	189	16	0	2	3	5	21	236
16:30	151	15	0	0	3	3	17	189	194	11	0	0	4	1	25	235
16:45	127	11	2	0	4	4	20	168	199	11	0	0	2	2	38	252
17:00	142	7	1	0	0	2	15	167	200	16	0	0	3	9	41	269
17:15	131	8	1	0	4	7	14	165	207	9	0	0	5	8	64	293
17:30	135	8	1	0	4	6	24	178	202	13	0	0	2	3	61	281
17:45	155	5	0	0	2	6	22	190	184	11	0	0	2	6	62	265
18:00	141	13	0	0	4	2	21	181	203	4	0	0	3	4	59	273
18:15	155	12	0	0	5	2	11	185	210	2	0	0	3	6	58	279
Total	1437	117	6	1	33	39	163	1796	1992	107	0	2	33	48	452	2634

Peak Hour 17:15 to 18:15

17:15	131	8	1	0	4	7	14	165	207	9	0	0	5	8	64	293
17:30	135	8	1	0	4	6	24	178	202	13	0	0	2	3	61	281
17:45	155	5	0	0	2	6	22	190	184	11	0	0	2	6	62	265
18:00	141	13	0	0	4	2	21	181	203	4	0	0	3	4	59	273
Total	562	34	2	0	14	21	81	714	796	37	0	0	12	21	246	1112

Site No. 1
Location R118 / N31(SW) / N31(E)
Date 29 April 2025

Time	To Arm B - N31 (SW)							Veh. Total	From Arm B - N31 (SW)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	71	11	3	1	2	1	1	90	75	5	1	0	1	1	8	91
07:45	100	7	2	1	2	1	3	116	80	2	2	0	0	1	6	91
08:00	75	4	1	0	2	1	5	88	69	3	2	0	1	3	13	91
08:15	67	4	2	0	0	1	12	86	100	3	0	0	1	1	15	120
08:30	115	3	1	0	0	1	13	133	126	5	1	0	2	0	12	146
08:45	85	3	5	0	4	2	5	104	130	6	0	0	3	5	8	152
09:00	99	5	5	1	3	0	1	114	97	9	5	0	2	1	10	124
09:15	84	13	2	2	1	1	2	105	96	4	3	0	2	0	7	112
09:30	72	9	1	0	0	0	2	84	75	5	3	0	2	0	4	89
09:45	92	6	0	1	2	0	3	104	90	8	2	0	1	2	4	107
Total	860	65	22	6	16	8	47	1024	938	50	19	0	15	14	87	1123

Peak Hour 08:00 to 09:00

08:00	75	4	1	0	2	1	5	88	69	3	2	0	1	3	13	91
08:15	67	4	2	0	0	1	12	86	100	3	0	0	1	1	15	120
08:30	115	3	1	0	0	1	13	133	126	5	1	0	2	0	12	146
08:45	85	3	5	0	4	2	5	104	130	6	0	0	3	5	8	152
Total	342	14	9	0	6	5	35	411	425	17	3	0	7	9	48	509

Date 29 April 2025

Time	To Arm B - N31 (SW)							Veh. Total	From Arm B - N31 (SW)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	124	7	0	0	1	2	2	136	93	4	0	0	3	1	2	103
16:15	134	10	0	1	2	1	4	152	68	7	0	0	3	1	1	80
16:30	116	3	0	0	3	2	4	128	96	5	0	0	2	1	5	109
16:45	104	6	0	0	1	3	10	124	71	5	0	0	0	1	4	81
17:00	112	7	0	0	2	3	5	129	93	6	0	0	2	1	8	110
17:15	137	9	0	0	1	3	5	155	87	3	0	0	0	1	7	98
17:30	117	2	0	0	2	0	15	136	77	2	1	0	4	0	3	87
17:45	120	5	0	0	1	2	11	139	109	4	0	0	0	1	6	120
18:00	117	1	0	0	1	1	11	131	81	3	0	0	2	1	8	95
18:15	118	3	0	0	1	0	8	130	96	3	0	0	2	2	3	106
Total	1199	53	0	1	15	17	75	1360	871	42	1	0	18	10	47	989

Peak Hour 17:15 to 18:15

17:15	137	9	0	0	1	3	5	155	87	3	0	0	0	1	7	98
17:30	117	2	0	0	2	0	15	136	77	2	1	0	4	0	3	87
17:45	120	5	0	0	1	2	11	139	109	4	0	0	0	1	6	120
18:00	117	1	0	0	1	1	11	131	81	3	0	0	2	1	8	95
Total	491	17	0	0	5	6	42	561	354	12	1	0	6	3	24	400

Site No. 1
Location R118 / N31(SW) / N31(E)
Date 29 April 2025

Time	To Arm C - N31(E)							Veh. Total	From Arm C - N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	113	17	3	2	4	1	16	156	303	21	2	1	4	4	57	392
07:45	147	15	4	1	5	3	18	193	295	15	3	0	3	4	61	381
08:00	160	16	5	0	3	4	14	202	207	17	1	0	4	7	77	313
08:15	171	14	4	0	2	0	19	210	203	7	1	1	2	7	98	319
08:30	192	21	3	1	6	5	20	248	233	12	3	0	5	8	104	365
08:45	214	27	2	0	5	4	31	283	203	16	3	1	8	7	72	310
09:00	160	18	5	0	3	3	15	204	222	18	6	1	6	3	38	294
09:15	165	20	3	0	4	2	14	208	211	22	2	1	4	3	22	265
09:30	137	8	5	0	5	1	5	161	194	23	2	0	4	1	21	245
09:45	160	24	5	1	4	7	11	212	187	21	5	0	5	1	20	239
Total	1619	180	39	5	41	30	163	2077	2258	172	28	5	45	45	570	3123

Peak Hour 08:00 to 09:00

08:00	160	16	5	0	3	4	14	202	207	17	1	0	4	7	77	313
08:15	171	14	4	0	2	0	19	210	203	7	1	1	2	7	98	319
08:30	192	21	3	1	6	5	20	248	233	12	3	0	5	8	104	365
08:45	214	27	2	0	5	4	31	283	203	16	3	1	8	7	72	310
Total	737	78	14	1	16	13	84	943	846	52	8	2	19	29	351	1307

Date 29 April 2025

Time	To Arm C - N31(E)							Veh. Total	From Arm C - N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	238	17	0	0	7	5	24	291	229	27	0	0	4	6	11	277
16:15	195	16	0	1	5	5	21	243	208	20	1	1	3	3	12	248
16:30	231	12	0	0	4	1	29	277	208	14	0	0	4	4	20	250
16:45	231	14	0	0	2	3	40	290	192	15	2	0	5	7	28	249
17:00	247	18	0	0	4	9	46	324	208	10	1	0	1	4	17	241
17:15	252	8	0	0	5	8	69	342	226	13	1	0	5	9	17	271
17:30	232	13	0	0	5	3	56	309	205	8	0	0	5	6	31	255
17:45	236	11	0	0	2	7	63	319	218	6	0	0	3	8	28	263
18:00	237	5	0	0	4	5	63	314	211	12	0	0	4	3	28	258
18:15	251	2	0	0	4	8	57	322	218	12	0	0	5	2	15	252
Total	2350	116	0	1	42	54	468	3031	2123	137	5	1	39	52	207	2564

Peak Hour 17:15 to 18:15

17:15	252	8	0	0	5	8	69	342	226	13	1	0	5	9	17	271
17:30	232	13	0	0	5	3	56	309	205	8	0	0	5	6	31	255
17:45	236	11	0	0	2	7	63	319	218	6	0	0	3	8	28	263
18:00	237	5	0	0	4	5	63	314	211	12	0	0	4	3	28	258
Total	957	37	0	0	16	23	251	1284	860	39	1	0	17	26	104	1047

Site No. 2
Location N31(W) / Rock Hill(S) / N31(E) / Rock Hill(N)
Date 29 April 2025

Time	A to D - N31(W) to Rock Hill(N)							Veh. Total	A to C - N31(W) to N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	20	1	0	0	2	0	3	26	89	15	3	2	2	1	12	124
07:45	28	2	0	0	2	1	6	39	110	14	4	1	3	2	13	147
08:00	27	1	1	0	2	2	4	37	136	15	4	0	1	2	10	168
08:15	35	3	1	0	1	0	9	49	135	10	3	0	1	0	8	157
08:30	49	3	1	0	2	0	10	65	136	17	2	1	3	4	11	174
08:45	59	2	2	0	4	2	7	76	146	26	0	0	2	2	23	199
09:00	24	3	0	0	1	1	7	36	118	13	5	0	2	2	8	148
09:15	38	2	1	0	0	1	3	45	123	19	2	0	4	2	12	162
09:30	31	1	3	0	3	0	0	38	101	8	2	0	2	1	3	117
09:45	35	1	0	0	2	1	1	40	117	21	5	1	2	6	10	162
Total	346	19	9	0	19	8	50	451	1211	158	30	5	22	22	110	1558

Peak Hour 08:00 to 09:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
08:00	27	1	1	0	2	2	4	37	136	15	4	0	1	2	10	168
08:15	35	3	1	0	1	0	9	49	135	10	3	0	1	0	8	157
08:30	49	3	1	0	2	0	10	65	136	17	2	1	3	4	11	174
08:45	59	2	2	0	4	2	7	76	146	26	0	0	2	2	23	199
Total	170	9	5	0	9	4	30	227	553	68	9	1	7	8	52	698

Date 29 April 2025

Time	A to D - N31(W) to Rock Hill(N)							Veh. Total	A to C - N31(W) to N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	43	4	0	0	3	1	10	61	181	12	0	0	4	4	14	215
16:15	25	2	0	0	2	2	1	32	161	13	0	1	3	3	20	201
16:30	41	1	0	0	3	1	4	50	190	12	0	0	0	0	23	225
16:45	27	3	0	0	1	2	8	41	193	11	0	0	2	1	33	240
17:00	45	6	0	0	3	0	11	65	183	11	0	0	1	9	33	237
17:15	51	2	0	0	1	1	9	64	197	6	0	0	3	7	60	273
17:30	41	1	0	0	4	0	10	56	189	11	0	0	2	3	42	247
17:45	49	1	0	0	1	1	14	66	178	11	0	0	1	5	51	246
18:00	43	0	0	0	3	3	13	62	185	5	0	0	1	2	50	243
18:15	26	0	0	0	1	0	5	32	204	2	0	0	3	6	51	266
Total	391	20	0	0	22	11	85	529	1861	94	0	1	20	40	377	2393

Peak Hour 17:15 to 18:15

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
17:15	51	2	0	0	1	1	9	64	197	6	0	0	3	7	60	273
17:30	41	1	0	0	4	0	10	56	189	11	0	0	2	3	42	247
17:45	49	1	0	0	1	1	14	66	178	11	0	0	1	5	51	246
18:00	43	0	0	0	3	3	13	62	185	5	0	0	1	2	50	243
Total	184	4	0	0	9	5	46	248	749	33	0	0	7	17	203	1009

Site No. 2
Location N31(W) / Rock Hill(S) / N31(E) / Rock Hill(N)
Date 29 April 2025

Time	A to B - N31(W) to Rock Hill(S)							Veh. Total	B to A - Rock Hill(S) to N31(W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	1	0	0	0	0	0	0	1	4	0	0	1	0	0	1	6
07:45	4	0	0	0	0	0	0	4	3	0	0	0	0	0	1	4
08:00	4	0	0	0	0	0	0	4	6	0	0	0	0	0	0	6
08:15	4	1	0	0	0	0	0	5	5	0	0	0	0	0	0	5
08:30	7	0	0	0	0	0	0	7	6	0	0	0	0	1	2	9
08:45	10	0	0	0	0	0	0	10	3	0	0	0	0	1	1	5
09:00	12	0	0	0	0	0	0	12	7	1	0	0	0	0	1	9
09:15	12	0	0	0	0	0	0	12	9	0	0	0	0	0	0	9
09:30	6	0	0	0	0	0	2	8	8	0	0	0	0	0	0	8
09:45	9	1	0	0	0	0	0	10	8	0	0	0	0	0	1	9
Total	69	2	0	0	0	0	2	73	59	1	0	1	0	2	7	70

Peak Hour 08:00 to 09:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
08:00	4	0	0	0	0	0	0	4	6	0	0	0	0	0	0	6
08:15	4	1	0	0	0	0	0	5	5	0	0	0	0	0	0	5
08:30	7	0	0	0	0	0	0	7	6	0	0	0	0	1	2	9
08:45	10	0	0	0	0	0	0	10	3	0	0	0	0	1	1	5
Total	25	1	0	0	0	0	0	26	20	0	0	0	0	2	3	25

Date 29 April 2025

Time	A to B - N31(W) to Rock Hill(S)							Veh. Total	B to A - Rock Hill(S) to N31(W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	12	0	0	0	0	0	0	12	13	1	0	0	0	1	0	15
16:15	5	0	0	0	0	0	1	6	25	0	1	0	0	0	0	26
16:30	10	0	0	0	0	0	0	10	19	0	0	0	0	0	0	19
16:45	7	0	0	0	0	0	0	7	16	0	0	0	0	0	0	16
17:00	9	1	0	0	0	0	1	11	15	0	0	0	0	0	0	15
17:15	10	0	0	0	0	0	1	11	16	0	0	0	0	0	1	17
17:30	9	0	0	0	0	0	0	9	15	0	0	0	0	1	1	17
17:45	7	0	0	0	0	1	1	9	25	0	0	0	0	0	0	25
18:00	9	0	0	0	0	0	0	9	29	1	0	0	0	0	0	30
18:15	15	0	0	0	0	1	0	16	28	2	0	0	0	0	0	30
Total	93	1	0	0	0	2	4	100	201	4	1	0	0	2	2	210

Peak Hour 17:15 to 18:15

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
17:15	10	0	0	0	0	0	1	11	16	0	0	0	0	0	1	17
17:30	9	0	0	0	0	0	0	9	15	0	0	0	0	1	1	17
17:45	7	0	0	0	0	1	1	9	25	0	0	0	0	0	0	25
18:00	9	0	0	0	0	0	0	9	29	1	0	0	0	0	0	30
Total	35	0	0	0	0	1	2	38	85	1	0	0	0	1	2	89

Site No. 2
Location N31(W) / Rock Hill(S) / N31(E) / Rock Hill(N)
Date 29 April 2025

Time	B to D - Rock Hill(S) to Rock Hill(N)							Veh. Total	B to C - Rock Hill(S) to N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	1	0	0	0	0	0	0	1	5	0	1	0	0	0	0	6
07:45	0	1	1	0	0	0	0	2	0	1	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
08:15	1	0	0	0	0	0	0	1	4	0	1	0	0	0	0	5
08:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
08:45	0	0	1	0	0	0	0	1	2	0	0	0	0	0	0	2
09:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
09:15	1	0	0	0	0	0	0	1	5	0	0	0	0	0	1	6
09:30	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	3
09:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
Total	3	1	2	0	0	0	0	6	31	2	2	0	0	1	1	37

Peak Hour 08:00 to 09:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
08:00	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
08:15	1	0	0	0	0	0	0	1	4	0	1	0	0	0	0	5
08:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
08:45	0	0	1	0	0	0	0	1	2	0	0	0	0	0	0	2
Total	1	0	1	0	0	0	0	2	14	1	1	0	0	0	0	16

Date 29 April 2025

Time	B to D - Rock Hill(S) to Rock Hill(N)							Veh. Total	B to C - Rock Hill(S) to N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	5	0	0	0	0	0	0	5	13	0	0	0	0	0	0	13
16:15	2	0	0	0	0	0	0	2	14	0	0	0	0	0	0	14
16:30	1	0	0	0	0	0	0	1	11	0	0	0	0	0	0	11
16:45	1	0	0	0	0	0	0	1	9	0	0	0	0	0	0	9
17:00	2	0	0	0	0	0	0	2	10	1	0	0	0	0	0	11
17:15	1	0	0	0	0	0	0	1	14	0	0	0	0	2	1	17
17:30	3	0	0	0	0	0	1	4	16	1	0	0	0	0	0	17
17:45	0	0	0	0	0	0	0	0	8	0	0	0	0	1	2	11
18:00	4	0	0	0	0	0	1	5	11	1	0	0	0	0	1	13
18:15	1	0	0	0	0	0	0	1	12	0	0	0	0	0	0	12
Total	20	0	0	0	0	0	2	22	118	3	0	0	0	3	4	128

Peak Hour 17:15 to 18:15

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
17:15	1	0	0	0	0	0	0	1	14	0	0	0	0	2	1	17
17:30	3	0	0	0	0	0	1	4	16	1	0	0	0	0	0	17
17:45	0	0	0	0	0	0	0	0	8	0	0	0	0	1	2	11
18:00	4	0	0	0	0	0	1	5	11	1	0	0	0	0	1	13
Total	8	0	0	0	0	0	2	10	49	2	0	0	0	3	4	58

Site No. 2
Location N31(W) / Rock Hill(S) / N31(E) / Rock Hill(N)
Date 29 April 2025

Time	C to B - N31(E) to Rock Hill(S)							Veh. Total	C to A - N31(E) to N31(W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	1	0	0	0	0	0	0	1	290	18	2	0	4	4	48	366
07:45	0	0	0	0	0	0	0	0	288	17	3	0	4	5	54	371
08:00	0	0	0	0	0	0	0	0	204	17	2	0	3	6	70	302
08:15	0	0	0	0	0	0	0	0	196	7	2	1	4	7	96	313
08:30	0	0	0	0	0	0	1	1	218	14	1	1	6	7	91	338
08:45	2	0	0	0	0	0	2	4	191	14	3	0	7	6	59	280
09:00	0	0	0	0	0	0	1	1	207	17	6	1	6	3	35	275
09:15	0	0	0	0	0	0	0	0	200	24	2	1	4	3	21	255
09:30	0	0	0	0	0	0	0	0	179	21	2	0	4	1	18	225
09:45	0	0	0	0	0	0	0	0	176	21	5	0	5	1	15	223
Total	3	0	0	0	0	0	4	7	2149	170	28	4	47	43	507	2948

Peak Hour 08:00 to 09:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
08:00	0	0	0	0	0	0	0	0	204	17	2	0	3	6	70	302
08:15	0	0	0	0	0	0	0	0	196	7	2	1	4	7	96	313
08:30	0	0	0	0	0	0	1	1	218	14	1	1	6	7	91	338
08:45	2	0	0	0	0	0	2	4	191	14	3	0	7	6	59	280
Total	2	0	0	0	0	0	3	5	809	52	8	2	20	26	316	1233

Date 29 April 2025

Time	C to B - N31(E) to Rock Hill(S)							Veh. Total	C to A - N31(E) to N31(W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	2	0	0	0	0	0	0	2	190	24	0	1	4	3	9	231
16:15	0	0	0	0	0	0	0	0	166	21	0	0	3	2	7	199
16:30	0	0	0	0	0	0	0	0	173	12	0	0	4	4	13	206
16:45	1	0	0	0	0	0	0	1	164	16	2	0	5	7	20	214
17:00	0	0	0	0	0	0	0	0	182	9	1	0	2	3	11	208
17:15	0	0	0	0	0	0	0	0	187	12	1	0	4	8	14	226
17:30	0	0	0	0	0	0	0	0	175	9	0	0	5	4	18	211
17:45	0	0	0	0	0	0	0	0	175	5	0	0	3	8	20	211
18:00	0	0	0	0	0	0	0	0	169	10	0	0	4	3	20	206
18:15	1	0	0	0	0	0	0	1	179	10	0	0	5	3	10	207
Total	4	0	0	0	0	0	0	4	1760	128	4	1	39	45	142	2119

Peak Hour 17:15 to 18:15

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
17:15	0	0	0	0	0	0	0	0	187	12	1	0	4	8	14	226
17:30	0	0	0	0	0	0	0	0	175	9	0	0	5	4	18	211
17:45	0	0	0	0	0	0	0	0	175	5	0	0	3	8	20	211
18:00	0	0	0	0	0	0	0	0	169	10	0	0	4	3	20	206
Total	0	0	0	0	0	0	0	0	706	36	1	0	16	23	72	854

Site No. 2
Location N31(W) / Rock Hill(S) / N31(E) / Rock Hill(N)
Date 29 April 2025

RECEIVED
29/04/2025

Time	C to D - N31(E) to Rock Hill(N)							Veh. Total	D to C - Rock Hill(N) to N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	16	1	1	0	2	0	1	21	0	0	0	0	0	0	0	0
07:45	24	1	0	0	1	0	0	26	0	0	0	0	0	0	0	0
08:00	22	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0
08:15	19	0	1	0	0	0	0	20	1	0	0	0	0	0	0	1
08:30	24	0	1	0	1	0	2	28	0	0	0	0	0	0	0	0
08:45	27	1	1	0	0	0	1	30	0	0	0	0	0	0	0	0
09:00	36	3	1	0	1	0	0	41	1	0	0	0	0	0	0	1
09:15	28	3	1	0	1	0	0	33	0	0	0	0	0	0	0	0
09:30	30	1	1	0	0	0	0	32	4	0	0	0	0	0	0	4
09:45	25	1	0	0	0	1	1	28	0	0	0	0	0	0	0	0
Total	251	11	7	0	6	1	5	281	6	0	0	0	0	0	0	6

Peak Hour 08:00 to 09:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
08:00	22	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0
08:15	19	0	1	0	0	0	0	20	1	0	0	0	0	0	0	1
08:30	24	0	1	0	1	0	2	28	0	0	0	0	0	0	0	0
08:45	27	1	1	0	0	0	1	30	0	0	0	0	0	0	0	0
Total	92	1	3	0	1	0	3	100	1	0	0	0	0	0	0	1

Date 29 April 2025

Time	C to D - N31(E) to Rock Hill(N)							Veh. Total	D to C - Rock Hill(N) to N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	18	1	0	0	1	0	0	20	7	0	0	0	0	0	0	7
16:15	29	2	0	0	2	1	0	34	8	0	0	0	0	0	0	8
16:30	21	3	0	0	0	1	0	25	7	0	0	0	0	0	0	7
16:45	26	0	0	0	1	0	0	27	7	0	0	0	0	0	0	7
17:00	26	1	0	0	0	0	0	27	2	0	0	0	0	1	0	3
17:15	26	1	0	0	0	1	0	28	5	0	0	0	0	0	0	5
17:30	19	0	0	0	2	5	0	26	4	0	0	0	0	0	0	4
17:45	26	0	0	0	1	0	1	28	2	0	0	0	0	1	1	4
18:00	20	0	0	0	0	0	0	20	2	0	0	0	0	0	0	2
18:15	21	0	0	0	3	1	0	25	3	0	0	0	0	0	0	3
Total	232	8	0	0	10	9	1	260	47	0	0	0	0	2	1	50

Peak Hour 17:15 to 18:15

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
17:15	26	1	0	0	0	1	0	28	5	0	0	0	0	0	0	5
17:30	19	0	0	0	2	5	0	26	4	0	0	0	0	0	0	4
17:45	26	0	0	0	1	0	1	28	2	0	0	0	0	1	1	4
18:00	20	0	0	0	0	0	0	20	2	0	0	0	0	0	0	2
Total	91	1	0	0	3	6	1	102	13	0	0	0	0	1	1	15

Site No. 2
Location N31(W) / Rock Hill(S) / N31(E) / Rock Hill(N)
Date 29 April 2025

Time	D to B - Rock Hill(N) to Rock Hill(S)							Veh. Total	D to A - Rock Hill(N) to N31(W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
08:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	5
08:15	0	0	0	0	0	1	0	1	2	0	0	0	0	0	4	6
08:30	0	0	0	0	0	0	0	0	3	1	0	0	0	0	8	12
08:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	7	10
09:00	1	0	0	0	0	0	0	1	5	0	0	0	0	0	2	7
09:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	2	5
09:30	0	0	0	0	0	0	0	0	7	0	0	0	0	0	3	10
09:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	4	9
Total	1	0	0	0	0	1	0	2	29	1	0	0	0	0	43	73

Peak Hour 08:00 to 09:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
08:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	5
08:15	0	0	0	0	0	1	0	1	2	0	0	0	0	0	4	6
08:30	0	0	0	0	0	0	0	0	3	1	0	0	0	0	8	12
08:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	7	10
Total	0	0	0	0	0	1	0	1	9	1	0	0	0	0	23	33

Date 29 April 2025

Time	D to B - Rock Hill(N) to Rock Hill(S)							Veh. Total	D to A - Rock Hill(N) to N31(W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	1	0	0	0	0	0	0	1	15	0	0	0	0	2	3	20
16:15	0	0	0	0	0	0	0	0	18	1	0	0	0	0	6	25
16:30	0	0	0	0	0	0	0	0	12	0	0	0	0	0	4	16
16:45	1	0	0	0	0	0	0	1	18	1	0	0	0	0	10	29
17:00	0	0	0	0	0	0	1	1	19	0	0	0	0	1	4	24
17:15	0	0	0	0	0	0	0	0	16	0	0	0	0	1	2	19
17:30	1	0	0	0	0	0	1	2	15	0	0	0	0	1	11	27
17:45	0	0	0	0	0	0	0	0	20	0	0	0	0	0	10	30
18:00	1	0	0	0	0	0	0	1	12	1	0	0	0	0	7	20
18:15	0	0	0	0	0	0	0	0	10	0	0	0	0	0	6	16
Total	4	0	0	0	0	0	2	6	155	3	0	0	0	5	63	226

Peak Hour 17:15 to 18:15

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
17:15	0	0	0	0	0	0	0	0	16	0	0	0	0	1	2	19
17:30	1	0	0	0	0	0	1	2	15	0	0	0	0	1	11	27
17:45	0	0	0	0	0	0	0	0	20	0	0	0	0	0	10	30
18:00	1	0	0	0	0	0	0	1	12	1	0	0	0	0	7	20
Total	2	0	0	0	0	0	1	3	63	1	0	0	0	2	30	96

Site No. 2
Location N31(W) / Rock Hill(S) / N31(E) / Rock Hill(N)
Date 29 April 2025

Time	To Arm A - N31 (W)							Veh. Total	From Arm A - N31 (W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	294	18	2	1	4	4	53	376	110	16	3	2	4	1	15	151
07:45	291	17	3	0	4	5	60	380	142	16	4	1	5	3	19	190
08:00	211	17	2	0	3	6	74	313	167	16	5	0	3	4	14	209
08:15	203	7	2	1	4	7	100	324	174	14	4	0	2	0	17	211
08:30	227	15	1	1	6	8	101	359	192	20	3	1	5	4	21	246
08:45	197	14	3	0	7	7	67	295	215	28	2	0	6	4	30	285
09:00	219	18	6	1	6	3	38	291	154	16	5	0	3	3	15	196
09:15	212	24	2	1	4	3	23	269	173	21	3	0	4	3	15	219
09:30	194	21	2	0	4	1	21	243	138	9	5	0	5	1	5	163
09:45	189	21	5	0	5	1	20	241	161	23	5	1	4	7	11	212
Total	2237	172	28	5	47	45	557	3091	1626	179	39	5	41	30	162	2082

Peak Hour 08:00 to 09:00

08:00	211	17	2	0	3	6	74	313	167	16	5	0	3	4	14	209
08:15	203	7	2	1	4	7	100	324	174	14	4	0	2	0	17	211
08:30	227	15	1	1	6	8	101	359	192	20	3	1	5	4	21	246
08:45	197	14	3	0	7	7	67	295	215	28	2	0	6	4	30	285
Total	838	53	8	2	20	28	342	1291	748	78	14	1	16	12	82	951

Date 29 April 2025

Time	To Arm A - N31 (W)							Veh. Total	From Arm A - N31 (W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	218	25	0	1	4	6	12	266	236	16	0	0	7	5	24	288
16:15	209	22	1	0	3	2	13	250	191	15	0	1	5	5	22	239
16:30	204	12	0	0	4	4	17	241	241	13	0	0	3	1	27	285
16:45	198	17	2	0	5	7	30	259	227	14	0	0	3	3	41	288
17:00	216	9	1	0	2	4	15	247	237	18	0	0	4	9	45	313
17:15	219	12	1	0	4	9	17	262	258	8	0	0	4	8	70	348
17:30	205	9	0	0	5	6	30	255	239	12	0	0	6	3	52	312
17:45	220	5	0	0	3	8	30	266	234	12	0	0	2	7	66	321
18:00	210	12	0	0	4	3	27	256	237	5	0	0	4	5	63	314
18:15	217	12	0	0	5	3	16	253	245	2	0	0	4	7	56	314
Total	2116	135	5	1	39	52	207	2555	2345	115	0	1	42	53	466	3022

Peak Hour 17:15 to 18:15

17:15	219	12	1	0	4	9	17	262	258	8	0	0	4	8	70	348
17:30	205	9	0	0	5	6	30	255	239	12	0	0	6	3	52	312
17:45	220	5	0	0	3	8	30	266	234	12	0	0	2	7	66	321
18:00	210	12	0	0	4	3	27	256	237	5	0	0	4	5	63	314
Total	854	38	1	0	16	26	104	1039	968	37	0	0	16	23	251	1295

Site No. 2
Location N31(W) / Rock Hill(S) / N31(E) / Rock Hill(N)
Date 29 April 2025

Time	To Arm B - Rock Hill(S)							Veh. Total	From Arm B - Rock Hill(S)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	2	0	0	0	0	0	0	2	10	0	1	1	0	0	1	13
07:45	4	0	0	0	0	0	0	4	3	2	1	0	0	0	1	7
08:00	4	0	0	0	0	0	0	4	11	1	0	0	0	0	0	12
08:15	4	1	0	0	0	1	0	6	10	0	1	0	0	0	0	11
08:30	7	0	0	0	0	0	1	8	9	0	0	0	0	1	2	12
08:45	12	0	0	0	0	0	2	14	5	0	1	0	0	1	1	8
09:00	13	0	0	0	0	0	1	14	9	1	0	0	0	0	1	11
09:15	12	0	0	0	0	0	0	12	15	0	0	0	0	0	1	16
09:30	6	0	0	0	0	0	2	8	10	0	0	0	0	1	0	11
09:45	9	1	0	0	0	0	0	10	11	0	0	0	0	0	1	12
Total	73	2	0	0	0	1	6	82	93	4	4	1	0	3	8	113

Peak Hour 08:00 to 09:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
08:00	4	0	0	0	0	0	0	4	11	1	0	0	0	0	0	12
08:15	4	1	0	0	0	1	0	6	10	0	1	0	0	0	0	11
08:30	7	0	0	0	0	0	1	8	9	0	0	0	0	1	2	12
08:45	12	0	0	0	0	0	2	14	5	0	1	0	0	1	1	8
Total	27	1	0	0	0	1	3	32	35	1	2	0	0	2	3	43

Date 29 April 2025

Time	To Arm B - Rock Hill(S)							Veh. Total	From Arm B - Rock Hill(S)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	15	0	0	0	0	0	0	15	31	1	0	0	0	1	0	33
16:15	5	0	0	0	0	0	1	6	41	0	1	0	0	0	0	42
16:30	10	0	0	0	0	0	0	10	31	0	0	0	0	0	0	31
16:45	9	0	0	0	0	0	0	9	26	0	0	0	0	0	0	26
17:00	9	1	0	0	0	0	2	12	27	1	0	0	0	0	0	28
17:15	10	0	0	0	0	0	1	11	31	0	0	0	0	2	2	35
17:30	10	0	0	0	0	0	1	11	34	1	0	0	0	1	2	38
17:45	7	0	0	0	0	1	1	9	33	0	0	0	0	1	2	36
18:00	10	0	0	0	0	0	0	10	44	2	0	0	0	0	2	48
18:15	16	0	0	0	0	1	0	17	41	2	0	0	0	0	0	43
Total	101	1	0	0	0	2	6	110	339	7	1	0	0	5	8	360

Peak Hour 17:15 to 18:15

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
17:15	10	0	0	0	0	0	1	11	31	0	0	0	0	2	2	35
17:30	10	0	0	0	0	0	1	11	34	1	0	0	0	1	2	38
17:45	7	0	0	0	0	1	1	9	33	0	0	0	0	1	2	36
18:00	10	0	0	0	0	0	0	10	44	2	0	0	0	0	2	48
Total	37	0	0	0	0	1	3	41	142	3	0	0	0	4	8	157

Site No. 2
Location N31(W) / Rock Hill(S) / N31(E) / Rock Hill(N)
Date 29 April 2025

Time	To Arm C - N31(E)							Veh. Total	From Arm C - N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	94	15	4	2	2	1	12	130	307	19	3	0	6	4	49	388
07:45	110	15	4	1	3	2	13	148	312	18	3	0	5	5	54	397
08:00	141	16	4	0	1	2	10	174	226	17	2	0	3	6	70	324
08:15	140	10	4	0	1	0	8	163	215	7	3	1	4	7	96	333
08:30	139	17	2	1	3	4	11	177	242	14	2	1	7	7	94	367
08:45	148	26	0	0	2	2	23	201	220	15	4	0	7	6	62	314
09:00	121	13	5	0	2	2	8	151	243	20	7	1	7	3	36	317
09:15	128	19	2	0	4	2	13	168	228	27	3	1	5	3	21	288
09:30	107	8	2	0	2	2	3	124	209	22	3	0	4	1	18	257
09:45	120	21	5	1	2	6	10	165	201	22	5	0	5	2	16	251
Total	1248	160	32	5	22	23	111	1601	2403	181	35	4	53	44	516	3236

Peak Hour 08:00 to 09:00

08:00	141	16	4	0	1	2	10	174	226	17	2	0	3	6	70	324
08:15	140	10	4	0	1	0	8	163	215	7	3	1	4	7	96	333
08:30	139	17	2	1	3	4	11	177	242	14	2	1	7	7	94	367
08:45	148	26	0	0	2	2	23	201	220	15	4	0	7	6	62	314
Total	568	69	10	1	7	8	52	715	903	53	11	2	21	26	322	1338

Date 29 April 2025

Time	To Arm C - N31(E)							Veh. Total	From Arm C - N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	201	12	0	0	4	4	14	235	210	25	0	1	5	3	9	253
16:15	183	13	0	1	3	3	20	223	195	23	0	0	5	3	7	233
16:30	208	12	0	0	0	0	23	243	194	15	0	0	4	5	13	231
16:45	209	11	0	0	2	1	33	256	191	16	2	0	6	7	20	242
17:00	195	12	0	0	1	10	33	251	208	10	1	0	2	3	11	235
17:15	216	6	0	0	3	9	61	295	213	13	1	0	4	9	14	254
17:30	209	12	0	0	2	3	42	268	194	9	0	0	7	9	18	237
17:45	188	11	0	0	1	7	54	261	201	5	0	0	4	8	21	239
18:00	198	6	0	0	1	2	51	258	189	10	0	0	4	3	20	226
18:15	219	2	0	0	3	6	51	281	201	10	0	0	8	4	10	233
Total	2026	97	0	1	20	45	382	2571	1996	136	4	1	49	54	143	2383

Peak Hour 17:15 to 18:15

17:15	216	6	0	0	3	9	61	295	213	13	1	0	4	9	14	254
17:30	209	12	0	0	2	3	42	268	194	9	0	0	7	9	18	237
17:45	188	11	0	0	1	7	54	261	201	5	0	0	4	8	21	239
18:00	198	6	0	0	1	2	51	258	189	10	0	0	4	3	20	226
Total	811	35	0	0	7	21	208	1082	797	37	1	0	19	29	73	956

Site No. 2
Location N31(W) / Rock Hill(S) / N31(E) / Rock Hill(N)
Date 29 April 2025

Time	To Arm D - Rock Hill(N)							Veh. Total	From Arm D - Rock Hill(N)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	37	2	1	0	4	0	4	48	0	0	0	0	0	0	4	4
07:45	52	4	1	0	3	1	6	67	0	0	0	0	0	0	5	5
08:00	49	1	1	0	2	2	4	59	1	0	0	0	0	0	4	5
08:15	55	3	2	0	1	0	9	70	3	0	0	0	0	1	4	8
08:30	73	3	2	0	3	0	12	93	3	1	0	0	0	0	8	12
08:45	86	3	4	0	4	2	8	107	3	0	0	0	0	0	7	10
09:00	60	6	1	0	2	1	7	77	7	0	0	0	0	0	2	9
09:15	67	5	2	0	1	1	3	79	3	0	0	0	0	0	2	5
09:30	61	2	4	0	3	0	0	70	11	0	0	0	0	0	3	14
09:45	60	2	0	0	2	2	2	68	5	0	0	0	0	0	4	9
Total	600	31	18	0	25	9	55	738	36	1	0	0	0	1	43	81

Peak Hour 08:00 to 09:00

08:00	49	1	1	0	2	2	4	59	1	0	0	0	0	0	4	5
08:15	55	3	2	0	1	0	9	70	3	0	0	0	0	1	4	8
08:30	73	3	2	0	3	0	12	93	3	1	0	0	0	0	8	12
08:45	86	3	4	0	4	2	8	107	3	0	0	0	0	0	7	10
Total	263	10	9	0	10	4	33	329	10	1	0	0	0	1	23	35

Date 29 April 2025

Time	To Arm D - Rock Hill(N)							Veh. Total	From Arm D - Rock Hill(N)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	66	5	0	0	4	1	10	86	23	0	0	0	0	2	3	28
16:15	56	4	0	0	4	3	1	68	26	1	0	0	0	0	6	33
16:30	63	4	0	0	3	2	4	76	19	0	0	0	0	0	4	23
16:45	54	3	0	0	2	2	8	69	26	1	0	0	0	0	10	37
17:00	73	7	0	0	3	0	11	94	21	0	0	0	0	2	5	28
17:15	78	3	0	0	1	2	9	93	21	0	0	0	0	1	2	24
17:30	63	1	0	0	6	5	11	86	20	0	0	0	0	1	12	33
17:45	75	1	0	0	2	1	15	94	22	0	0	0	0	1	11	34
18:00	67	0	0	0	3	3	14	87	15	1	0	0	0	0	7	23
18:15	48	0	0	0	4	1	5	58	13	0	0	0	0	0	6	19
Total	643	28	0	0	32	20	88	811	206	3	0	0	0	7	66	282

Peak Hour 17:15 to 18:15

17:15	78	3	0	0	1	2	9	93	21	0	0	0	0	1	2	24
17:30	63	1	0	0	6	5	11	86	20	0	0	0	0	1	12	33
17:45	75	1	0	0	2	1	15	94	22	0	0	0	0	1	11	34
18:00	67	0	0	0	3	3	14	87	15	1	0	0	0	0	7	23
Total	283	5	0	0	12	11	49	360	78	1	0	0	0	3	32	114

Site No. 3
Location N31(W) / George's Ave(S) / N31(E) / George's Ave(N)
Date 29 April 2025

Time	A to D - N31(W) to George's Ave(N)							Veh. Total	A to C - N31(W) to N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	0	0	0	0	0	0	0	0	92	15	4	1	2	1	10	125
07:45	0	0	0	0	0	0	0	0	105	14	4	2	3	2	10	140
08:00	0	0	0	0	0	0	0	0	148	17	4	0	1	2	11	183
08:15	0	0	0	0	0	0	0	0	146	10	4	0	1	0	7	168
08:30	0	0	0	0	0	0	1	1	143	17	2	1	3	4	10	180
08:45	0	0	0	0	0	0	1	1	146	26	0	0	2	2	19	195
09:00	0	0	0	0	0	0	0	0	131	13	5	0	2	2	10	163
09:15	0	0	0	0	0	0	0	0	128	17	2	0	4	2	13	166
09:30	0	0	0	0	0	0	0	0	107	9	2	0	2	2	3	125
09:45	0	0	0	0	0	0	1	1	122	22	5	1	2	6	10	168
Total	0	0	0	0	0	0	3	3	1268	160	32	5	22	23	103	1613

Peak Hour 07:45 to 08:45

07:45	0	0	0	0	0	0	0	0	105	14	4	2	3	2	10	140
08:00	0	0	0	0	0	0	0	0	148	17	4	0	1	2	11	183
08:15	0	0	0	0	0	0	0	0	146	10	4	0	1	0	7	168
08:30	0	0	0	0	0	0	1	1	143	17	2	1	3	4	10	180
Total	0	0	0	0	0	0	1	1	542	58	14	3	8	8	38	671

Date 29 April 2025

Time	A to D - N31(W) to George's Ave(N)							Veh. Total	A to C - N31(W) to N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	0	0	0	0	0	0	0	0	189	14	0	0	4	3	14	224
16:15	0	0	0	0	0	0	0	0	188	12	0	1	3	4	18	226
16:30	0	0	0	0	0	0	1	1	221	12	0	0	0	0	22	255
16:45	0	0	0	0	0	0	0	0	199	12	0	0	2	1	29	243
17:00	0	0	0	0	0	0	0	0	192	11	0	0	1	9	32	245
17:15	0	0	0	0	0	0	0	0	201	7	0	0	2	9	57	276
17:30	0	0	0	0	0	0	0	0	215	12	0	0	3	3	44	277
17:45	0	0	0	0	0	0	0	0	213	10	0	0	1	8	55	287
18:00	0	0	0	0	0	0	0	0	195	6	0	0	1	2	50	254
18:15	0	0	0	0	0	0	0	0	198	3	0	0	2	6	46	255
Total	0	0	0	0	0	0	1	1	2011	99	0	1	19	45	367	2542

Peak Hour 17:00 to 18:00

17:00	0	0	0	0	0	0	0	0	192	11	0	0	1	9	32	245
17:15	0	0	0	0	0	0	0	0	201	7	0	0	2	9	57	276
17:30	0	0	0	0	0	0	0	0	215	12	0	0	3	3	44	277
17:45	0	0	0	0	0	0	0	0	213	10	0	0	1	8	55	287
Total	0	0	0	0	0	0	0	0	821	40	0	0	7	29	188	1085

Site No. 3
Location N31(W) / George's Ave(S) / N31(E) / George's Ave(N)
Date 29 April 2025

Time	A to B - N31(W) to George's Ave(S)							Veh. Total	B to A - George's Ave(S) to N31(W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	0	0	0	0	0	0	0	0	17	1	0	0	0	0	2	20
07:45	0	0	0	0	0	0	0	0	32	0	0	0	0	0	4	36
08:00	0	0	0	0	0	0	0	0	33	0	0	0	1	0	7	41
08:15	0	0	0	0	0	0	0	0	41	0	1	0	0	1	0	43
08:30	0	0	0	0	0	0	0	0	31	2	0	0	1	2	4	40
08:45	0	0	0	0	0	0	0	0	35	0	0	0	0	0	3	38
09:00	0	0	0	0	0	0	0	0	34	1	0	0	1	0	2	38
09:15	0	0	0	0	0	0	0	0	26	1	0	0	0	0	1	28
09:30	0	0	0	0	0	0	0	0	26	2	0	0	0	0	1	29
09:45	0	0	0	0	0	0	0	0	15	0	0	0	0	1	0	16
Total	0	0	0	0	0	0	0	0	290	7	1	0	3	4	24	329

Peak Hour 07:45 to 08:45

07:45	0	0	0	0	0	0	0	0	32	0	0	0	0	0	4	36
08:00	0	0	0	0	0	0	0	0	33	0	0	0	1	0	7	41
08:15	0	0	0	0	0	0	0	0	41	0	1	0	0	1	0	43
08:30	0	0	0	0	0	0	0	0	31	2	0	0	1	2	4	40
Total	0	0	0	0	0	0	0	0	137	2	1	0	2	3	15	160

Date 29 April 2025

Time	A to B - N31(W) to George's Ave(S)							Veh. Total	B to A - George's Ave(S) to N31(W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	0	0	0	0	0	0	1	1	14	1	0	0	0	0	0	15
16:15	0	0	0	0	0	0	1	1	21	0	0	0	0	1	0	22
16:30	0	0	0	0	0	0	2	2	8	0	0	0	0	0	2	10
16:45	0	0	0	0	0	0	0	0	15	0	1	0	0	0	0	16
17:00	0	0	0	0	0	0	3	3	17	0	0	0	0	0	0	17
17:15	0	0	0	0	0	0	2	2	25	0	0	0	0	1	1	27
17:30	0	0	0	0	0	0	0	0	20	0	0	0	0	2	1	23
17:45	0	0	0	0	0	0	1	1	21	1	0	0	0	0	1	23
18:00	0	0	0	0	0	0	0	0	14	0	0	0	0	0	1	15
18:15	0	0	0	0	0	0	2	2	23	0	0	0	0	1	0	24
Total	0	0	0	0	0	0	12	12	178	2	1	0	0	5	6	192

Peak Hour 17:00 to 18:00

17:00	0	0	0	0	0	0	3	3	17	0	0	0	0	0	0	17
17:15	0	0	0	0	0	0	2	2	25	0	0	0	0	1	1	27
17:30	0	0	0	0	0	0	0	0	20	0	0	0	0	2	1	23
17:45	0	0	0	0	0	0	1	1	21	1	0	0	0	0	1	23
Total	0	0	0	0	0	0	6	6	83	1	0	0	0	3	3	90

Site No. 3
Location N31(W) / George's Ave(S) / N31(E) / George's Ave(N)
Date 29 April 2025

Time	B to D - George's Ave(S) to George's Ave(N)							Veh. Total	B to C - George's Ave(S) to N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	1
08:30	0	0	0	0	0	0	4	4	0	0	0	0	0	0	5	5
08:45	0	0	0	0	0	0	6	6	0	0	0	0	0	0	1	1
09:00	0	0	0	0	0	0	4	4	0	0	0	0	0	0	2	2
09:15	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	1
09:30	0	0	0	0	0	0	2	2	0	0	0	0	0	0	3	3
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	27	27	0	0	0	0	0	0	13	13

Peak Hour 07:45 to 08:45

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
07:45	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	1
08:30	0	0	0	0	0	0	4	4	0	0	0	0	0	0	5	5
Total	0	0	0	0	0	0	12	12	0	0	0	0	0	0	6	6

Date 29 April 2025

Time	B to D - George's Ave(S) to George's Ave(N)							Veh. Total	B to C - George's Ave(S) to N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:30	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
18:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	4	4
Total	0	0	0	0	0	0	5	5	0	0	0	0	0	0	13	13

Peak Hour 17:00 to 18:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
17:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:30	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	3	3	0	0	0	0	0	0	4	4

Site No. 3
Location N31(W) / George's Ave(S) / N31(E) / George's Ave(N)
Date 29 April 2025

Time	C to B - N31(E) to George's Ave(S)							Veh. Total	C to A - N31(E) to N31(W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	0	0	0	0	0	0	2	2	297	16	3	0	6	7	52	381
07:45	0	0	0	0	0	0	1	1	290	21	3	0	5	2	48	369
08:00	0	0	0	0	0	0	0	0	206	15	2	0	2	6	64	295
08:15	0	0	0	0	0	0	1	1	197	5	3	1	4	7	93	310
08:30	0	0	0	0	0	0	0	0	221	14	3	1	7	5	89	340
08:45	0	0	0	0	0	0	1	1	215	13	4	0	6	7	65	310
09:00	0	0	0	0	0	0	0	0	225	19	6	1	6	2	32	291
09:15	0	0	0	0	0	0	1	1	232	25	2	1	5	4	25	294
09:30	0	0	0	0	0	0	1	1	224	22	3	0	4	1	14	268
09:45	0	0	0	0	0	0	0	0	210	26	5	0	5	2	19	267
Total	0	0	0	0	0	0	7	7	2317	176	34	4	50	43	501	3125

Peak Hour 07:45 to 08:45

07:45	0	0	0	0	0	0	1	1	290	21	3	0	5	2	48	369
08:00	0	0	0	0	0	0	0	0	206	15	2	0	2	6	64	295
08:15	0	0	0	0	0	0	1	1	197	5	3	1	4	7	93	310
08:30	0	0	0	0	0	0	0	0	221	14	3	1	7	5	89	340
Total	0	0	0	0	0	0	2	2	914	55	11	2	18	20	294	1314

Date 29 April 2025

Time	C to B - N31(E) to George's Ave(S)							Veh. Total	C to A - N31(E) to N31(W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	0	0	0	0	0	0	0	0	199	20	0	1	5	2	9	236
16:15	0	0	0	0	0	0	0	0	195	21	0	0	5	2	9	232
16:30	0	0	0	0	0	0	1	1	196	17	0	0	4	5	12	234
16:45	0	0	0	0	0	0	0	0	205	16	1	0	6	7	15	250
17:00	0	0	0	0	0	0	3	3	204	13	1	0	3	3	10	234
17:15	0	0	0	0	0	0	1	1	201	12	1	0	4	11	14	243
17:30	0	0	0	0	0	0	0	0	197	9	0	0	6	6	19	237
17:45	0	0	0	0	0	0	0	0	202	7	0	0	4	8	18	239
18:00	0	0	0	0	0	0	0	0	196	11	0	0	4	2	16	229
18:15	0	0	0	0	0	0	0	0	187	11	0	0	8	3	7	216
Total	0	0	0	0	0	0	5	5	1982	137	3	1	49	49	129	2350

Peak Hour 17:00 to 18:00

17:00	0	0	0	0	0	0	3	3	204	13	1	0	3	3	10	234
17:15	0	0	0	0	0	0	1	1	201	12	1	0	4	11	14	243
17:30	0	0	0	0	0	0	0	0	197	9	0	0	6	6	19	237
17:45	0	0	0	0	0	0	0	0	202	7	0	0	4	8	18	239
Total	0	0	0	0	0	0	4	4	804	41	2	0	17	28	61	953

Site No. 3
Location N31(W) / George's Ave(S) / N31(E) / George's Ave(N)
Date 29 April 2025

Time	C to D - N31(E) to George's Ave(N)							Veh. Total	D to C - George's Ave(N) to N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	4
07:45	0	0	0	0	0	0	3	3	1	0	1	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
09:00	0	0	0	0	0	0	2	2	7	2	0	0	0	0	0	9
09:15	0	0	0	0	0	0	0	0	2	2	1	0	0	1	0	6
09:30	0	0	0	0	0	0	1	1	6	2	0	0	0	0	0	8
09:45	0	0	0	0	0	0	0	0	5	0	2	0	0	0	0	7
Total	0	0	0	0	0	0	6	6	26	9	6	0	0	1	0	42

Peak Hour 07:45 to 08:45

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
07:45	0	0	0	0	0	0	3	3	1	0	1	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	3	3	4	1	1	0	0	0	0	6

Date 29 April 2025

Time	C to D - N31(E) to George's Ave(N)							Veh. Total	D to C - George's Ave(N) to N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	0	0	0	0	0	0	0	0	7	1	0	0	0	0	2	10
16:15	0	0	0	0	0	0	0	0	9	1	0	0	0	0	1	11
16:30	0	0	0	0	0	0	0	0	8	0	0	0	0	1	0	9
16:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	2	5
17:00	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12
17:15	0	0	0	0	0	0	1	1	8	0	0	0	0	0	0	8
17:30	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
17:45	0	0	0	0	0	0	0	0	8	0	0	0	0	0	1	9
18:00	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
18:15	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
Total	0	0	0	0	0	0	1	1	79	4	0	0	0	1	6	90

Peak Hour 17:00 to 18:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
17:00	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12
17:15	0	0	0	0	0	0	1	1	8	0	0	0	0	0	0	8
17:30	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
17:45	0	0	0	0	0	0	0	0	8	0	0	0	0	0	1	9
Total	0	0	0	0	0	0	1	1	36	1	0	0	0	0	1	38

Site No. 3
Location N31(W) / George's Ave(S) / N31(E) / George's Ave(N)
Date 29 April 2025

RECEIVED
30/01/2025

Time	D to B - George's Ave(N) to George's Ave(S)							Veh. Total	D to A - George's Ave(N) to N31(W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	8	8	0	0	0	0	0	0	3	3

Peak Hour 07:45 to 08:45

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
07:45	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2
Total	0	0	0	0	0	0	7	7	0	0	0	0	0	0	2	2

Date 29 April 2025

Time	D to B - George's Ave(N) to George's Ave(S)							Veh. Total	D to A - George's Ave(N) to N31(W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	4	4	0	0	0	0	0	0	1	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
17:45	0	0	0	0	0	0	7	7	0	0	0	0	0	0	1	1
18:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	19	19	0	0	0	0	0	0	4	4

Peak Hour 17:00 to 18:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
17:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	4	4	0	0	0	0	0	0	1	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
17:45	0	0	0	0	0	0	7	7	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	12	12	0	0	0	0	0	0	4	4

Site No. 3
Location N31(W) / George's Ave(S) / N31(E) / George's Ave(N)
Date 29 April 2025

Time	To Arm A - N31 (W)							Veh. Total	From Arm A - N31 (W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	314	17	3	0	6	7	54	401	92	15	4	1	2	1	10	125
07:45	322	21	3	0	5	2	52	405	105	14	4	2	3	2	10	140
08:00	239	15	2	0	3	6	71	336	148	17	4	0	1	2	11	183
08:15	238	5	4	1	4	8	93	353	146	10	4	0	1	0	7	168
08:30	252	16	3	1	8	7	95	382	143	17	2	1	3	4	11	181
08:45	250	13	4	0	6	7	68	348	146	26	0	0	2	2	20	196
09:00	259	20	6	1	7	2	35	330	131	13	5	0	2	2	10	163
09:15	258	26	2	1	5	4	26	322	128	17	2	0	4	2	13	166
09:30	250	24	3	0	4	1	15	297	107	9	2	0	2	2	3	125
09:45	225	26	5	0	5	3	19	283	122	22	5	1	2	6	11	169
Total	2607	183	35	4	53	47	528	3457	1268	160	32	5	22	23	106	1616

Peak Hour 07:45 to 08:45

07:45	322	21	3	0	5	2	52	405	105	14	4	2	3	2	10	140
08:00	239	15	2	0	3	6	71	336	148	17	4	0	1	2	11	183
08:15	238	5	4	1	4	8	93	353	146	10	4	0	1	0	7	168
08:30	252	16	3	1	8	7	95	382	143	17	2	1	3	4	11	181
Total	1051	57	12	2	20	23	311	1476	542	58	14	3	8	8	39	672

Date 29 April 2025

Time	To Arm A - N31 (W)							Veh. Total	From Arm A - N31 (W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	213	21	0	1	5	2	9	251	189	14	0	0	4	3	15	225
16:15	216	21	0	0	5	3	9	254	188	12	0	1	3	4	19	227
16:30	204	17	0	0	4	5	14	244	221	12	0	0	0	0	25	258
16:45	220	16	2	0	6	7	15	266	199	12	0	0	2	1	29	243
17:00	221	13	1	0	3	3	10	251	192	11	0	0	1	9	35	248
17:15	226	12	1	0	4	12	16	271	201	7	0	0	2	9	59	278
17:30	217	9	0	0	6	8	22	262	215	12	0	0	3	3	44	277
17:45	223	8	0	0	4	8	20	263	213	10	0	0	1	8	56	288
18:00	210	11	0	0	4	2	17	244	195	6	0	0	1	2	50	254
18:15	210	11	0	0	8	4	7	240	198	3	0	0	2	6	48	257
Total	2160	139	4	1	49	54	139	2546	2011	99	0	1	19	45	380	2555

Peak Hour 17:00 to 18:00

17:00	221	13	1	0	3	3	10	251	192	11	0	0	1	9	35	248
17:15	226	12	1	0	4	12	16	271	201	7	0	0	2	9	59	278
17:30	217	9	0	0	6	8	22	262	215	12	0	0	3	3	44	277
17:45	223	8	0	0	4	8	20	263	213	10	0	0	1	8	56	288
Total	887	42	2	0	17	31	68	1047	821	40	0	0	7	29	194	1091

Site No. 3
Location N31(W) / George's Ave(S) / N31(E) / George's Ave(N)
Date 29 April 2025

Time	To Arm B - George's Ave(S)							Veh. Total	From Arm B - George's Ave(S)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	0	0	0	0	0	0	2	2	17	1	0	0	0	0	3	21
07:45	0	0	0	0	0	0	3	3	32	0	0	0	0	0	9	41
08:00	0	0	0	0	0	0	2	2	33	0	0	0	1	0	8	42
08:15	0	0	0	0	0	0	2	2	41	0	1	0	0	1	3	46
08:30	0	0	0	0	0	0	2	2	31	2	0	0	1	2	13	49
08:45	0	0	0	0	0	0	1	1	35	0	0	0	0	0	10	45
09:00	0	0	0	0	0	0	1	1	34	1	0	0	1	0	8	44
09:15	0	0	0	0	0	0	1	1	26	1	0	0	0	0	4	31
09:30	0	0	0	0	0	0	1	1	26	2	0	0	0	0	6	34
09:45	0	0	0	0	0	0	0	0	15	0	0	0	0	1	0	16
Total	0	0	0	0	0	0	15	15	290	7	1	0	3	4	64	369

Peak Hour 07:45 to 08:45

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
07:45	0	0	0	0	0	0	3	3	32	0	0	0	0	0	9	41
08:00	0	0	0	0	0	0	2	2	33	0	0	0	1	0	8	42
08:15	0	0	0	0	0	0	2	2	41	0	1	0	0	1	3	46
08:30	0	0	0	0	0	0	2	2	31	2	0	0	1	2	13	49
Total	0	0	0	0	0	0	9	9	137	2	1	0	2	3	33	178

Date 29 April 2025

Time	To Arm B - George's Ave(S)							Veh. Total	From Arm B - George's Ave(S)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	0	0	0	0	0	0	1	1	14	1	0	0	0	0	1	16
16:15	0	0	0	0	0	0	1	1	21	0	0	0	0	1	1	23
16:30	0	0	0	0	0	0	4	4	8	0	0	0	0	0	5	13
16:45	0	0	0	0	0	0	1	1	15	0	1	0	0	0	0	16
17:00	0	0	0	0	0	0	7	7	17	0	0	0	0	0	2	19
17:15	0	0	0	0	0	0	7	7	25	0	0	0	0	1	2	28
17:30	0	0	0	0	0	0	0	0	20	0	0	0	0	2	4	26
17:45	0	0	0	0	0	0	8	8	21	1	0	0	0	0	2	24
18:00	0	0	0	0	0	0	1	1	14	0	0	0	0	0	2	16
18:15	0	0	0	0	0	0	6	6	23	0	0	0	0	1	5	29
Total	0	0	0	0	0	0	36	36	178	2	1	0	0	5	24	210

Peak Hour 17:00 to 18:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
17:00	0	0	0	0	0	0	7	7	17	0	0	0	0	0	2	19
17:15	0	0	0	0	0	0	7	7	25	0	0	0	0	1	2	28
17:30	0	0	0	0	0	0	0	0	20	0	0	0	0	2	4	26
17:45	0	0	0	0	0	0	8	8	21	1	0	0	0	0	2	24
Total	0	0	0	0	0	0	22	22	83	1	0	0	0	3	10	97

Site No. 3
Location N31(W) / George's Ave(S) / N31(E) / George's Ave(N)
Date 29 April 2025

Time	To Arm C - N31(E)							Veh. Total	From Arm C - N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	93	17	5	1	2	1	10	129	297	16	3	0	6	7	54	383
07:45	106	14	5	2	3	2	10	142	290	21	3	0	5	2	52	373
08:00	150	17	4	0	1	2	11	185	206	15	2	0	2	6	64	295
08:15	147	11	4	0	1	0	8	171	197	5	3	1	4	7	94	311
08:30	143	17	2	1	3	4	15	185	221	14	3	1	7	5	89	340
08:45	147	26	1	0	2	2	20	198	215	13	4	0	6	7	66	311
09:00	138	15	5	0	2	2	12	174	225	19	6	1	6	2	34	293
09:15	130	19	3	0	4	3	14	173	232	25	2	1	5	4	26	295
09:30	113	11	2	0	2	2	6	136	224	22	3	0	4	1	16	270
09:45	127	22	7	1	2	6	10	175	210	26	5	0	5	2	19	267
Total	1294	169	38	5	22	24	116	1668	2317	176	34	4	50	43	514	3138

Peak Hour 07:45 to 08:45

07:45	106	14	5	2	3	2	10	142	290	21	3	0	5	2	52	373
08:00	150	17	4	0	1	2	11	185	206	15	2	0	2	6	64	295
08:15	147	11	4	0	1	0	8	171	197	5	3	1	4	7	94	311
08:30	143	17	2	1	3	4	15	185	221	14	3	1	7	5	89	340
Total	546	59	15	3	8	8	44	683	914	55	11	2	18	20	299	1319

Date 29 April 2025

Time	To Arm C - N31(E)							Veh. Total	From Arm C - N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	196	15	0	0	4	3	16	234	199	20	0	1	5	2	9	236
16:15	197	13	0	1	3	4	20	238	195	21	0	0	5	2	9	232
16:30	229	12	0	0	0	1	25	267	196	17	0	0	4	5	13	235
16:45	202	12	0	0	2	1	31	248	205	16	1	0	6	7	15	250
17:00	203	12	0	0	1	9	33	258	204	13	1	0	3	3	13	237
17:15	209	7	0	0	2	9	58	285	201	12	1	0	4	11	16	245
17:30	224	12	0	0	3	3	45	287	197	9	0	0	6	6	19	237
17:45	221	10	0	0	1	8	57	297	202	7	0	0	4	8	18	239
18:00	201	7	0	0	1	2	51	262	196	11	0	0	4	2	16	229
18:15	208	3	0	0	2	6	50	269	187	11	0	0	8	3	7	216
Total	2090	103	0	1	19	46	386	2645	1982	137	3	1	49	49	135	2356

Peak Hour 17:00 to 18:00

17:00	203	12	0	0	1	9	33	258	204	13	1	0	3	3	13	237
17:15	209	7	0	0	2	9	58	285	201	12	1	0	4	11	16	245
17:30	224	12	0	0	3	3	45	287	197	9	0	0	6	6	19	237
17:45	221	10	0	0	1	8	57	297	202	7	0	0	4	8	18	239
Total	857	41	0	0	7	29	193	1127	804	41	2	0	17	28	66	958

Site No. 3
Location N31(W) / George's Ave(S) / N31(E) / George's Ave(N)
Date 29 April 2025

Time	To Arm D - George's Ave(N)							Veh. Total	From Arm D - George's Ave(N)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	0	0	0	0	0	0	1	1	1	2	1	0	0	0	0	4
07:45	0	0	0	0	0	0	8	8	1	0	1	0	0	0	2	4
08:00	0	0	0	0	0	0	1	1	2	0	0	0	0	0	2	4
08:15	0	0	0	0	0	0	2	2	1	1	0	0	0	0	1	3
08:30	0	0	0	0	0	0	5	5	0	0	0	0	0	0	4	4
08:45	0	0	0	0	0	0	7	7	1	0	1	0	0	0	0	2
09:00	0	0	0	0	0	0	6	6	7	2	0	0	0	0	2	11
09:15	0	0	0	0	0	0	2	2	2	2	1	0	0	1	0	6
09:30	0	0	0	0	0	0	3	3	6	2	0	0	0	0	0	8
09:45	0	0	0	0	0	0	1	1	5	0	2	0	0	0	0	7
Total	0	0	0	0	0	0	36	36	26	9	6	0	0	1	11	53

Peak Hour 07:45 to 08:45

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
07:45	0	0	0	0	0	0	8	8	1	0	1	0	0	0	2	4
08:00	0	0	0	0	0	0	1	1	2	0	0	0	0	0	2	4
08:15	0	0	0	0	0	0	2	2	1	1	0	0	0	0	1	3
08:30	0	0	0	0	0	0	5	5	0	0	0	0	0	0	4	4
Total	0	0	0	0	0	0	16	16	4	1	1	0	0	0	9	15

Date 29 April 2025

Time	To Arm D - George's Ave(N)							Veh. Total	From Arm D - George's Ave(N)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	0	0	0	0	0	0	1	1	7	1	0	0	0	0	2	10
16:15	0	0	0	0	0	0	0	0	9	1	0	0	0	0	1	11
16:30	0	0	0	0	0	0	1	1	8	0	0	0	0	1	1	10
16:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	6
17:00	0	0	0	0	0	0	1	1	11	1	0	0	0	0	1	13
17:15	0	0	0	0	0	0	1	1	8	0	0	0	0	0	5	13
17:30	0	0	0	0	0	0	2	2	9	0	0	0	0	0	2	11
17:45	0	0	0	0	0	0	0	0	8	0	0	0	0	0	9	17
18:00	0	0	0	0	0	0	0	0	6	1	0	0	0	0	1	8
18:15	0	0	0	0	0	0	1	1	10	0	0	0	0	0	4	14
Total	0	0	0	0	0	0	7	7	79	4	0	0	0	1	29	113

Peak Hour 17:00 to 18:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
17:00	0	0	0	0	0	0	1	1	11	1	0	0	0	0	1	13
17:15	0	0	0	0	0	0	1	1	8	0	0	0	0	0	5	13
17:30	0	0	0	0	0	0	2	2	9	0	0	0	0	0	2	11
17:45	0	0	0	0	0	0	0	0	8	0	0	0	0	0	9	17
Total	0	0	0	0	0	0	4	4	36	1	0	0	0	0	17	54

Site No. 4
Location N31(W) / R825 / N31(E) / Carysfort Ave
Date 29 April 2025

Time	A to D - N31(W) to Carysfort Ave							Veh. Total	A to C - N31(W) to N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	2	1	1	0	0	0	0	4	96	15	4	1	2	2	8	128
07:45	2	0	0	0	0	0	0	2	105	14	5	2	3	2	8	139
08:00	0	0	0	0	0	0	1	1	153	16	4	0	1	2	10	186
08:15	1	0	0	0	0	0	0	1	130	11	4	0	1	0	9	155
08:30	2	0	0	0	0	0	0	2	152	12	2	0	3	4	11	184
08:45	4	0	0	0	0	0	0	4	143	31	2	1	2	2	20	201
09:00	5	0	0	0	0	0	1	6	127	16	4	0	1	2	11	161
09:15	3	2	0	0	0	0	0	5	138	18	3	0	5	3	13	180
09:30	4	1	0	0	0	0	0	5	112	9	2	0	2	2	6	133
09:45	1	0	1	0	0	0	1	3	123	20	4	1	2	5	10	165
Total	24	4	2	0	0	0	3	33	1279	162	34	5	22	24	106	1632

Peak Hour 08:30 to 09:30

08:30	2	0	0	0	0	0	0	2	152	12	2	0	3	4	11	184
08:45	4	0	0	0	0	0	0	4	143	31	2	1	2	2	20	201
09:00	5	0	0	0	0	0	1	6	127	16	4	0	1	2	11	161
09:15	3	2	0	0	0	0	0	5	138	18	3	0	5	3	13	180
Total	14	2	0	0	0	0	1	17	560	77	11	1	11	11	55	726

Date 29 April 2025

Time	A to D - N31(W) to Carysfort Ave							Veh. Total	A to C - N31(W) to N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	2	0	0	0	0	1	0	3	192	15	0	0	4	3	15	229
16:15	1	0	0	0	0	0	0	1	180	11	0	1	3	3	18	216
16:30	2	0	0	0	0	0	0	2	236	13	0	0	0	2	22	273
16:45	4	1	0	0	0	0	0	5	210	11	0	0	2	1	32	256
17:00	5	0	0	0	0	0	0	5	179	12	0	0	1	9	33	234
17:15	3	0	0	0	0	0	2	5	189	8	0	0	2	9	55	263
17:30	2	1	0	0	0	0	0	3	214	11	0	0	3	3	42	273
17:45	1	0	0	0	0	0	1	2	215	12	0	0	1	8	46	282
18:00	4	0	0	0	0	0	0	4	189	6	0	0	1	1	52	249
18:15	3	0	0	0	0	0	0	3	222	3	0	0	2	7	51	285
Total	27	2	0	0	0	1	3	33	2026	102	0	1	19	46	366	2560

Peak Hour 17:00 to 18:00

17:00	5	0	0	0	0	0	0	5	179	12	0	0	1	9	33	234
17:15	3	0	0	0	0	0	2	5	189	8	0	0	2	9	55	263
17:30	2	1	0	0	0	0	0	3	214	11	0	0	3	3	42	273
17:45	1	0	0	0	0	0	1	2	215	12	0	0	1	8	46	282
Total	11	1	0	0	0	0	3	15	797	43	0	0	7	29	176	1052

Site No. 4
Location N31(W) / R825 / N31(E) / Carysfort Ave
Date 29 April 2025

Time	A to B - N31(W) to R825							Veh. Total	B to A - R825 to N31(W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	0	0	0	0	0	0	0	0	20	1	0	0	1	0	3	25
07:45	0	0	0	0	0	0	0	0	13	2	2	0	1	0	7	25
08:00	0	0	0	0	0	0	0	0	11	0	0	0	0	0	6	17
08:15	0	0	0	0	0	0	0	0	9	0	0	0	1	0	6	16
08:30	0	0	0	0	0	0	0	0	5	0	1	0	1	0	4	11
08:45	0	0	0	0	0	0	1	1	9	4	2	0	1	0	6	22
09:00	0	0	0	0	0	0	0	0	15	1	1	0	1	0	2	20
09:15	0	0	0	0	0	0	0	0	21	0	1	0	1	1	1	25
09:30	0	0	0	0	0	0	0	0	18	2	0	0	0	0	1	21
09:45	0	0	0	0	0	0	0	0	23	4	1	0	0	0	2	30
Total	0	0	0	0	0	0	1	1	144	14	8	0	7	1	38	212

Peak Hour 08:30 to 09:30

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
08:30	0	0	0	0	0	0	0	0	5	0	1	0	1	0	4	11
08:45	0	0	0	0	0	0	1	1	9	4	2	0	1	0	6	22
09:00	0	0	0	0	0	0	0	0	15	1	1	0	1	0	2	20
09:15	0	0	0	0	0	0	0	0	21	0	1	0	1	1	1	25
Total	0	0	0	0	0	0	1	1	50	5	5	0	4	1	13	78

Date 29 April 2025

Time	A to B - N31(W) to R825							Veh. Total	B to A - R825 to N31(W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	0	0	0	0	0	0	0	0	13	1	0	0	1	0	3	18
16:15	0	0	0	0	0	0	1	1	8	4	0	0	1	0	1	14
16:30	0	0	0	0	0	0	1	1	16	1	0	0	0	2	0	19
16:45	0	0	0	0	0	0	1	1	14	0	0	0	1	1	1	17
17:00	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	15
17:15	0	0	0	0	0	0	1	1	20	0	0	0	0	3	0	23
17:30	0	0	0	0	0	0	3	3	7	1	0	0	2	0	0	10
17:45	0	0	0	0	0	0	7	7	12	0	0	0	1	0	1	14
18:00	0	0	0	0	0	0	0	0	12	1	0	0	0	0	1	14
18:15	0	0	0	0	0	0	2	2	11	0	0	0	2	0	0	13
Total	0	0	0	0	0	0	16	16	126	10	0	0	8	6	7	157

Peak Hour 17:00 to 18:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
17:00	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	15
17:15	0	0	0	0	0	0	1	1	20	0	0	0	0	3	0	23
17:30	0	0	0	0	0	0	3	3	7	1	0	0	2	0	0	10
17:45	0	0	0	0	0	0	7	7	12	0	0	0	1	0	1	14
Total	0	0	0	0	0	0	11	11	52	3	0	0	3	3	1	62

Site No. 4
Location N31(W) / R825 / N31(E) / Carysfort Ave
Date 29 April 2025

Time	B to D - R825 to Carysfort Ave							Veh. Total	B to C - R825 to N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	4	0	0	0	0	0	3	7	6	2	2	0	0	0	0	10
07:45	7	0	0	0	0	0	0	7	7	2	0	0	1	0	1	11
08:00	2	0	0	0	0	1	5	8	15	3	0	0	0	0	2	20
08:15	5	0	0	0	0	0	2	7	19	1	0	0	0	0	2	22
08:30	6	1	0	0	0	0	3	10	25	4	1	0	1	1	2	34
08:45	5	1	0	0	0	0	2	8	19	3	0	0	0	1	4	27
09:00	8	0	0	0	0	0	4	12	20	2	1	0	0	0	2	25
09:15	5	0	0	0	0	0	2	7	22	0	0	0	0	0	2	24
09:30	5	1	0	0	0	0	1	7	19	1	0	0	0	0	1	21
09:45	4	4	0	0	0	0	2	10	13	4	0	0	0	0	0	17
Total	51	7	0	0	0	1	24	83	165	22	4	0	2	2	16	211

Peak Hour 08:30 to 09:30

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
08:30	6	1	0	0	0	0	3	10	25	4	1	0	1	1	2	34
08:45	5	1	0	0	0	0	2	8	19	3	0	0	0	1	4	27
09:00	8	0	0	0	0	0	4	12	20	2	1	0	0	0	2	25
09:15	5	0	0	0	0	0	2	7	22	0	0	0	0	0	2	24
Total	24	2	0	0	0	0	11	37	86	9	2	0	1	2	10	110

Date 29 April 2025

Time	B to D - R825 to Carysfort Ave							Veh. Total	B to C - R825 to N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	1	0	0	0	0	0	0	1	13	2	0	0	0	0	1	16
16:15	5	0	0	0	0	0	0	5	23	0	0	0	0	0	3	26
16:30	4	1	0	0	0	0	0	5	19	3	0	0	0	0	1	23
16:45	7	0	0	0	0	1	1	9	19	1	0	0	0	0	2	22
17:00	1	1	0	0	0	1	0	3	25	1	0	0	0	1	5	32
17:15	5	0	0	0	0	0	0	5	20	0	0	0	0	2	0	22
17:30	4	0	0	0	0	0	1	5	25	2	0	0	0	0	2	29
17:45	5	0	0	0	0	1	0	6	28	1	0	0	0	0	4	33
18:00	5	0	0	0	0	0	1	6	22	0	0	0	0	0	0	22
18:15	7	0	0	0	0	1	0	8	25	0	0	0	0	0	0	25
Total	44	2	0	0	0	4	3	53	219	10	0	0	0	3	18	250

Peak Hour 17:00 to 18:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
17:00	1	1	0	0	0	1	0	3	25	1	0	0	0	1	5	32
17:15	5	0	0	0	0	0	0	5	20	0	0	0	0	2	0	22
17:30	4	0	0	0	0	0	1	5	25	2	0	0	0	0	2	29
17:45	5	0	0	0	0	1	0	6	28	1	0	0	0	0	4	33
Total	15	1	0	0	0	2	1	19	98	4	0	0	0	3	11	116

Site No. 4
Location N31(W) / R825 / N31(E) / Carysfort Ave
Date 29 April 2025

Time	C to B - N31(E) to R825							Veh. Total	C to A - N31(E) to N31(W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	3	0	0	0	0	0	0	3	251	13	3	0	3	7	49	326
07:45	1	0	0	0	0	0	1	2	223	21	1	0	2	2	41	290
08:00	1	0	0	0	0	0	1	2	148	11	3	0	1	5	57	225
08:15	4	0	0	0	0	0	1	5	128	5	0	1	2	5	86	227
08:30	6	1	1	0	0	0	0	8	186	11	2	1	4	5	89	298
08:45	12	2	0	0	0	0	0	14	175	8	1	0	2	6	55	247
09:00	12	0	0	0	0	0	0	12	179	14	4	1	3	2	32	235
09:15	13	0	0	0	0	0	1	14	183	20	0	1	2	3	24	233
09:30	9	1	0	0	0	0	0	10	183	16	4	0	4	1	17	225
09:45	10	3	0	0	0	0	0	13	159	20	2	0	2	1	15	199
Total	71	7	1	0	0	0	4	83	1815	139	20	4	25	37	465	2505

Peak Hour 08:30 to 09:30

08:30	6	1	1	0	0	0	0	8	186	11	2	1	4	5	89	298
08:45	12	2	0	0	0	0	0	14	175	8	1	0	2	6	55	247
09:00	12	0	0	0	0	0	0	12	179	14	4	1	3	2	32	235
09:15	13	0	0	0	0	0	1	14	183	20	0	1	2	3	24	233
Total	43	3	1	0	0	0	1	48	723	53	7	3	11	16	200	1013

Date 29 April 2025

Time	C to B - N31(E) to R825							Veh. Total	C to A - N31(E) to N31(W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	27	2	0	0	0	0	1	30	158	19	0	1	1	0	6	185
16:15	20	1	1	0	0	0	0	22	140	16	0	0	2	2	7	167
16:30	13	2	0	0	0	0	0	15	161	14	0	0	3	2	14	194
16:45	10	1	0	0	0	1	1	13	179	13	1	0	4	3	15	215
17:00	11	3	0	0	0	0	1	15	148	9	0	0	2	3	13	175
17:15	19	1	0	0	0	1	2	23	168	11	1	0	2	4	12	198
17:30	17	0	0	0	0	0	2	19	152	6	0	0	2	4	17	181
17:45	21	0	0	0	0	1	1	23	166	6	0	0	2	5	17	196
18:00	13	1	0	0	0	0	2	16	160	5	0	0	3	3	9	180
18:15	22	0	0	0	0	0	1	23	173	11	0	0	4	2	7	197
Total	173	11	1	0	0	3	11	199	1605	110	2	1	25	28	117	1888

Peak Hour 17:00 to 18:00

17:00	11	3	0	0	0	0	1	15	148	9	0	0	2	3	13	175
17:15	19	1	0	0	0	1	2	23	168	11	1	0	2	4	12	198
17:30	17	0	0	0	0	0	2	19	152	6	0	0	2	4	17	181
17:45	21	0	0	0	0	1	1	23	166	6	0	0	2	5	17	196
Total	68	4	0	0	0	2	6	80	634	32	1	0	8	16	59	750

Site No. 4
Location N31(W) / R825 / N31(E) / Carysfort Ave
Date 29 April 2025

RECEIVED
29/04/2025

Time	C to D - N31(E) to Carysfort Ave							Veh. Total	D to C - Carysfort Ave to N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
07:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
09:00	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
09:15	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
09:30	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
09:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	31	4	1	0	0	0	0	36

Peak Hour 08:30 to 09:30

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
08:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
09:00	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
09:15	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
Total	0	0	0	0	0	0	0	0	17	3	0	0	0	0	0	20

Date 29 April 2025

Time	C to D - N31(E) to Carysfort Ave							Veh. Total	D to C - Carysfort Ave to N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
16:15	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
16:30	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
16:45	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
17:00	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
17:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
17:30	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
17:45	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
18:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
18:15	0	0	0	0	0	0	0	0	4	0	0	0	0	1	0	5
Total	0	0	0	0	0	0	0	0	61	2	0	0	0	1	0	64

Peak Hour 17:00 to 18:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
17:00	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
17:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
17:30	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
17:45	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
Total	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	30

Site No. 4
Location N31(W) / R825 / N31(E) / Carysfort Ave
Date 29 April 2025

Time	D to B - Carysfort Ave to R825							Veh. Total	D to A - Carysfort Ave to N31(W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	12	0	0	0	1	0	0	13	38	1	0	0	2	0	4	45
07:45	26	1	2	0	1	1	4	35	54	1	0	0	2	0	0	57
08:00	45	2	0	0	1	0	1	49	45	1	1	0	1	1	2	51
08:15	28	2	0	0	1	0	0	31	44	1	1	0	2	2	0	50
08:30	33	2	1	0	0	1	1	38	32	2	0	0	1	0	2	37
08:45	30	1	2	0	2	0	0	35	28	1	1	0	3	1	1	35
09:00	16	1	0	0	1	0	1	19	33	4	2	0	3	0	0	42
09:15	17	0	1	0	0	0	2	20	27	6	0	0	1	0	0	34
09:30	16	0	0	0	1	0	1	18	27	3	0	0	0	0	1	31
09:45	16	1	0	0	2	0	0	19	26	2	1	0	3	1	0	33
Total	239	10	6	0	10	2	10	277	354	22	6	0	18	5	10	415

Peak Hour 08:30 to 09:30

08:30	33	2	1	0	0	1	1	38	32	2	0	0	1	0	2	37
08:45	30	1	2	0	2	0	0	35	28	1	1	0	3	1	1	35
09:00	16	1	0	0	1	0	1	19	33	4	2	0	3	0	0	42
09:15	17	0	1	0	0	0	2	20	27	6	0	0	1	0	0	34
Total	96	4	4	0	3	1	4	112	120	13	3	0	8	1	3	148

Date 29 April 2025

Time	D to B - Carysfort Ave to R825							Veh. Total	D to A - Carysfort Ave to N31(W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	33	3	0	0	2	1	1	40	26	0	0	0	2	1	0	29
16:15	32	2	0	0	1	2	2	39	29	2	0	0	2	0	1	34
16:30	20	1	0	0	0	0	1	22	24	1	0	0	1	1	0	27
16:45	31	0	0	0	1	0	2	34	17	3	0	0	1	3	0	24
17:00	39	2	0	0	1	1	2	45	37	2	1	0	1	1	1	43
17:15	25	0	0	0	1	0	3	29	25	1	0	0	2	3	2	33
17:30	41	1	0	0	0	0	3	45	30	2	0	0	2	3	2	39
17:45	31	0	0	0	2	0	7	40	24	1	0	0	1	3	0	29
18:00	34	0	0	0	0	2	0	36	21	5	0	0	2	0	1	29
18:15	24	0	0	0	1	0	2	27	21	0	0	0	1	1	0	23
Total	310	9	0	0	9	6	23	357	254	17	1	0	15	16	7	310

Peak Hour 17:00 to 18:00

17:00	39	2	0	0	1	1	2	45	37	2	1	0	1	1	1	43
17:15	25	0	0	0	1	0	3	29	25	1	0	0	2	3	2	33
17:30	41	1	0	0	0	0	3	45	30	2	0	0	2	3	2	39
17:45	31	0	0	0	2	0	7	40	24	1	0	0	1	3	0	29
Total	136	3	0	0	4	1	15	159	116	6	1	0	6	10	5	144

Site No. 4
Location N31(W) / R825 / N31(E) / Carysfort Ave
Date 29 April 2025

Time	To Arm A - N31 (W)							Veh. Total	From Arm A - N31 (W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	309	15	3	0	6	7	56	396	98	16	5	1	2	2	8	132
07:45	290	24	3	0	5	2	48	372	107	14	5	2	3	2	8	141
08:00	204	12	4	0	2	6	65	293	153	16	4	0	1	2	11	187
08:15	181	6	1	1	5	7	92	293	131	11	4	0	1	0	9	156
08:30	223	13	3	1	6	5	95	346	154	12	2	0	3	4	11	186
08:45	212	13	4	0	6	7	62	304	147	31	2	1	2	2	21	206
09:00	227	19	7	1	7	2	34	297	132	16	4	0	1	2	12	167
09:15	231	26	1	1	4	4	25	292	141	20	3	0	5	3	13	185
09:30	228	21	4	0	4	1	19	277	116	10	2	0	2	2	6	138
09:45	208	26	4	0	5	2	17	262	124	20	5	1	2	5	11	168
Total	2313	175	34	4	50	43	513	3132	1303	166	36	5	22	24	110	1666

Peak Hour 08:30 to 09:30

08:30	223	13	3	1	6	5	95	346	154	12	2	0	3	4	11	186
08:45	212	13	4	0	6	7	62	304	147	31	2	1	2	2	21	206
09:00	227	19	7	1	7	2	34	297	132	16	4	0	1	2	12	167
09:15	231	26	1	1	4	4	25	292	141	20	3	0	5	3	13	185
Total	893	71	15	3	23	18	216	1239	574	79	11	1	11	11	57	744

Date 29 April 2025

Time	To Arm A - N31 (W)							Veh. Total	From Arm A - N31 (W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	197	20	0	1	4	1	9	232	194	15	0	0	4	4	15	232
16:15	177	22	0	0	5	2	9	215	181	11	0	1	3	3	19	218
16:30	201	16	0	0	4	5	14	240	238	13	0	0	0	2	23	276
16:45	210	16	1	0	6	7	16	256	214	12	0	0	2	1	33	262
17:00	198	13	1	0	3	4	14	233	184	12	0	0	1	9	33	239
17:15	213	12	1	0	4	10	14	254	192	8	0	0	2	9	58	269
17:30	189	9	0	0	6	7	19	230	216	12	0	0	3	3	45	279
17:45	202	7	0	0	4	8	18	239	216	12	0	0	1	8	54	291
18:00	193	11	0	0	5	3	11	223	193	6	0	0	1	1	52	253
18:15	205	11	0	0	7	3	7	233	225	3	0	0	2	7	53	290
Total	1985	137	3	1	48	50	131	2355	2053	104	0	1	19	47	385	2609

Peak Hour 17:00 to 18:00

17:00	198	13	1	0	3	4	14	233	184	12	0	0	1	9	33	239
17:15	213	12	1	0	4	10	14	254	192	8	0	0	2	9	58	269
17:30	189	9	0	0	6	7	19	230	216	12	0	0	3	3	45	279
17:45	202	7	0	0	4	8	18	239	216	12	0	0	1	8	54	291
Total	802	41	2	0	17	29	65	956	808	44	0	0	7	29	190	1078

Site No. 4
Location N31(W) / R825 / N31(E) / Carysfort Ave
Date 29 April 2025

Time	To Arm B - R825							Veh. Total	From Arm B - R825							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	15	0	0	0	1	0	0	16	30	3	2	0	1	0	6	42
07:45	27	1	2	0	1	1	5	37	27	4	2	0	2	0	8	43
08:00	46	2	0	0	1	0	2	51	28	3	0	0	0	1	13	45
08:15	32	2	0	0	1	0	1	36	33	1	0	0	1	0	10	45
08:30	39	3	2	0	0	1	1	46	36	5	2	0	2	1	9	55
08:45	42	3	2	0	2	0	1	50	33	8	2	0	1	1	12	57
09:00	28	1	0	0	1	0	1	31	43	3	2	0	1	0	8	57
09:15	30	0	1	0	0	0	3	34	48	0	1	0	1	1	5	56
09:30	25	1	0	0	1	0	1	28	42	4	0	0	0	0	3	49
09:45	26	4	0	0	2	0	0	32	40	12	1	0	0	0	4	57
Total	310	17	7	0	10	2	15	361	360	43	12	0	9	4	78	506

Peak Hour 08:30 to 09:30

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
08:30	39	3	2	0	0	1	1	46	36	5	2	0	2	1	9	55
08:45	42	3	2	0	2	0	1	50	33	8	2	0	1	1	12	57
09:00	28	1	0	0	1	0	1	31	43	3	2	0	1	0	8	57
09:15	30	0	1	0	0	0	3	34	48	0	1	0	1	1	5	56
Total	139	7	5	0	3	1	6	161	160	16	7	0	5	3	34	225

Date 29 April 2025

Time	To Arm B - R825							Veh. Total	From Arm B - R825							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	60	5	0	0	2	1	2	70	27	3	0	0	1	0	4	35
16:15	52	3	1	0	1	2	3	62	36	4	0	0	1	0	4	45
16:30	33	3	0	0	0	0	2	38	39	5	0	0	0	2	1	47
16:45	41	1	0	0	1	1	4	48	40	1	0	0	1	2	4	48
17:00	50	5	0	0	1	1	3	60	39	4	0	0	0	2	5	50
17:15	44	1	0	0	1	1	6	53	45	0	0	0	0	5	0	50
17:30	58	1	0	0	0	0	8	67	36	3	0	0	2	0	3	44
17:45	52	0	0	0	2	1	15	70	45	1	0	0	1	1	5	53
18:00	47	1	0	0	0	2	2	52	39	1	0	0	0	0	2	42
18:15	46	0	0	0	1	0	5	52	43	0	0	0	2	1	0	46
Total	483	20	1	0	9	9	50	572	389	22	0	0	8	13	28	460

Peak Hour 17:00 to 18:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
17:00	50	5	0	0	1	1	3	60	39	4	0	0	0	2	5	50
17:15	44	1	0	0	1	1	6	53	45	0	0	0	0	5	0	50
17:30	58	1	0	0	0	0	8	67	36	3	0	0	2	0	3	44
17:45	52	0	0	0	2	1	15	70	45	1	0	0	1	1	5	53
Total	204	7	0	0	4	3	32	250	165	8	0	0	3	8	13	197

Site No. 4
Location N31(W) / R825 / N31(E) / Carysfort Ave
Date 29 April 2025

Time	To Arm C - N31(E)							Veh. Total	From Arm C - N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	105	17	6	1	2	2	8	141	254	13	3	0	3	7	49	329
07:45	114	16	5	2	4	2	9	152	224	21	1	0	2	2	42	292
08:00	168	19	5	0	1	2	12	207	149	11	3	0	1	5	58	227
08:15	150	12	4	0	1	0	11	178	132	5	0	1	2	5	87	232
08:30	179	16	3	0	4	5	13	220	192	12	3	1	4	5	89	306
08:45	166	35	2	1	2	3	24	233	187	10	1	0	2	6	55	261
09:00	156	18	5	0	1	2	13	195	191	14	4	1	3	2	32	247
09:15	162	20	3	0	5	3	15	208	196	20	0	1	2	3	25	247
09:30	136	11	2	0	2	2	7	160	192	17	4	0	4	1	17	235
09:45	139	24	4	1	2	5	10	185	169	23	2	0	2	1	15	212
Total	1475	188	39	5	24	26	122	1879	1886	146	21	4	25	37	469	2588

Peak Hour 08:30 to 09:30

08:30	179	16	3	0	4	5	13	220	192	12	3	1	4	5	89	306
08:45	166	35	2	1	2	3	24	233	187	10	1	0	2	6	55	261
09:00	156	18	5	0	1	2	13	195	191	14	4	1	3	2	32	247
09:15	162	20	3	0	5	3	15	208	196	20	0	1	2	3	25	247
Total	663	89	13	1	12	13	65	856	766	56	8	3	11	16	201	1061

Date 29 April 2025

Time	To Arm C - N31(E)							Veh. Total	From Arm C - N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	210	18	0	0	4	3	16	251	185	21	0	1	1	0	7	215
16:15	205	12	0	1	3	3	21	245	160	17	1	0	2	2	7	189
16:30	261	16	0	0	0	2	23	302	174	16	0	0	3	2	14	209
16:45	237	12	0	0	2	1	34	286	189	14	1	0	4	4	16	228
17:00	213	13	0	0	1	10	38	275	159	12	0	0	2	3	14	190
17:15	214	8	0	0	2	11	55	290	187	12	1	0	2	5	14	221
17:30	245	13	0	0	3	3	44	308	169	6	0	0	2	4	19	200
17:45	253	13	0	0	1	8	50	325	187	6	0	0	2	6	18	219
18:00	217	6	0	0	1	1	52	277	173	6	0	0	3	3	11	196
18:15	251	3	0	0	2	8	51	315	195	11	0	0	4	2	8	220
Total	2306	114	0	1	19	50	384	2874	1778	121	3	1	25	31	128	2087

Peak Hour 17:00 to 18:00

17:00	213	13	0	0	1	10	38	275	159	12	0	0	2	3	14	190
17:15	214	8	0	0	2	11	55	290	187	12	1	0	2	5	14	221
17:30	245	13	0	0	3	3	44	308	169	6	0	0	2	4	19	200
17:45	253	13	0	0	1	8	50	325	187	6	0	0	2	6	18	219
Total	925	47	0	0	7	32	187	1198	702	36	1	0	8	18	65	830

Site No. 4
Location N31(W) / R825 / N31(E) / Carysfort Ave
Date 29 April 2025

Time	To Arm D - Carysfort Ave							Veh. Total	From Arm D - Carysfort Ave							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	6	1	1	0	0	0	3	11	53	1	0	0	3	0	4	61
07:45	9	0	0	0	0	0	0	9	82	2	2	0	3	1	4	94
08:00	2	0	0	0	0	1	6	9	90	3	2	0	2	1	3	101
08:15	6	0	0	0	0	0	2	8	73	3	1	0	3	2	0	82
08:30	8	1	0	0	0	0	3	12	67	4	1	0	1	1	3	77
08:45	9	1	0	0	0	0	2	12	62	3	3	0	5	1	1	75
09:00	13	0	0	0	0	0	5	18	58	5	2	0	4	0	1	70
09:15	8	2	0	0	0	0	2	12	46	8	1	0	1	0	2	58
09:30	9	2	0	0	0	0	1	12	48	4	0	0	1	0	2	55
09:45	5	4	1	0	0	0	3	13	45	3	1	0	5	1	0	55
Total	75	11	2	0	0	1	27	116	624	36	13	0	28	7	20	728

Peak Hour 08:30 to 09:30

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
08:30	8	1	0	0	0	0	3	12	67	4	1	0	1	1	3	77
08:45	9	1	0	0	0	0	2	12	62	3	3	0	5	1	1	75
09:00	13	0	0	0	0	0	5	18	58	5	2	0	4	0	1	70
09:15	8	2	0	0	0	0	2	12	46	8	1	0	1	0	2	58
Total	38	4	0	0	0	0	12	54	233	20	7	0	11	2	7	280

Date 29 April 2025

Time	To Arm D - Carysfort Ave							Veh. Total	From Arm D - Carysfort Ave							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	3	0	0	0	0	1	0	4	64	4	0	0	4	2	1	75
16:15	6	0	0	0	0	0	0	6	63	5	0	0	3	2	3	76
16:30	6	1	0	0	0	0	0	7	50	2	0	0	1	1	1	55
16:45	11	1	0	0	0	1	1	14	56	3	0	0	2	3	2	66
17:00	6	1	0	0	0	1	0	8	85	4	1	0	2	2	3	97
17:15	8	0	0	0	0	0	2	10	55	1	0	0	3	3	5	67
17:30	6	1	0	0	0	0	1	8	77	3	0	0	2	3	5	90
17:45	6	0	0	0	0	1	1	8	65	1	0	0	3	3	7	79
18:00	9	0	0	0	0	0	1	10	61	5	0	0	2	2	1	71
18:15	10	0	0	0	0	1	0	11	49	0	0	0	2	2	2	55
Total	71	4	0	0	0	5	6	86	625	28	1	0	24	23	30	731

Peak Hour 17:00 to 18:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
17:00	6	1	0	0	0	1	0	8	85	4	1	0	2	2	3	97
17:15	8	0	0	0	0	0	2	10	55	1	0	0	3	3	5	67
17:30	6	1	0	0	0	0	1	8	77	3	0	0	2	3	5	90
17:45	6	0	0	0	0	1	1	8	65	1	0	0	3	3	7	79
Total	26	2	0	0	0	2	4	34	282	9	1	0	10	11	20	333

Site No. 5
Location N31(W) / Sweetman's Ave(S) / N31(E) / Sweetman's Ave(N)
Date 29 April 2025

Time	A to D - N31(W) to Sweetman's Ave(N)							Veh. Total	A to C - N31(W) to N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	3	0	0	0	0	0	0	3	92	19	5	0	2	1	7	126
07:45	1	1	1	0	0	0	0	3	119	16	4	3	4	3	11	160
08:00	4	2	0	0	0	0	0	6	154	17	3	0	0	2	10	186
08:15	4	0	0	0	0	0	0	4	155	10	6	0	2	0	13	186
08:30	6	0	0	0	0	0	0	6	167	15	3	0	4	5	9	203
08:45	5	2	0	0	0	0	1	8	161	28	2	1	2	3	23	220
09:00	1	0	0	0	0	0	2	3	160	21	5	0	1	2	10	199
09:15	3	0	0	0	0	0	0	3	150	22	3	0	5	3	15	198
09:30	3	1	0	0	0	0	0	4	136	10	2	0	1	2	7	158
09:45	5	0	0	0	0	0	0	5	131	24	4	1	3	4	11	178
Total	35	6	1	0	0	0	3	45	1425	182	37	5	24	25	116	1814

Peak Hour 08:15 to 09:15

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
08:15	4	0	0	0	0	0	0	4	155	10	6	0	2	0	13	186
08:30	6	0	0	0	0	0	0	6	167	15	3	0	4	5	9	203
08:45	5	2	0	0	0	0	1	8	161	28	2	1	2	3	23	220
09:00	1	0	0	0	0	0	2	3	160	21	5	0	1	2	10	199
Total	16	2	0	0	0	0	3	21	643	74	16	1	9	10	55	808

Date 29 April 2025

Time	A to D - N31(W) to Sweetman's Ave(N)							Veh. Total	A to C - N31(W) to N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	0	0	0	0	0	0	0	0	216	17	0	0	4	3	16	256
16:15	2	1	0	0	0	0	0	3	201	12	0	1	3	3	19	239
16:30	2	0	0	0	0	0	0	2	255	16	0	0	0	2	25	298
16:45	4	0	0	0	0	0	0	4	224	12	0	0	2	1	33	272
17:00	4	0	0	0	0	0	0	4	210	13	0	0	1	10	35	269
17:15	4	0	0	0	0	0	0	4	231	8	0	0	2	9	53	303
17:30	2	0	0	0	0	1	0	3	250	13	0	0	3	4	50	320
17:45	3	0	0	0	0	0	0	3	247	13	0	0	1	8	47	316
18:00	2	0	0	0	0	0	0	2	221	6	0	0	1	1	51	280
18:15	2	0	0	0	0	0	0	2	243	3	0	0	2	8	52	308
Total	25	1	0	0	0	1	0	27	2298	113	0	1	19	49	381	2861

Peak Hour 17:15 to 18:15

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
17:15	4	0	0	0	0	0	0	4	231	8	0	0	2	9	53	303
17:30	2	0	0	0	0	1	0	3	250	13	0	0	3	4	50	320
17:45	3	0	0	0	0	0	0	3	247	13	0	0	1	8	47	316
18:00	2	0	0	0	0	0	0	2	221	6	0	0	1	1	51	280
Total	11	0	0	0	0	1	0	12	949	40	0	0	7	22	201	1219

Site No. 5
Location N31(W) / Sweetman's Ave(S) / N31(E) / Sweetman's Ave(N)
Date 29 April 2025

Time	A to B - N31(W) to Sweetman's Ave(S)							Veh. Total	B to A - Sweetman's Ave(S) to N31(W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3
07:45	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3
08:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
08:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3	5
08:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	2	7
09:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	3
09:30	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3
09:45	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
Total	0	0	0	0	0	0	0	0	20	3	3	0	0	1	6	33

Peak Hour 08:15 to 09:15

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
08:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3	5
08:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	2	7
09:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	10	0	0	0	0	0	5	15

Date 29 April 2025

Time	A to B - N31(W) to Sweetman's Ave(S)							Veh. Total	B to A - Sweetman's Ave(S) to N31(W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
16:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
16:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	5
17:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	5
17:15	0	0	0	0	0	0	1	1	3	1	0	0	0	0	0	4
17:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	5
17:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	2	6
18:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	1	6
18:15	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
Total	0	0	0	0	0	0	1	1	39	3	0	0	0	0	6	48

Peak Hour 17:15 to 18:15

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
17:15	0	0	0	0	0	0	1	1	3	1	0	0	0	0	0	4
17:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	5
17:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	2	6
18:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	1	6
Total	0	0	0	0	0	0	1	1	16	1	0	0	0	0	4	21

Site No.	5
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Location N31(W) / Sweetman's Ave(S) / N31(E) / Sweetman's Ave(N)

Date 29 April 2025

[illegible]

Peak Hour	08:15	to	09:15
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[illegible]

Date 29 April 2025

[illegible]

Peak Hour	17:15	to	18:15
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[illegible]

Site No. 5
Location N31(W) / Sweetman's Ave(S) / N31(E) / Sweetman's Ave(N)
Date 29 April 2025

Time	C to B - N31(E) to Sweetman's Ave(S)							Veh. Total	C to A - N31(E) to N31(W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	18	0	0	0	0	0	1	19	245	11	2	0	3	8	46	315
07:45	36	0	0	0	0	0	0	36	224	22	0	0	2	2	47	297
08:00	23	0	0	0	0	1	2	26	172	9	3	0	1	7	53	247
08:15	35	5	0	0	0	0	3	43	113	7	1	1	3	3	94	222
08:30	39	1	1	0	0	0	7	48	165	10	2	1	3	5	83	269
08:45	38	2	0	0	0	0	4	44	191	12	1	0	2	6	56	268
09:00	20	1	0	0	0	0	1	22	196	15	4	1	3	2	33	254
09:15	13	1	1	0	0	0	0	15	179	19	0	1	2	2	25	228
09:30	16	4	0	0	0	0	1	21	192	15	3	0	4	1	17	232
09:45	10	2	0	0	0	0	0	12	176	22	4	0	3	2	15	222
Total	248	16	2	0	0	1	19	286	1853	142	20	4	26	38	471	2554

Peak Hour 08:15 to 09:15

08:15	35	5	0	0	0	0	3	43	113	7	1	1	3	3	94	222
08:30	39	1	1	0	0	0	7	48	165	10	2	1	3	5	83	269
08:45	38	2	0	0	0	0	4	44	191	12	1	0	2	6	56	268
09:00	20	1	0	0	0	0	1	22	196	15	4	1	3	2	33	254
Total	132	9	1	0	0	0	15	157	665	44	8	3	11	16	266	1013

Date 29 April 2025

Time	C to B - N31(E) to Sweetman's Ave(S)							Veh. Total	C to A - N31(E) to N31(W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	20	1	0	0	0	0	4	25	177	22	0	1	2	0	8	210
16:15	24	2	0	0	0	0	2	28	169	16	1	0	2	2	9	199
16:30	14	0	0	0	0	0	1	15	153	15	0	0	2	2	12	184
16:45	11	0	0	0	0	0	1	12	199	14	1	0	5	4	14	237
17:00	14	1	0	0	0	0	0	15	158	12	0	0	1	4	14	189
17:15	16	0	0	0	0	0	4	20	170	12	1	0	2	4	13	202
17:30	14	0	0	0	0	1	2	17	167	6	0	0	2	4	16	195
17:45	14	0	0	0	0	0	1	15	195	6	0	0	2	8	17	228
18:00	13	2	0	0	0	0	2	17	185	6	0	0	3	1	12	207
18:15	8	1	0	0	0	0	3	12	171	9	0	0	4	2	10	196
Total	148	7	0	0	0	1	20	176	1744	118	3	1	25	31	125	2047

Peak Hour 17:15 to 18:15

17:15	16	0	0	0	0	0	4	20	170	12	1	0	2	4	13	202
17:30	14	0	0	0	0	1	2	17	167	6	0	0	2	4	16	195
17:45	14	0	0	0	0	0	1	15	195	6	0	0	2	8	17	228
18:00	13	2	0	0	0	0	2	17	185	6	0	0	3	1	12	207
Total	57	2	0	0	0	1	9	69	717	30	1	0	9	17	58	832

Site No. 5
Location N31(W) / Sweetman's Ave(S) / N31(E) / Sweetman's Ave(N)
Date 29 April 2025

Time	C to D - N31(E) to Sweetman's Ave(N)							Veh. Total	D to C - Sweetman's Ave(N) to N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
07:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
08:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
08:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
09:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
09:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	23

Peak Hour 08:15 to 09:15

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
08:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
08:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
08:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
09:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10

Date 29 April 2025

Time	C to D - N31(E) to Sweetman's Ave(N)							Veh. Total	D to C - Sweetman's Ave(N) to N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
16:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	1	1	2	1	0	0	0	0	0	3
17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
17:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
17:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
18:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
18:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	1	1	24	1	0	0	0	0	1	26

Peak Hour 17:15 to 18:15

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
17:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
17:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
18:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12

s Ave(N) to N31(W)			
V2	PSV	M/C	P/C
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

[illegible][illegible][illegible]

Site No. 5
Location N31(W) / Sweetman's Ave(S) / N31(E) / Sweetman's Ave(N)
Date 29 April 2025

Time	To Arm A - N31 (W)							Veh. Total	From Arm A - N31 (W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	246	12	3	0	3	8	46	318	95	19	5	0	2	1	7	129
07:45	225	23	1	0	2	2	47	300	120	17	5	3	4	3	11	163
08:00	173	9	3	0	1	7	56	249	158	19	3	0	0	2	10	192
08:15	115	7	1	1	3	3	97	227	159	10	6	0	2	0	13	190
08:30	167	10	2	1	3	5	83	271	173	15	3	0	4	5	9	209
08:45	196	12	1	0	2	6	58	275	166	30	2	1	2	3	24	228
09:00	197	15	4	1	3	2	33	255	161	21	5	0	1	2	12	202
09:15	181	19	0	1	2	3	25	231	153	22	3	0	5	3	15	201
09:30	194	15	4	0	4	1	17	235	139	11	2	0	1	2	7	162
09:45	179	23	4	0	3	2	15	226	136	24	4	1	3	4	11	183
Total	1873	145	23	4	26	39	477	2587	1460	188	38	5	24	25	119	1859

Peak Hour 08:15 to 09:15

08:15	115	7	1	1	3	3	97	227	159	10	6	0	2	0	13	190
08:30	167	10	2	1	3	5	83	271	173	15	3	0	4	5	9	209
08:45	196	12	1	0	2	6	58	275	166	30	2	1	2	3	24	228
09:00	197	15	4	1	3	2	33	255	161	21	5	0	1	2	12	202
Total	675	44	8	3	11	16	271	1028	659	76	16	1	9	10	58	829

Date 29 April 2025

Time	To Arm A - N31 (W)							Veh. Total	From Arm A - N31 (W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	182	22	0	1	2	0	8	215	216	17	0	0	4	3	16	256
16:15	170	16	1	0	2	2	9	200	203	13	0	1	3	3	19	242
16:30	160	16	0	0	2	2	12	192	257	16	0	0	0	2	25	300
16:45	203	14	1	0	5	4	15	242	228	12	0	0	2	1	33	276
17:00	162	12	0	0	1	4	15	194	214	13	0	0	1	10	35	273
17:15	173	13	1	0	2	4	13	206	235	8	0	0	2	9	54	308
17:30	171	6	0	0	2	4	18	201	252	13	0	0	3	5	50	323
17:45	199	6	0	0	2	8	19	234	250	13	0	0	1	8	47	319
18:00	190	6	0	0	3	1	13	213	223	6	0	0	1	1	51	282
18:15	173	10	0	0	4	2	10	199	245	3	0	0	2	8	52	310
Total	1783	121	3	1	25	31	132	2096	2323	114	0	1	19	50	382	2889

Peak Hour 17:15 to 18:15

17:15	173	13	1	0	2	4	13	206	235	8	0	0	2	9	54	308
17:30	171	6	0	0	2	4	18	201	252	13	0	0	3	5	50	323
17:45	199	6	0	0	2	8	19	234	250	13	0	0	1	8	47	319
18:00	190	6	0	0	3	1	13	213	223	6	0	0	1	1	51	282
Total	733	31	1	0	9	17	63	854	960	40	0	0	7	23	202	1232

Site No. 5
Location N31(W) / Sweetman's Ave(S) / N31(E) / Sweetman's Ave(N)
Date 29 April 2025

Time	To Arm B - Sweetman's Ave(S)							Veh. Total	From Arm B - Sweetman's Ave(S)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	18	0	0	0	0	0	1	19	1	1	1	0	0	0	1	4
07:45	36	0	0	0	0	0	0	36	1	1	1	0	0	0	0	3
08:00	23	0	0	0	0	1	2	26	1	0	0	0	0	0	1	2
08:15	35	5	0	0	0	0	3	43	2	0	0	0	0	0	4	6
08:30	39	1	1	0	0	0	7	48	2	0	0	0	0	0	0	2
08:45	38	2	0	0	0	0	4	44	5	0	0	0	0	0	4	9
09:00	20	1	0	0	0	0	1	22	1	0	0	0	0	0	0	1
09:15	13	1	1	0	0	0	0	15	2	0	0	0	0	1	1	4
09:30	16	4	0	0	0	0	1	21	2	0	1	0	0	0	1	4
09:45	10	2	0	0	0	0	0	12	3	1	0	0	0	0	0	4
Total	248	16	2	0	0	1	19	286	20	3	3	0	0	1	12	39

Peak Hour 08:15 to 09:15

08:15	35	5	0	0	0	0	3	43	2	0	0	0	0	0	4	6
08:30	39	1	1	0	0	0	7	48	2	0	0	0	0	0	0	2
08:45	38	2	0	0	0	0	4	44	5	0	0	0	0	0	4	9
09:00	20	1	0	0	0	0	1	22	1	0	0	0	0	0	0	1
Total	132	9	1	0	0	0	15	157	10	0	0	0	0	0	8	18

Date 29 April 2025

Time	To Arm B - Sweetman's Ave(S)							Veh. Total	From Arm B - Sweetman's Ave(S)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	20	1	0	0	0	0	4	25	5	0	0	0	0	0	1	6
16:15	24	2	0	0	0	0	2	28	1	0	0	0	0	0	0	1
16:30	14	0	0	0	0	0	1	15	7	1	0	0	0	0	0	8
16:45	11	0	0	0	0	0	1	12	4	0	0	0	0	0	1	5
17:00	14	1	0	0	0	0	0	15	4	0	0	0	0	0	1	5
17:15	16	0	0	0	0	0	5	21	3	1	0	0	0	0	1	5
17:30	14	0	0	0	0	1	2	17	4	0	0	0	0	0	2	6
17:45	14	0	0	0	0	0	1	15	4	0	0	0	0	0	2	6
18:00	13	2	0	0	0	0	2	17	5	0	0	0	0	0	1	6
18:15	8	1	0	0	0	0	3	12	2	1	0	0	0	0	0	3
Total	148	7	0	0	0	1	21	177	39	3	0	0	0	0	9	51

Peak Hour 17:15 to 18:15

17:15	16	0	0	0	0	0	5	21	3	1	0	0	0	0	1	5
17:30	14	0	0	0	0	1	2	17	4	0	0	0	0	0	2	6
17:45	14	0	0	0	0	0	1	15	4	0	0	0	0	0	2	6
18:00	13	2	0	0	0	0	2	17	5	0	0	0	0	0	1	6
Total	57	2	0	0	0	1	10	70	16	1	0	0	0	0	6	23

Site No. 5
Location N31(W) / Sweetman's Ave(S) / N31(E) / Sweetman's Ave(N)
Date 29 April 2025

Time	To Arm C - N31(E)							Veh. Total	From Arm C - N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	96	19	5	0	2	1	8	131	263	11	2	0	3	8	47	334
07:45	121	16	4	3	4	3	11	162	260	22	0	0	2	2	47	333
08:00	155	17	3	0	0	2	10	187	195	9	3	0	1	8	57	273
08:15	158	10	6	0	2	0	14	190	148	12	1	1	3	3	97	265
08:30	170	15	3	0	4	5	9	206	204	11	3	1	3	5	90	317
08:45	164	28	2	1	2	3	25	225	229	14	1	0	2	6	60	312
09:00	161	21	5	0	1	2	10	200	216	16	4	1	3	2	34	276
09:15	154	22	3	0	5	3	16	203	192	20	1	1	2	2	25	243
09:30	137	10	2	0	1	2	8	160	208	19	3	0	4	1	18	253
09:45	132	24	4	1	3	4	11	179	186	24	4	0	3	2	15	234
Total	1448	182	37	5	24	25	122	1843	2101	158	22	4	26	39	490	2840

Peak Hour 08:15 to 09:15

08:15	158	10	6	0	2	0	14	190	148	12	1	1	3	3	97	265
08:30	170	15	3	0	4	5	9	206	204	11	3	1	3	5	90	317
08:45	164	28	2	1	2	3	25	225	229	14	1	0	2	6	60	312
09:00	161	21	5	0	1	2	10	200	216	16	4	1	3	2	34	276
Total	653	74	16	1	9	10	58	821	797	53	9	3	11	16	281	1170

Date 29 April 2025

Time	To Arm C - N31(E)							Veh. Total	From Arm C - N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	221	17	0	0	4	3	17	262	197	23	0	1	2	0	12	235
16:15	202	12	0	1	3	3	19	240	193	18	1	0	2	2	11	227
16:30	256	16	0	0	0	2	25	299	167	15	0	0	2	2	13	199
16:45	226	13	0	0	2	1	33	275	210	14	1	0	5	4	16	250
17:00	211	13	0	0	1	10	36	271	172	13	0	0	1	4	14	204
17:15	235	8	0	0	2	9	54	308	186	12	1	0	2	4	17	222
17:30	252	13	0	0	3	4	51	323	181	6	0	0	2	5	18	212
17:45	250	13	0	0	1	8	47	319	209	6	0	0	2	8	18	243
18:00	224	6	0	0	1	1	51	283	198	8	0	0	3	1	14	224
18:15	245	3	0	0	2	8	52	310	179	10	0	0	4	2	13	208
Total	2322	114	0	1	19	49	385	2890	1892	125	3	1	25	32	146	2224

Peak Hour 17:15 to 18:15

17:15	235	8	0	0	2	9	54	308	186	12	1	0	2	4	17	222
17:30	252	13	0	0	3	4	51	323	181	6	0	0	2	5	18	212
17:45	250	13	0	0	1	8	47	319	209	6	0	0	2	8	18	243
18:00	224	6	0	0	1	1	51	283	198	8	0	0	3	1	14	224
Total	961	40	0	0	7	22	203	1233	774	32	1	0	9	18	67	901

Site No. 5
Location N31(W) / Sweetman's Ave(S) / N31(E) / Sweetman's Ave(N)
Date 29 April 2025

RECEIVED
30/01/2025

Time	To Arm D - Sweetman's Ave(N)							Veh. Total	From Arm D - Sweetman's Ave(N)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4
07:45	1	1	1	0	0	0	0	3	2	0	0	0	0	0	0	2
08:00	4	2	0	0	0	0	0	6	1	0	0	0	0	0	0	1
08:15	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3
08:30	6	0	0	0	0	0	0	6	3	0	0	0	0	0	0	3
08:45	5	2	0	0	0	0	1	8	3	0	0	0	0	0	0	3
09:00	1	0	0	0	0	0	2	3	1	0	0	0	0	0	0	1
09:15	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4
09:30	3	1	0	0	0	0	0	4	1	0	0	0	0	0	0	1
09:45	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
Total	35	6	1	0	0	0	3	45	23	0	0	0	0	0	0	23

Peak Hour 08:15 to 09:15

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
08:15	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3
08:30	6	0	0	0	0	0	0	6	3	0	0	0	0	0	0	3
08:45	5	2	0	0	0	0	1	8	3	0	0	0	0	0	0	3
09:00	1	0	0	0	0	0	2	3	1	0	0	0	0	0	0	1
Total	16	2	0	0	0	0	3	21	10	0	0	0	0	0	0	10

Date 29 April 2025

Time	To Arm D - Sweetman's Ave(N)							Veh. Total	From Arm D - Sweetman's Ave(N)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
16:15	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1
16:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
16:45	4	0	0	0	0	0	1	5	2	1	0	0	0	0	0	3
17:00	4	0	0	0	0	0	0	4	1	0	0	0	0	0	1	2
17:15	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
17:30	2	0	0	0	0	1	0	3	2	0	0	0	0	0	1	3
17:45	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
18:00	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
18:15	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
Total	25	1	0	0	0	1	1	28	24	1	0	0	0	0	2	27

Peak Hour 17:15 to 18:15

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
17:15	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
17:30	2	0	0	0	0	1	0	3	2	0	0	0	0	0	1	3
17:45	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
18:00	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
Total	11	0	0	0	0	1	0	12	12	0	0	0	0	0	1	13

Site No. 6
Location N31(W) / Barclay Ct / N31(E) / Temple Rd
Date 29 April 2025

Time	A to D - N31(W) to Temple Rd							Veh. Total	A to C - N31(W) to N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	1	0	0	0	0	0	0	1	96	17	5	0	1	1	9	129
07:45	0	0	0	0	0	0	0	0	121	18	3	3	5	2	12	164
08:00	3	1	0	0	0	1	0	5	149	16	4	0	0	2	10	181
08:15	3	0	0	0	0	0	0	3	159	10	6	0	2	0	14	191
08:30	8	0	0	0	0	0	0	8	158	15	3	0	4	5	9	194
08:45	2	0	0	0	0	0	3	5	159	25	2	1	2	3	21	213
09:00	6	0	0	0	0	0	0	6	145	24	4	0	1	2	11	187
09:15	2	1	0	0	0	0	0	3	155	14	4	0	5	3	13	194
09:30	5	0	0	0	0	0	0	5	137	17	2	0	1	2	8	167
09:45	0	0	0	0	0	0	0	0	136	24	4	1	3	4	11	183
Total	30	2	0	0	0	1	3	36	1415	180	37	5	24	24	118	1803

Peak Hour 08:00 to 09:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
08:00	3	1	0	0	0	1	0	5	149	16	4	0	0	2	10	181
08:15	3	0	0	0	0	0	0	3	159	10	6	0	2	0	14	191
08:30	8	0	0	0	0	0	0	8	158	15	3	0	4	5	9	194
08:45	2	0	0	0	0	0	3	5	159	25	2	1	2	3	21	213
Total	16	1	0	0	0	1	3	21	625	66	15	1	8	10	54	779

Date 29 April 2025

Time	A to D - N31(W) to Temple Rd							Veh. Total	A to C - N31(W) to N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	1	0	0	0	0	0	1	2	211	19	0	0	4	2	16	252
16:15	3	0	0	0	0	0	0	3	219	12	0	1	3	4	18	257
16:30	0	0	0	0	0	0	0	0	220	13	0	0	0	2	24	259
16:45	5	0	0	0	0	0	0	5	246	16	0	0	2	1	33	298
17:00	2	0	0	0	0	0	0	2	227	13	0	0	1	10	40	291
17:15	2	0	0	0	0	0	1	3	216	6	0	0	2	8	47	279
17:30	3	0	0	0	0	0	0	3	246	13	0	0	1	4	57	321
17:45	1	0	0	0	0	0	0	1	253	14	0	0	3	6	43	319
18:00	1	0	0	0	0	0	0	1	231	6	0	0	1	4	49	291
18:15	0	0	0	0	0	0	0	0	230	4	0	0	2	6	50	292
Total	18	0	0	0	0	0	2	20	2299	116	0	1	19	47	377	2859

Peak Hour 16:45 to 17:45

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
16:45	5	0	0	0	0	0	0	5	246	16	0	0	2	1	33	298
17:00	2	0	0	0	0	0	0	2	227	13	0	0	1	10	40	291
17:15	2	0	0	0	0	0	1	3	216	6	0	0	2	8	47	279
17:30	3	0	0	0	0	0	0	3	246	13	0	0	1	4	57	321
Total	12	0	0	0	0	0	1	13	935	48	0	0	6	23	177	1189

Site No. 6

Location N31(W) / Barclay Ct / N31(E) / Temple Rd

Date 29 April 2025

Time	A to B - N31(W) to Barclay Ct							Veh. Total	B to A - Barclay Ct to N31(W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	5	8
08:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
08:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	8
08:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	8
08:45	0	0	0	0	0	0	0	0	4	1	0	0	0	0	6	11
09:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	3
09:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	3
09:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
09:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	22	1	1	0	0	0	26	50

Peak Hour 08:00 to 09:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
08:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
08:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	6	8
08:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	8
08:45	0	0	0	0	0	0	0	0	4	1	0	0	0	0	6	11
Total	0	0	0	0	0	0	0	0	13	1	0	0	0	0	16	30

Date 29 April 2025

Time	A to B - N31(W) to Barclay Ct							Veh. Total	B to A - Barclay Ct to N31(W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
16:15	0	0	0	0	0	0	1	1	0	2	0	0	0	0	1	3
16:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
16:45	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2
17:15	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	1	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	1	1	4	0	0	0	0	0	0	4
18:00	0	0	0	0	0	0	1	1	2	1	0	0	0	0	0	3
18:15	0	0	0	0	0	0	1	1	0	1	0	0	0	0	1	2
Total	0	0	0	0	0	0	6	6	14	5	0	0	0	0	2	21

Peak Hour 16:45 to 17:45

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
16:45	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2
17:15	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	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	4

Site No. 6
Location N31(W) / Barclay Ct / N31(E) / Temple Rd
Date 29 April 2025

RECEIVED
30/01/2025

Time	B to D - Barclay Ct to Temple Rd							Veh. Total	B to C - Barclay Ct to N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
07:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
08:00	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	4
08:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
08:45	1	0	0	0	0	0	4	5	3	1	0	0	0	0	1	5
09:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3
09:15	0	0	0	0	0	0	3	3	0	0	0	0	0	0	1	1
09:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	1	1	4	2	0	0	0	0	1	7
Total	4	0	0	0	0	0	10	14	24	3	0	0	0	0	4	31

Peak Hour 08:00 to 09:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
08:00	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	4
08:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
08:45	1	0	0	0	0	0	4	5	3	1	0	0	0	0	1	5
Total	3	0	0	0	0	0	6	9	8	1	0	0	0	0	1	10

Date 29 April 2025

Time	B to D - Barclay Ct to Temple Rd							Veh. Total	B to C - Barclay Ct to N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
16:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
16:30	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	2
16:45	0	0	0	0	0	0	2	2	3	1	0	0	0	0	1	5
17:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	4
17:15	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
17:45	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
18:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
Total	0	0	0	0	0	0	7	7	16	6	0	0	0	0	4	26

Peak Hour 16:45 to 17:45

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
16:45	0	0	0	0	0	0	2	2	3	1	0	0	0	0	1	5
17:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	4
17:15	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
Total	0	0	0	0	0	0	4	4	7	3	0	0	0	0	3	13

Site No. 6

Location N31(W) / Barclay Ct / N31(E) / Temple Rd

Date 29 April 2025

Time	C to B - N31(E) to Barclay Ct							Veh. Total	C to A - N31(E) to N31(W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	1	1	0	0	0	0	1	3	286	15	2	0	3	7	46	359
07:45	3	0	0	0	0	0	1	4	238	18	0	0	2	2	40	300
08:00	1	0	0	0	0	0	0	1	202	10	2	1	1	9	45	290
08:15	2	2	0	0	0	0	0	4	152	12	0	0	3	3	87	257
08:30	2	1	0	0	0	0	0	3	157	10	3	1	3	4	78	256
08:45	1	0	0	0	0	0	1	2	247	14	2	0	2	5	58	328
09:00	2	3	0	0	0	0	1	6	183	13	2	1	3	2	27	231
09:15	2	0	0	0	0	0	1	3	193	18	0	1	2	2	22	238
09:30	2	0	0	0	0	0	0	2	190	17	3	0	4	1	17	232
09:45	3	1	0	0	0	0	0	4	190	22	3	0	3	2	14	234
Total	19	8	0	0	0	0	5	32	2038	149	17	4	26	37	454	2725

Peak Hour 08:00 to 09:00

08:00	1	0	0	0	0	0	0	1	202	10	2	1	1	9	65	290
08:15	2	2	0	0	0	0	0	4	152	12	0	0	3	3	87	257
08:30	2	1	0	0	0	0	0	3	157	10	3	1	3	4	78	256
08:45	1	0	0	0	0	0	1	2	247	14	2	0	2	5	58	328
Total	6	3	0	0	0	0	1	10	758	46	7	2	9	21	288	1131

Date 29 April 2025

Time	C to B - N31(E) to Barclay Ct							Veh. Total	C to A - N31(E) to N31(W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	0	0	0	0	0	0	0	0	190	22	0	1	2	0	12	227
16:15	1	1	0	0	0	0	0	2	187	16	1	0	2	2	10	218
16:30	1	0	0	0	0	0	1	2	162	15	0	0	2	2	13	194
16:45	4	0	0	0	0	0	0	4	213	16	1	0	5	4	12	251
17:00	4	0	0	0	0	0	1	5	163	10	0	0	1	4	13	191
17:15	4	0	0	0	0	0	0	4	183	14	1	0	2	6	19	225
17:30	3	0	0	0	0	0	0	3	177	5	0	0	2	2	19	205
17:45	8	0	0	0	0	0	2	10	189	6	0	0	2	7	17	221
18:00	4	0	0	0	0	0	1	5	189	6	0	0	3	0	13	211
18:15	0	0	0	0	0	0	0	0	180	9	0	0	4	2	12	207
Total	29	1	0	0	0	0	5	35	1833	119	3	1	25	29	140	2150

Peak Hour 16:45 to 17:45

16:45	4	0	0	0	0	0	0	4	213	16	1	0	5	4	12	251
17:00	4	0	0	0	0	0	1	5	163	10	0	0	1	4	13	191
17:15	4	0	0	0	0	0	0	4	183	14	1	0	2	6	19	225
17:30	3	0	0	0	0	0	0	3	177	5	0	0	2	2	19	205
Total	15	0	0	0	0	0	1	16	736	45	2	0	10	16	63	872

Site No. 6
Location N31(W) / Barclay Ct / N31(E) / Temple Rd
Date 29 April 2025

RECEIVED
30/01/2025

Time	C to D - N31(E) to Temple Rd							Veh. Total	D to C - Temple Rd to N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	17	2	0	0	1	0	0	20	9	0	0	0	0	0	0	9
07:45	25	0	0	0	1	0	0	26	11	1	0	0	0	0	0	12
08:00	12	2	0	0	0	0	1	15	11	2	0	0	0	0	0	13
08:15	25	1	0	0	3	0	0	29	11	0	1	0	0	0	0	12
08:30	22	1	0	0	1	2	0	26	10	0	2	0	0	0	0	12
08:45	24	2	0	0	0	0	0	26	18	2	0	0	0	0	0	20
09:00	10	3	2	0	1	0	0	16	16	2	0	0	0	0	0	18
09:15	9	0	0	0	2	0	0	11	13	1	0	0	0	0	0	14
09:30	10	1	1	0	1	0	0	13	12	2	0	0	0	0	0	14
09:45	16	1	0	0	1	0	0	18	14	3	0	0	0	0	0	17
Total	170	13	3	0	11	2	1	200	125	13	3	0	0	0	0	141

Peak Hour 08:00 to 09:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
08:00	12	2	0	0	0	0	1	15	11	2	0	0	0	0	0	13
08:15	25	1	0	0	3	0	0	29	11	0	1	0	0	0	0	12
08:30	22	1	0	0	1	2	0	26	10	0	2	0	0	0	0	12
08:45	24	2	0	0	0	0	0	26	18	2	0	0	0	0	0	20
Total	83	6	0	0	4	2	1	96	50	4	3	0	0	0	0	57

Date 29 April 2025

Time	C to D - N31(E) to Temple Rd							Veh. Total	D to C - Temple Rd to N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	4	0	0	0	0	0	0	4	21	2	0	0	0	0	1	24
16:15	7	0	0	0	1	0	0	8	24	4	0	0	0	1	0	29
16:30	3	3	0	0	1	0	0	7	30	1	0	0	0	0	0	31
16:45	5	0	0	0	1	0	0	6	29	3	0	0	0	1	0	33
17:00	5	0	0	0	1	0	0	6	39	2	0	0	0	1	0	42
17:15	7	0	0	0	0	1	0	8	39	1	0	0	0	0	0	40
17:30	4	1	0	0	1	0	0	6	37	1	0	0	0	2	0	40
17:45	10	0	0	0	1	0	0	11	27	2	0	0	0	0	0	29
18:00	5	1	0	0	1	1	0	8	25	0	0	0	0	0	0	25
18:15	5	1	0	0	1	0	0	7	23	2	0	0	0	1	0	26
Total	55	6	0	0	8	2	0	71	294	18	0	0	0	6	1	319

Peak Hour 16:45 to 17:45

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
16:45	5	0	0	0	1	0	0	6	29	3	0	0	0	1	0	33
17:00	5	0	0	0	1	0	0	6	39	2	0	0	0	1	0	42
17:15	7	0	0	0	0	1	0	8	39	1	0	0	0	0	0	40
17:30	4	1	0	0	1	0	0	6	37	1	0	0	0	2	0	40
Total	21	1	0	0	3	1	0	26	144	7	0	0	0	4	0	155

Site No. 6
Location N31(W) / Barclay Ct / N31(E) / Temple Rd
Date 29 April 2025

Time	D to B - Temple Rd to Barclay Ct							Veh. Total	D to A - Temple Rd to N31(W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:45	1	0	0	0	0	0	0	1	2	0	0	0	0	0	1	3
08:00	2	1	0	0	0	0	0	3	1	0	1	0	0	0	1	3
08:15	0	0	0	0	0	0	0	0	2	0	1	0	0	0	2	5
08:30	1	0	1	0	0	0	0	2	0	0	0	0	0	0	1	1
08:45	1	1	0	0	0	0	0	2	3	1	0	0	0	1	0	5
09:00	2	0	0	0	0	0	0	2	4	1	0	0	0	0	0	5
09:15	1	0	0	0	0	0	1	2	8	2	1	0	0	0	0	11
09:30	1	0	0	0	0	0	0	1	4	2	0	0	0	0	0	6
09:45	0	1	0	0	0	0	0	1	2	2	1	0	0	0	0	5
Total	9	3	1	0	0	0	1	14	27	8	4	0	0	1	5	45

Peak Hour 08:00 to 09:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
08:00	2	1	0	0	0	0	0	3	1	0	1	0	0	0	1	3
08:15	0	0	0	0	0	0	0	0	2	0	1	0	0	0	2	5
08:30	1	0	1	0	0	0	0	2	0	0	0	0	0	0	1	1
08:45	1	1	0	0	0	0	0	2	3	1	0	0	0	1	0	5
Total	4	2	1	0	0	0	0	7	6	1	2	0	0	1	4	14

Date 29 April 2025

Time	D to B - Temple Rd to Barclay Ct							Veh. Total	D to A - Temple Rd to N31(W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	1	0	0	0	0	0	0	1	7	0	0	0	0	0	0	7
16:15	1	0	0	0	0	0	1	2	5	0	0	0	0	0	0	5
16:30	1	0	0	0	0	0	2	3	4	0	0	0	0	0	0	4
16:45	5	1	0	0	0	0	5	11	2	0	0	0	0	0	2	4
17:00	0	2	0	0	0	0	6	8	8	0	0	0	0	1	1	10
17:15	4	0	0	0	0	0	2	6	6	0	0	0	0	0	0	6
17:30	3	0	0	0	0	0	5	8	3	0	0	0	0	0	0	3
17:45	4	0	0	0	0	0	2	6	8	0	0	0	0	1	2	11
18:00	2	1	0	0	0	0	1	4	10	1	0	0	0	1	2	14
18:15	1	0	0	0	0	0	2	3	4	0	0	0	0	0	0	4
Total	22	4	0	0	0	0	26	52	57	1	0	0	0	3	7	68

Peak Hour 16:45 to 17:45

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
16:45	5	1	0	0	0	0	5	11	2	0	0	0	0	0	2	4
17:00	0	2	0	0	0	0	6	8	8	0	0	0	0	1	1	10
17:15	4	0	0	0	0	0	2	6	6	0	0	0	0	0	0	6
17:30	3	0	0	0	0	0	5	8	3	0	0	0	0	0	0	3
Total	12	3	0	0	0	0	18	33	19	0	0	0	0	1	3	23

Site No. 6
Location N31(W) / Barclay Ct / N31(E) / Temple Rd
Date 29 April 2025

Time	To Arm A - N31(W)							Veh. Total	From Arm A - N31(W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	287	15	2	0	3	7	47	361	97	17	5	0	1	1	9	130
07:45	243	18	0	0	2	2	46	311	121	18	3	3	5	2	12	164
08:00	206	10	3	1	1	9	66	296	152	17	4	0	0	3	10	186
08:15	156	12	1	0	3	3	95	270	162	10	6	0	2	0	14	194
08:30	161	10	3	1	3	4	83	265	166	15	3	0	4	5	9	202
08:45	254	16	2	0	2	6	64	344	161	25	2	1	2	3	24	218
09:00	187	14	3	1	3	2	29	239	151	24	4	0	1	2	11	193
09:15	202	20	1	1	2	2	24	252	157	15	4	0	5	3	13	197
09:30	196	19	3	0	4	1	17	240	142	17	2	0	1	2	8	172
09:45	195	24	4	0	3	2	14	242	136	24	4	1	3	4	11	183
Total	2087	158	22	4	26	38	485	2820	1445	182	37	5	24	25	121	1839

Peak Hour 08:00 to 09:00

08:00	206	10	3	1	1	9	66	296	152	17	4	0	0	3	10	186
08:15	156	12	1	0	3	3	95	270	162	10	6	0	2	0	14	194
08:30	161	10	3	1	3	4	83	265	166	15	3	0	4	5	9	202
08:45	254	16	2	0	2	6	64	344	161	25	2	1	2	3	24	218
Total	777	48	9	2	9	22	308	1175	641	67	15	1	8	11	57	800

Date 29 April 2025

Time	To Arm A - N31(W)							Veh. Total	From Arm A - N31(W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	200	22	0	1	2	0	12	237	212	19	0	0	4	2	17	254
16:15	192	18	1	0	2	2	11	226	222	12	0	1	3	4	19	261
16:30	167	16	0	0	2	2	13	200	220	13	0	0	0	2	24	259
16:45	216	16	1	0	5	4	14	256	251	16	0	0	2	1	34	304
17:00	173	10	0	0	1	5	14	203	229	13	0	0	1	10	41	294
17:15	189	14	1	0	2	6	19	231	218	6	0	0	2	8	48	282
17:30	181	5	0	0	2	2	19	209	249	13	0	0	1	4	57	324
17:45	201	6	0	0	2	8	19	236	254	14	0	0	3	6	44	321
18:00	201	8	0	0	3	1	15	228	232	6	0	0	1	4	50	293
18:15	184	10	0	0	4	2	13	213	230	4	0	0	2	6	51	293
Total	1904	125	3	1	25	32	149	2239	2317	116	0	1	19	47	385	2885

Peak Hour 16:45 to 17:45

16:45	216	16	1	0	5	4	14	256	251	16	0	0	2	1	34	304
17:00	173	10	0	0	1	5	14	203	229	13	0	0	1	10	41	294
17:15	189	14	1	0	2	6	19	231	218	6	0	0	2	8	48	282
17:30	181	5	0	0	2	2	19	209	249	13	0	0	1	4	57	324
Total	759	45	2	0	10	17	66	899	947	48	0	0	6	23	180	1204

Site No. 6
Location N31(W) / Barclay Ct / N31(E) / Temple Rd
Date 29 April 2025

Time	To Arm B - Barclay Ct							Veh. Total	From Arm B - Barclay Ct							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	1	1	0	0	0	0	1	3	5	0	0	0	0	0	1	6
07:45	4	0	0	0	0	0	1	5	8	0	0	0	0	0	5	13
08:00	3	1	0	0	0	0	0	4	7	0	0	0	0	0	2	9
08:15	2	2	0	0	0	0	0	4	3	0	0	0	0	0	6	9
08:30	3	1	1	0	0	0	0	5	6	0	0	0	0	0	4	10
08:45	2	1	0	0	0	0	1	4	8	2	0	0	0	0	11	21
09:00	4	3	0	0	0	0	1	8	2	0	1	0	0	0	3	6
09:15	3	0	0	0	0	0	2	5	1	0	0	0	0	0	6	7
09:30	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
09:45	3	2	0	0	0	0	0	5	7	2	0	0	0	0	2	11
Total	28	11	1	0	0	0	6	46	50	4	1	0	0	0	40	95

Peak Hour 08:00 to 09:00

08:00	3	1	0	0	0	0	0	4	7	0	0	0	0	0	2	9
08:15	2	2	0	0	0	0	0	4	3	0	0	0	0	0	6	9
08:30	3	1	1	0	0	0	0	5	6	0	0	0	0	0	4	10
08:45	2	1	0	0	0	0	1	4	8	2	0	0	0	0	11	21
Total	10	5	1	0	0	0	1	17	24	2	0	0	0	0	23	49

Date 29 April 2025

Time	To Arm B - Barclay Ct							Veh. Total	From Arm B - Barclay Ct							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	6
16:15	2	1	0	0	0	0	2	5	0	2	0	0	0	0	3	5
16:30	2	0	0	0	0	0	3	5	3	1	0	0	0	0	2	6
16:45	9	1	0	0	0	0	6	16	4	1	0	0	0	0	3	8
17:00	4	2	0	0	0	0	8	14	3	1	0	0	0	0	2	6
17:15	8	0	0	0	0	0	2	10	1	0	0	0	0	0	2	3
17:30	6	0	0	0	0	0	5	11	3	1	0	0	0	0	0	4
17:45	12	0	0	0	0	0	5	17	6	2	0	0	0	0	0	8
18:00	6	1	0	0	0	0	3	10	3	1	0	0	0	0	0	4
18:15	1	0	0	0	0	0	3	4	1	2	0	0	0	0	1	4
Total	51	5	0	0	0	0	37	93	30	11	0	0	0	0	13	54

Peak Hour 16:45 to 17:45

16:45	9	1	0	0	0	0	6	16	4	1	0	0	0	0	3	8
17:00	4	2	0	0	0	0	8	14	3	1	0	0	0	0	2	6
17:15	8	0	0	0	0	0	2	10	1	0	0	0	0	0	2	3
17:30	6	0	0	0	0	0	5	11	3	1	0	0	0	0	0	4
Total	27	3	0	0	0	0	21	51	11	3	0	0	0	0	7	21

Site No. 6

Location N31(W) / Barclay Ct / N31(E) / Temple Rd

Date 29 April 2025

Time	To Arm C - N31(E)							Veh. Total	From Arm C - N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	109	17	5	0	1	1	9	142	304	18	2	0	4	7	47	382
07:45	137	19	3	3	5	2	12	181	266	18	0	0	3	2	41	330
08:00	164	18	4	0	0	2	10	198	215	12	2	1	1	9	66	306
08:15	170	10	7	0	2	0	14	203	179	15	0	0	6	3	87	290
08:30	169	15	5	0	4	5	9	207	181	12	3	1	4	6	78	285
08:45	180	28	2	1	2	3	22	238	272	16	2	0	2	5	59	356
09:00	163	26	4	0	1	2	12	208	195	19	4	1	4	2	28	253
09:15	168	15	4	0	5	3	14	209	204	18	0	1	4	2	23	252
09:30	150	19	2	0	1	2	8	182	202	18	4	0	5	1	17	247
09:45	154	29	4	1	3	4	12	207	209	24	3	0	4	2	14	256
Total	1564	196	40	5	24	24	122	1975	2227	170	20	4	37	39	460	2957

Peak Hour 08:00 to 09:00

08:00	164	18	4	0	0	2	10	198	215	12	2	1	1	9	66	306
08:15	170	10	7	0	2	0	14	203	179	15	0	0	6	3	87	290
08:30	169	15	5	0	4	5	9	207	181	12	3	1	4	6	78	285
08:45	180	28	2	1	2	3	22	238	272	16	2	0	2	5	59	356
Total	683	71	18	1	8	10	55	846	847	55	7	2	13	23	290	1237

Date 29 April 2025

Time	To Arm C - N31(E)							Veh. Total	From Arm C - N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	235	21	0	0	4	2	17	279	194	22	0	1	2	0	12	231
16:15	243	16	0	1	3	5	19	287	195	17	1	0	3	2	10	228
16:30	252	14	0	0	0	2	24	292	166	18	0	0	3	2	14	203
16:45	278	20	0	0	2	2	34	336	222	16	1	0	6	4	12	261
17:00	267	16	0	0	1	11	42	337	172	10	0	0	2	4	14	202
17:15	256	7	0	0	2	8	47	320	194	14	1	0	2	7	19	237
17:30	285	15	0	0	1	6	57	364	184	6	0	0	3	2	19	214
17:45	282	18	0	0	3	6	43	352	207	6	0	0	3	7	19	242
18:00	257	6	0	0	1	4	49	317	198	7	0	0	4	1	14	224
18:15	254	7	0	0	2	7	50	320	185	10	0	0	5	2	12	214
Total	2609	140	0	1	19	53	382	3204	1917	126	3	1	33	31	145	2256

Peak Hour 16:45 to 17:45

16:45	278	20	0	0	2	2	34	336	222	16	1	0	6	4	12	261
17:00	267	16	0	0	1	11	42	337	172	10	0	0	2	4	14	202
17:15	256	7	0	0	2	8	47	320	194	14	1	0	2	7	19	237
17:30	285	15	0	0	1	6	57	364	184	6	0	0	3	2	19	214
Total	1086	58	0	0	6	27	180	1357	772	46	2	0	13	17	64	914

Site No. 6
Location N31(W) / Barclay Ct / N31(E) / Temple Rd
Date 29 April 2025

Time	To Arm D - Temple Rd							Veh. Total	From Arm D - Temple Rd							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	19	2	0	0	1	0	0	22	10	0	0	0	0	0	0	10
07:45	25	0	0	0	1	0	0	26	14	1	0	0	0	0	1	16
08:00	15	3	0	0	0	1	3	22	14	3	1	0	0	0	1	19
08:15	29	1	0	0	3	0	0	33	13	0	2	0	0	0	2	17
08:30	31	1	0	0	1	2	0	35	11	0	3	0	0	0	1	15
08:45	27	2	0	0	0	0	7	36	22	4	0	0	0	1	0	27
09:00	16	3	2	0	1	0	0	22	22	3	0	0	0	0	0	25
09:15	11	1	0	0	2	0	3	17	22	3	1	0	0	0	1	27
09:30	15	1	1	0	1	0	0	18	17	4	0	0	0	0	0	21
09:45	16	1	0	0	1	0	1	19	16	6	1	0	0	0	0	23
Total	204	15	3	0	11	3	14	250	161	24	8	0	0	1	6	200

Peak Hour 08:00 to 09:00

08:00	15	3	0	0	0	1	3	22	14	3	1	0	0	0	1	19
08:15	29	1	0	0	3	0	0	33	13	0	2	0	0	0	2	17
08:30	31	1	0	0	1	2	0	35	11	0	3	0	0	0	1	15
08:45	27	2	0	0	0	0	7	36	22	4	0	0	0	1	0	27
Total	102	7	0	0	4	3	10	126	60	7	6	0	0	1	4	78

Date 29 April 2025

Time	To Arm D - Temple Rd							Veh. Total	From Arm D - Temple Rd							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	5	0	0	0	0	0	1	6	29	2	0	0	0	0	1	32
16:15	10	0	0	0	1	0	1	12	30	4	0	0	0	1	1	36
16:30	3	3	0	0	1	0	2	9	35	1	0	0	0	0	2	38
16:45	10	0	0	0	1	0	2	13	36	4	0	0	0	1	7	48
17:00	7	0	0	0	1	0	0	8	47	4	0	0	0	2	7	60
17:15	9	0	0	0	0	1	3	13	49	1	0	0	0	0	2	52
17:30	7	1	0	0	1	0	0	9	43	1	0	0	0	2	5	51
17:45	11	0	0	0	1	0	0	12	39	2	0	0	0	1	4	46
18:00	6	1	0	0	1	1	0	9	37	2	0	0	0	1	3	43
18:15	5	1	0	0	1	0	0	7	28	2	0	0	0	1	2	33
Total	73	6	0	0	8	2	9	98	373	23	0	0	0	9	34	439

Peak Hour 16:45 to 17:45

16:45	10	0	0	0	1	0	2	13	36	4	0	0	0	1	7	48
17:00	7	0	0	0	1	0	0	8	47	4	0	0	0	2	7	60
17:15	9	0	0	0	0	1	3	13	49	1	0	0	0	0	2	52
17:30	7	1	0	0	1	0	0	9	43	1	0	0	0	2	5	51
Total	33	1	0	0	3	1	5	43	175	10	0	0	0	5	21	211

Site No. 7
Location N31(W) / St Louise's Pk / N31(E) / Temple Rd
Date 29 April 2025

Time	A to D - N31(W) to Temple Rd							Veh. Total	A to C - N31(W) to N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	0	0	0	0	0	0	0	0	111	17	5	0	1	1	9	144
07:45	0	0	0	0	0	0	0	0	137	17	3	3	5	2	11	178
08:00	0	0	0	0	0	0	0	0	164	20	4	0	0	2	10	200
08:15	0	0	0	0	0	0	0	0	169	11	7	0	2	0	15	204
08:30	0	0	0	0	0	0	0	0	172	15	5	0	4	5	8	209
08:45	0	0	0	0	0	0	0	0	181	29	1	1	2	3	23	240
09:00	0	0	0	0	0	0	0	0	165	26	5	0	1	2	12	211
09:15	0	0	0	0	0	0	0	0	171	16	4	0	5	3	14	213
09:30	0	0	0	0	0	0	0	0	151	19	2	0	1	2	8	183
09:45	0	0	0	0	0	0	0	0	153	29	4	1	3	4	12	206
Total	0	0	0	0	0	0	0	0	1574	199	40	5	24	24	122	1988

Peak Hour 08:00 to 09:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
08:00	0	0	0	0	0	0	0	0	164	20	4	0	0	2	10	200
08:15	0	0	0	0	0	0	0	0	169	11	7	0	2	0	15	204
08:30	0	0	0	0	0	0	0	0	172	15	5	0	4	5	8	209
08:45	0	0	0	0	0	0	0	0	181	29	1	1	2	3	23	240
Total	0	0	0	0	0	0	0	0	686	75	17	1	8	10	56	853

Date 29 April 2025

Time	A to D - N31(W) to Temple Rd							Veh. Total	A to C - N31(W) to N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	0	0	0	0	0	0	0	0	245	21	0	0	4	2	15	287
16:15	0	0	0	0	0	0	0	0	246	16	0	1	3	5	20	291
16:30	0	0	0	0	0	0	0	0	256	13	0	0	1	2	24	296
16:45	0	0	0	0	0	0	0	0	278	21	0	0	2	2	31	334
17:00	0	0	0	0	0	0	0	0	271	15	0	0	1	11	43	341
17:15	0	0	0	0	0	0	0	0	256	8	0	0	2	8	46	320
17:30	0	0	0	0	0	0	0	0	288	15	0	0	1	6	55	365
17:45	0	0	0	0	0	0	0	0	283	18	0	0	3	6	46	356
18:00	0	0	0	0	0	0	0	0	261	6	0	0	1	4	50	322
18:15	0	0	0	0	0	0	0	0	251	7	0	0	2	7	50	317
Total	0	0	0	0	0	0	0	0	2635	140	0	1	20	53	380	3229

Peak Hour 17:00 to 18:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
17:00	0	0	0	0	0	0	0	0	271	15	0	0	1	11	43	341
17:15	0	0	0	0	0	0	0	0	256	8	0	0	2	8	46	320
17:30	0	0	0	0	0	0	0	0	288	15	0	0	1	6	55	365
17:45	0	0	0	0	0	0	0	0	283	18	0	0	3	6	46	356
Total	0	0	0	0	0	0	0	0	1098	56	0	0	7	31	190	1382

Site No. 7

Location N31(W) / St Louise's Pk / N31(E) / Temple Rd

Date 29 April 2025

Time	A to B - N31(W) to St Louise's Pk							Veh. Total	B to A - St Louise's Pk to N31(W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	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	1	0	0	0	0	0	0	1
08:00	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	1	1	0	0	0	0	0	2
08:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
09:00	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
09:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	9	3	0	1	0	0	0	13

Peak Hour 08:00 to 09:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
08:00	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	1	1	0	0	0	0	0	2
08:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6

Date 29 April 2025

Time	A to B - N31(W) to St Louise's Pk							Veh. Total	B to A - St Louise's Pk to N31(W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
16:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
16:30	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
16:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
17:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
17:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
17:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
18:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	42	0	0	0	1	0	0	43

Peak Hour 17:00 to 18:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
17:00	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
17:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
17:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
17:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	24

e's Pk to N31 (E)				V
V2	PSV	M/C	P/C	T
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	

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Site No. 7
Location N31(W) / St Louise's Pk / N31(E) / Temple Rd
Date 29 April 2025

Time	C to B - N31(E) to St Louise's Pk							Veh. Total	C to A - N31(E) to N31(W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	3	0	0	0	0	0	0	3	303	18	1	0	4	7	48	381
07:45	0	0	0	0	0	0	1	1	273	19	0	0	3	3	44	342
08:00	10	0	0	0	0	0	0	10	212	14	2	1	1	8	68	306
08:15	10	1	0	0	0	0	0	11	191	13	0	0	7	4	80	295
08:30	10	0	0	0	0	0	0	10	182	13	3	1	3	5	87	294
08:45	11	1	0	1	0	0	0	13	258	15	2	0	2	6	54	337
09:00	4	0	0	0	0	0	0	4	214	20	4	0	4	2	30	274
09:15	3	0	0	0	0	0	0	3	197	22	0	1	4	1	24	249
09:30	0	0	0	0	0	0	0	0	190	16	4	0	5	1	17	233
09:45	2	0	0	0	0	0	0	2	199	20	4	0	4	3	9	239
Total	53	2	0	1	0	0	1	57	2219	170	20	3	37	40	461	2950

Peak Hour 08:00 to 09:00

08:00	10	0	0	0	0	0	0	10	212	14	2	1	1	8	68	306
08:15	10	1	0	0	0	0	0	11	191	13	0	0	7	4	80	295
08:30	10	0	0	0	0	0	0	10	182	13	3	1	3	5	87	294
08:45	11	1	0	1	0	0	0	13	258	15	2	0	2	6	54	337
Total	41	2	0	1	0	0	0	44	843	55	7	2	13	23	289	1232

Date 29 April 2025

Time	C to B - N31(E) to St Louise's Pk							Veh. Total	C to A - N31(E) to N31(W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	2	2	0	0	0	0	0	4	189	22	0	1	2	0	12	226
16:15	0	0	0	0	0	0	0	0	199	17	1	0	3	2	12	234
16:30	1	0	0	0	1	0	0	2	173	18	1	0	3	3	12	210
16:45	0	0	0	0	0	0	0	0	214	16	0	0	7	3	11	251
17:00	0	0	0	0	0	0	0	0	166	10	0	0	1	4	15	196
17:15	0	0	0	0	0	0	0	0	194	14	1	0	2	7	19	237
17:30	0	1	0	0	0	0	0	1	174	7	0	0	3	2	20	206
17:45	1	0	0	0	0	0	0	1	209	5	0	0	3	7	22	246
18:00	1	0	0	0	0	0	0	1	193	7	0	0	4	1	13	218
18:15	0	0	0	0	0	0	0	0	187	10	0	0	5	2	10	214
Total	5	3	0	0	1	0	0	9	1898	126	3	1	33	31	146	2238

Peak Hour 17:00 to 18:00

17:00	0	0	0	0	0	0	0	0	166	10	0	0	1	4	15	196
17:15	0	0	0	0	0	0	0	0	194	14	1	0	2	7	19	237
17:30	0	1	0	0	0	0	0	1	174	7	0	0	3	2	20	206
17:45	1	0	0	0	0	0	0	1	209	5	0	0	3	7	22	246
Total	1	1	0	0	0	0	0	2	743	36	1	0	9	20	76	885

Site No. 7

Location N31(W) / St Louise's Pk / N31(E) / Temple Rd

Date 29 April 2025

Time	C to D - N31(E) to Temple Rd							Veh. Total	D to C - Temple Rd to N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4
07:45	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
08:00	0	0	0	0	0	0	0	0	3	1	0	0	1	0	1	6
08:15	0	0	0	0	0	0	0	0	5	0	0	0	4	0	1	10
08:30	0	0	0	0	0	0	0	0	5	0	1	0	2	0	0	8
08:45	0	0	0	0	0	0	0	0	3	0	0	0	1	0	1	5
09:00	0	0	0	0	0	0	0	0	5	0	1	0	2	0	2	10
09:15	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6
09:30	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
09:45	0	0	0	0	0	0	0	0	6	0	0	0	2	1	0	9
Total	0	0	0	0	0	0	0	0	39	1	2	0	20	1	5	68

Peak Hour 08:00 to 09:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
08:00	0	0	0	0	0	0	0	0	3	1	0	0	1	0	1	6
08:15	0	0	0	0	0	0	0	0	5	0	0	0	4	0	1	10
08:30	0	0	0	0	0	0	0	0	5	0	1	0	2	0	0	8
08:45	0	0	0	0	0	0	0	0	3	0	0	0	1	0	1	5
Total	0	0	0	0	0	0	0	0	16	1	1	0	8	0	3	29

Date 29 April 2025

Time	C to D - N31(E) to Temple Rd							Veh. Total	D to C - Temple Rd to N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	0	0	0	0	0	0	0	0	9	1	0	0	2	0	1	13
16:15	0	0	0	0	0	0	0	0	1	0	0	0	2	0	2	5
16:30	0	0	0	0	0	0	0	0	7	0	0	0	1	0	3	11
16:45	0	0	0	0	0	0	0	0	5	0	0	0	3	1	0	9
17:00	0	0	0	0	0	0	0	0	7	0	0	0	2	1	6	16
17:15	0	0	0	0	0	0	0	0	6	1	0	0	1	0	3	11
17:30	0	0	0	0	0	0	0	0	3	0	0	0	2	1	3	9
17:45	0	0	0	0	0	0	0	0	4	0	0	0	2	1	5	12
18:00	0	0	0	0	0	0	0	0	8	0	0	0	3	1	7	19
18:15	0	0	0	0	0	0	0	0	6	0	0	0	1	0	3	10
Total	0	0	0	0	0	0	0	0	56	2	0	0	19	5	33	115

Peak Hour 17:00 to 18:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
17:00	0	0	0	0	0	0	0	0	7	0	0	0	2	1	6	16
17:15	0	0	0	0	0	0	0	0	6	1	0	0	1	0	3	11
17:30	0	0	0	0	0	0	0	0	3	0	0	0	2	1	3	9
17:45	0	0	0	0	0	0	0	0	4	0	0	0	2	1	5	12
Total	0	0	0	0	0	0	0	0	20	1	0	0	7	3	17	48

Rd to N31 (V)			
V2	PSV	M/C	P/C
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

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Site No. 7

Location N31(W) / St Louise's Pk / N31(E) / Temple Rd

Date 29 April 2025

Time	To Arm A - N31 (W)							Veh. Total	From Arm A - N31 (W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	303	18	1	0	4	7	48	381	111	17	5	0	1	1	9	144
07:45	274	19	0	0	3	3	44	343	137	17	3	3	5	2	11	178
08:00	212	14	2	1	1	8	68	306	164	20	4	0	0	2	10	200
08:15	192	14	0	0	7	4	80	297	169	11	7	0	2	0	15	204
08:30	183	14	3	1	3	5	87	296	172	15	5	0	4	5	8	209
08:45	260	15	2	0	2	6	54	339	181	29	1	1	2	3	23	240
09:00	215	20	4	1	4	2	30	276	165	26	5	0	1	2	12	211
09:15	198	22	0	1	4	1	24	250	171	16	4	0	5	3	14	213
09:30	192	17	4	0	5	1	17	236	151	19	2	0	1	2	8	183
09:45	199	20	4	0	4	3	9	239	153	29	4	1	3	4	12	206
Total	2228	173	20	4	37	40	461	2963	1574	199	40	5	24	24	122	1988

Peak Hour 08:00 to 09:00

08:00	212	14	2	1	1	8	68	306	164	20	4	0	0	2	10	200
08:15	192	14	0	0	7	4	80	297	169	11	7	0	2	0	15	204
08:30	183	14	3	1	3	5	87	296	172	15	5	0	4	5	8	209
08:45	260	15	2	0	2	6	54	339	181	29	1	1	2	3	23	240
Total	847	57	7	2	13	23	289	1238	686	75	17	1	8	10	56	853

Date 29 April 2025

Time	To Arm A - N31 (W)							Veh. Total	From Arm A - N31 (W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	194	22	0	1	2	0	12	231	245	21	0	0	4	2	15	287
16:15	205	17	1	0	3	2	12	240	246	16	0	1	3	5	20	291
16:30	175	18	1	0	4	3	12	213	256	13	0	0	1	2	24	296
16:45	216	16	0	0	7	3	11	253	278	21	0	0	2	2	31	334
17:00	176	10	0	0	1	4	15	206	271	15	0	0	1	11	43	341
17:15	200	14	1	0	2	7	19	243	256	8	0	0	2	8	46	320
17:30	179	7	0	0	3	2	20	211	288	15	0	0	1	6	55	365
17:45	212	5	0	0	3	7	22	249	283	18	0	0	3	6	46	356
18:00	196	7	0	0	4	1	13	221	261	6	0	0	1	4	50	322
18:15	187	10	0	0	5	2	10	214	251	7	0	0	2	7	50	317
Total	1940	126	3	1	34	31	146	2281	2635	140	0	1	20	53	380	3229

Peak Hour 17:00 to 18:00

17:00	176	10	0	0	1	4	15	206	271	15	0	0	1	11	43	341
17:15	200	14	1	0	2	7	19	243	256	8	0	0	2	8	46	320
17:30	179	7	0	0	3	2	20	211	288	15	0	0	1	6	55	365
17:45	212	5	0	0	3	7	22	249	283	18	0	0	3	6	46	356
Total	767	36	1	0	9	20	76	909	1098	56	0	0	7	31	190	1382

Site No. 7
Location N31(W) / St Louise's Pk / N31(E) / Temple Rd
Date 29 April 2025

Time	To Arm B - St Louise's Pk							Veh. Total	From Arm B - St Louise's Pk							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1
08:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
08:15	10	1	0	0	0	0	0	11	1	1	0	0	0	0	0	2
08:30	10	0	0	0	0	0	0	10	1	1	0	0	0	0	0	2
08:45	11	1	0	1	0	0	0	13	2	0	0	0	0	0	0	2
09:00	4	0	0	0	0	0	0	4	1	0	0	1	0	0	0	2
09:15	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
09:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
Total	53	2	0	1	0	0	1	57	9	3	0	1	0	0	0	13

Peak Hour 08:00 to 09:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
08:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
08:15	10	1	0	0	0	0	0	11	1	1	0	0	0	0	0	2
08:30	10	0	0	0	0	0	0	10	1	1	0	0	0	0	0	2
08:45	11	1	0	1	0	0	0	13	2	0	0	0	0	0	0	2
Total	41	2	0	1	0	0	0	44	4	2	0	0	0	0	0	6

Date 29 April 2025

Time	To Arm B - St Louise's Pk							Veh. Total	From Arm B - St Louise's Pk							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	2	2	0	0	0	0	0	4	5	0	0	0	0	0	0	5
16:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
16:30	1	0	0	0	1	0	0	2	2	0	0	0	1	0	0	3
16:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
17:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
17:30	0	1	0	0	0	0	0	1	5	0	0	0	0	0	0	5
17:45	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
18:00	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	3	0	0	1	0	0	9	42	0	0	0	1	0	0	43

Peak Hour 17:00 to 18:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
17:00	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
17:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
17:30	0	1	0	0	0	0	0	1	5	0	0	0	0	0	0	5
17:45	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
Total	1	1	0	0	0	0	0	2	24	0	0	0	0	0	0	24

Site No. 7

Location N31(W) / St Louise's Pk / N31(E) / Temple Rd

Date 29 April 2025

Time	To Arm C - N31(E)							Veh. Total	From Arm C - N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	114	17	5	0	2	1	9	148	306	18	1	0	4	7	48	384
07:45	140	17	3	3	7	2	11	183	273	19	0	0	3	3	45	343
08:00	167	21	4	0	1	2	11	206	222	14	2	1	1	8	68	316
08:15	174	11	7	0	6	0	16	214	201	14	0	0	7	4	80	306
08:30	177	15	6	0	6	5	8	217	192	13	3	1	3	5	87	304
08:45	184	29	1	1	3	3	24	245	269	16	2	1	2	6	54	350
09:00	170	26	6	0	3	2	14	221	218	20	4	0	4	2	30	278
09:15	174	16	4	0	8	3	14	219	200	22	0	1	4	1	24	252
09:30	154	19	2	0	3	2	8	188	190	16	4	0	5	1	17	233
09:45	159	29	4	1	5	5	12	215	201	20	4	0	4	3	9	241
Total	1613	200	42	5	44	25	127	2056	2272	172	20	4	37	40	462	3007

Peak Hour 08:00 to 09:00

08:00	167	21	4	0	1	2	11	206	222	14	2	1	1	8	68	316
08:15	174	11	7	0	6	0	16	214	201	14	0	0	7	4	80	306
08:30	177	15	6	0	6	5	8	217	192	13	3	1	3	5	87	304
08:45	184	29	1	1	3	3	24	245	269	16	2	1	2	6	54	350
Total	702	76	18	1	16	10	59	882	884	57	7	3	13	23	289	1276

Date 29 April 2025

Time	To Arm C - N31(E)							Veh. Total	From Arm C - N31(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	254	22	0	0	6	2	16	300	191	24	0	1	2	0	12	230
16:15	247	16	0	1	5	5	22	296	199	17	1	0	3	2	12	234
16:30	263	13	0	0	2	2	27	307	174	18	1	0	4	3	12	212
16:45	283	21	0	0	5	3	31	343	214	16	0	0	7	3	11	251
17:00	278	15	0	0	3	12	49	357	166	10	0	0	1	4	15	196
17:15	262	9	0	0	3	8	49	331	194	14	1	0	2	7	19	237
17:30	291	15	0	0	3	7	58	374	174	8	0	0	3	2	20	207
17:45	287	18	0	0	5	7	51	368	210	5	0	0	3	7	22	247
18:00	269	6	0	0	4	5	57	341	194	7	0	0	4	1	13	219
18:15	257	7	0	0	3	7	53	327	187	10	0	0	5	2	10	214
Total	2691	142	0	1	39	58	413	3344	1903	129	3	1	34	31	146	2247

Peak Hour 17:00 to 18:00

17:00	278	15	0	0	3	12	49	357	166	10	0	0	1	4	15	196
17:15	262	9	0	0	3	8	49	331	194	14	1	0	2	7	19	237
17:30	291	15	0	0	3	7	58	374	174	8	0	0	3	2	20	207
17:45	287	18	0	0	5	7	51	368	210	5	0	0	3	7	22	247
Total	1118	57	0	0	14	34	207	1430	744	37	1	0	9	20	76	887

Site No. 7

Location N31(W) / St Louise's Pk / N31(E) / Temple Rd

Date 29 April 2025

Time	To Arm D - Temple Rd							Veh. Total	From Arm D - Temple Rd							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4
07:45	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
08:00	0	0	0	0	0	0	0	0	3	1	0	0	1	0	1	6
08:15	0	0	0	0	0	0	0	0	5	0	0	0	4	0	1	10
08:30	0	0	0	0	0	0	0	0	5	0	1	0	2	0	0	8
08:45	0	0	0	0	0	0	0	0	3	0	0	0	1	0	1	5
09:00	0	0	0	0	0	0	0	0	5	0	1	0	2	0	2	10
09:15	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6
09:30	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
09:45	0	0	0	0	0	0	0	0	6	0	0	0	2	1	0	9
Total	0	0	0	0	0	0	0	0	39	1	2	0	20	1	5	68

Peak Hour 08:00 to 09:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
08:00	0	0	0	0	0	0	0	0	3	1	0	0	1	0	1	6
08:15	0	0	0	0	0	0	0	0	5	0	0	0	4	0	1	10
08:30	0	0	0	0	0	0	0	0	5	0	1	0	2	0	0	8
08:45	0	0	0	0	0	0	0	0	3	0	0	0	1	0	1	5
Total	0	0	0	0	0	0	0	0	16	1	1	0	8	0	3	29

Date 29 April 2025

Time	To Arm D - Temple Rd							Veh. Total	From Arm D - Temple Rd							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	0	0	0	0	0	0	0	0	9	1	0	0	2	0	1	13
16:15	0	0	0	0	0	0	0	0	1	0	0	0	2	0	2	5
16:30	0	0	0	0	0	0	0	0	7	0	0	0	1	0	3	11
16:45	0	0	0	0	0	0	0	0	5	0	0	0	3	1	0	9
17:00	0	0	0	0	0	0	0	0	7	0	0	0	2	1	6	16
17:15	0	0	0	0	0	0	0	0	6	1	0	0	1	0	3	11
17:30	0	0	0	0	0	0	0	0	3	0	0	0	2	1	3	9
17:45	0	0	0	0	0	0	0	0	4	0	0	0	2	1	5	12
18:00	0	0	0	0	0	0	0	0	8	0	0	0	3	1	7	19
18:15	0	0	0	0	0	0	0	0	6	0	0	0	1	0	3	10
Total	0	0	0	0	0	0	0	0	56	2	0	0	19	5	33	115

Peak Hour 17:00 to 18:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
17:00	0	0	0	0	0	0	0	0	7	0	0	0	2	1	6	16
17:15	0	0	0	0	0	0	0	0	6	1	0	0	1	0	3	11
17:30	0	0	0	0	0	0	0	0	3	0	0	0	2	1	3	9
17:45	0	0	0	0	0	0	0	0	4	0	0	0	2	1	5	12
Total	0	0	0	0	0	0	0	0	20	1	0	0	7	3	17	48

Site No. 8
Location N31(N) / N31(W) / Local Rd / R113 / Temple Pk Ave
Date 29 April 2025

Time	A to E - N31(N) to Temple Pk Ave							Veh. Total	A to D - N31(N) to R113							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	4
07:45	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
08:00	0	0	0	0	0	0	0	0	11	2	0	0	0	0	1	14
08:15	0	0	0	0	0	0	0	0	7	1	0	0	0	0	2	10
08:30	0	0	0	0	0	0	0	0	14	0	1	0	0	1	1	17
08:45	0	0	0	0	0	0	0	0	6	0	0	0	1	1	0	8
09:00	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
09:15	0	0	0	0	0	0	0	0	10	1	1	0	0	0	0	12
09:30	0	0	0	0	0	0	0	0	8	4	0	0	0	0	0	12
09:45	0	0	0	0	0	0	0	0	10	5	0	0	0	0	0	15
Total	0	0	0	0	0	0	0	0	85	14	2	0	1	2	5	109

Peak Hour 08:00 to 09:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
08:00	0	0	0	0	0	0	0	0	11	2	0	0	0	0	1	14
08:15	0	0	0	0	0	0	0	0	7	1	0	0	0	0	2	10
08:30	0	0	0	0	0	0	0	0	14	0	1	0	0	1	1	17
08:45	0	0	0	0	0	0	0	0	6	0	0	0	1	1	0	8
Total	0	0	0	0	0	0	0	0	38	3	1	0	1	2	4	49

Date 29 April 2025

Time	A to E - N31(N) to Temple Pk Ave							Veh. Total	A to D - N31(N) to R113							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
16:15	0	0	0	0	0	0	0	0	9	1	0	0	0	0	1	11
16:30	0	0	0	0	0	0	0	0	12	2	0	0	0	0	1	15
16:45	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12
17:00	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
17:15	0	0	0	0	0	0	0	0	12	0	0	0	0	0	1	13
17:30	0	0	0	0	0	0	0	0	10	1	0	0	0	0	6	17
17:45	0	0	0	0	0	0	0	0	6	2	1	0	0	0	2	11
18:00	0	0	0	0	0	0	0	0	13	0	0	0	0	1	5	19
18:15	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	11
Total	0	0	0	0	0	0	0	0	96	11	1	0	0	1	16	125

Peak Hour 17:15 to 18:15

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
17:15	0	0	0	0	0	0	0	0	12	0	0	0	0	0	1	13
17:30	0	0	0	0	0	0	0	0	10	1	0	0	0	0	6	17
17:45	0	0	0	0	0	0	0	0	6	2	1	0	0	0	2	11
18:00	0	0	0	0	0	0	0	0	13	0	0	0	0	1	5	19
Total	0	0	0	0	0	0	0	0	41	3	1	0	0	1	14	60

Site No. 8
Location N31(N) / N31(W) / Local Rd / R113 / Temple Pk Ave
Date 29 April 2025

Time	A to C - N31(N) to Local Rd							Veh. Total	A to B - N31(N) to N31(W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	0	0	0	0	0	0	0	0	38	1	0	0	0	2	3	44
07:45	0	0	0	0	0	0	0	0	35	1	0	0	0	0	3	39
08:00	0	0	0	0	0	0	0	0	32	1	1	0	0	2	6	42
08:15	1	0	0	0	0	0	0	1	32	0	0	0	0	1	7	40
08:30	0	0	0	0	0	0	0	0	40	3	0	0	0	4	12	59
08:45	0	0	0	0	0	0	0	0	51	3	1	0	0	1	5	61
09:00	0	0	0	0	0	0	0	0	31	3	1	0	0	2	5	42
09:15	0	0	0	0	0	0	0	0	42	6	0	0	0	1	3	52
09:30	0	0	0	0	0	0	0	0	24	4	0	0	1	0	0	29
09:45	0	0	0	0	0	0	0	0	43	3	1	0	0	0	1	48
Total	1	0	0	0	0	0	0	1	368	25	4	0	1	13	45	456

Peak Hour 08:00 to 09:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
08:00	0	0	0	0	0	0	0	0	32	1	1	0	0	2	6	42
08:15	1	0	0	0	0	0	0	1	32	0	0	0	0	1	7	40
08:30	0	0	0	0	0	0	0	0	40	3	0	0	0	4	12	59
08:45	0	0	0	0	0	0	0	0	51	3	1	0	0	1	5	61
Total	1	0	0	0	0	0	0	1	155	7	2	0	0	8	30	202

Date 29 April 2025

Time	A to C - N31(N) to Local Rd							Veh. Total	A to B - N31(N) to N31(W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	0	0	0	0	0	0	0	0	50	12	0	1	0	0	4	67
16:15	1	1	0	0	0	0	0	2	57	3	1	0	0	0	3	64
16:30	0	0	0	0	0	0	0	0	48	2	0	0	0	1	5	56
16:45	0	0	0	0	0	0	0	0	53	0	0	0	1	1	0	55
17:00	0	0	0	0	0	0	0	0	61	4	0	0	1	2	6	74
17:15	0	0	0	0	0	0	0	0	52	4	1	0	0	3	11	71
17:30	0	0	0	0	0	0	0	0	50	5	0	0	1	1	6	63
17:45	0	0	0	0	0	0	0	0	61	0	0	0	0	1	8	70
18:00	0	0	0	0	0	0	0	0	48	1	0	0	0	1	3	53
18:15	0	0	0	0	0	0	0	0	31	0	0	0	0	0	6	37
Total	1	1	0	0	0	0	0	2	511	31	2	1	3	10	52	610

Peak Hour 17:15 to 18:15

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
17:15	0	0	0	0	0	0	0	0	52	4	1	0	0	3	11	71
17:30	0	0	0	0	0	0	0	0	50	5	0	0	1	1	6	63
17:45	0	0	0	0	0	0	0	0	61	0	0	0	0	1	8	70
18:00	0	0	0	0	0	0	0	0	48	1	0	0	0	1	3	53
Total	0	0	0	0	0	0	0	0	211	10	1	0	1	6	28	257

Site No. 8

Location N31(N) / N31(W) / Local Rd / R113 / Temple Pk Ave

Date 29 April 2025

Time	B to A - N31(W) to N31(N)							Veh. Total	B to E - N31(W) to Temple Pk Ave							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	2	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0
07:45	6	0	0	0	0	0	3	9	2	0	0	0	0	0	0	2
08:00	5	1	0	0	0	0	3	9	1	1	0	0	0	0	1	3
08:15	5	0	0	0	0	0	5	10	1	0	0	0	0	0	0	1
08:30	5	2	2	0	0	1	4	14	0	0	0	0	0	0	0	0
08:45	7	2	0	0	0	0	12	21	1	1	0	0	0	0	0	2
09:00	4	0	1	0	0	0	6	11	3	0	0	0	0	0	1	4
09:15	10	0	0	0	0	0	8	18	2	0	0	0	0	0	0	2
09:30	5	1	0	0	0	0	3	9	1	0	0	0	0	0	0	1
09:45	9	2	0	0	0	1	8	20	1	0	0	0	0	0	1	2
Total	58	8	4	0	0	2	52	124	12	2	0	0	0	0	3	17

Peak Hour 08:00 to 09:00

08:00	5	1	0	0	0	0	3	9	1	1	0	0	0	0	1	3
08:15	5	0	0	0	0	0	5	10	1	0	0	0	0	0	0	1
08:30	5	2	2	0	0	1	4	14	0	0	0	0	0	0	0	0
08:45	7	2	0	0	0	0	12	21	1	1	0	0	0	0	0	2
Total	22	5	2	0	0	1	24	54	3	2	0	0	0	0	1	6

Date 29 April 2025

Time	B to A - N31(W) to N31(N)							Veh. Total	B to E - N31(W) to Temple Pk Ave							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	8	2	0	0	0	0	4	14	0	0	0	0	0	0	0	0
16:15	3	0	0	0	0	0	4	7	0	0	0	0	0	0	0	0
16:30	7	0	0	0	0	0	8	15	3	0	0	0	0	0	0	3
16:45	6	0	0	0	0	1	6	13	4	0	0	0	0	0	0	4
17:00	5	0	0	0	0	1	12	18	1	0	0	0	0	0	0	1
17:15	9	0	0	0	0	0	12	21	1	0	0	0	0	0	0	1
17:30	8	1	0	0	0	0	13	22	0	0	0	0	0	0	0	0
17:45	5	0	0	0	0	0	14	19	1	0	0	0	0	0	0	1
18:00	7	1	0	0	0	0	7	15	3	0	0	0	0	0	1	4
18:15	12	0	0	0	0	1	10	23	3	0	0	0	0	0	0	3
Total	70	4	0	0	0	3	90	167	16	0	0	0	0	0	1	17

Peak Hour 17:15 to 18:15

17:15	9	0	0	0	0	0	12	21	1	0	0	0	0	0	0	1
17:30	8	1	0	0	0	0	13	22	0	0	0	0	0	0	0	0
17:45	5	0	0	0	0	0	14	19	1	0	0	0	0	0	0	1
18:00	7	1	0	0	0	0	7	15	3	0	0	0	0	0	1	4
Total	29	2	0	0	0	0	46	77	5	0	0	0	0	0	1	6

Site No. 8
Location N31(N) / N31(W) / Local Rd / R113 / Temple Pk Ave
Date 29 April 2025

Time	B to D - N31(W) to R113							Veh. Total	B to C - N31(W) to Local Rd							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	107	19	4	0	3	1	7	141	0	0	0	0	0	0	0	0
07:45	121	16	1	3	5	1	6	153	0	0	0	0	0	0	0	0
08:00	167	17	6	0	3	3	9	205	0	1	0	0	0	0	0	1
08:15	157	10	6	0	6	0	9	188	0	0	0	0	0	0	0	0
08:30	175	15	5	0	6	4	5	210	1	0	0	0	0	0	0	1
08:45	166	26	1	1	3	3	10	210	0	0	0	0	0	0	0	0
09:00	165	25	4	0	3	2	6	205	1	0	0	0	0	0	0	1
09:15	154	16	5	0	8	3	7	193	1	1	0	0	0	0	0	2
09:30	150	16	2	0	3	2	3	176	1	0	0	0	0	0	0	1
09:45	153	27	4	1	5	3	6	199	0	0	0	0	0	0	0	0
Total	1515	187	38	5	45	22	68	1880	4	2	0	0	0	0	0	6

Peak Hour 08:00 to 09:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
08:00	167	17	6	0	3	3	9	205	0	1	0	0	0	0	0	1
08:15	157	10	6	0	6	0	9	188	0	0	0	0	0	0	0	0
08:30	175	15	5	0	6	4	5	210	1	0	0	0	0	0	0	1
08:45	166	26	1	1	3	3	10	210	0	0	0	0	0	0	0	0
Total	665	68	18	1	18	10	33	813	1	1	0	0	0	0	0	2

Date 29 April 2025

Time	B to D - N31(W) to R113							Veh. Total	B to C - N31(W) to Local Rd							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	254	22	0	0	6	2	13	297	2	0	0	0	0	0	0	2
16:15	227	12	0	1	3	5	17	265	0	0	0	0	0	0	0	0
16:30	267	15	0	0	4	2	21	309	0	0	0	0	0	0	0	0
16:45	261	19	0	0	5	2	22	309	0	0	0	0	0	0	0	0
17:00	249	17	0	0	3	11	35	315	0	0	0	0	0	0	0	0
17:15	277	9	0	0	2	8	36	332	2	0	0	0	0	0	0	2
17:30	285	14	0	0	4	7	46	356	2	0	0	0	0	0	0	2
17:45	268	18	0	0	5	6	38	335	1	0	0	0	0	0	0	1
18:00	251	5	0	0	4	6	49	315	1	0	0	0	0	0	0	1
18:15	259	6	0	0	3	6	42	316	0	0	0	0	0	0	0	0
Total	2598	137	0	1	39	55	319	3149	8	0	0	0	0	0	0	8

Peak Hour 17:15 to 18:15

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
17:15	277	9	0	0	2	8	36	332	2	0	0	0	0	0	0	2
17:30	285	14	0	0	4	7	46	356	2	0	0	0	0	0	0	2
17:45	268	18	0	0	5	6	38	335	1	0	0	0	0	0	0	1
18:00	251	5	0	0	4	6	49	315	1	0	0	0	0	0	0	1
Total	1081	46	0	0	15	27	169	1338	6	0	0	0	0	0	0	6

Site No.	8
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Location N31(N) / N31(W) / Local Rd / R113 / Temple Pk Ave

Date 29 April 2025

Time	C to B - Local Rd to N31(W)							Veh. Total	C to A - Local Rd to N31(N)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
09:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	3	0	0	0	0	1	11	0	1	0	0	0	0	0	1

Peak Hour	08:00	to	09:00
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08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	1	3	0	0	0	0	0	4	0	1	0	0	0	0	0	1

Date 29 April 2025

Time	C to B - Local Rd to N31(W)							Veh. Total	C to A - Local Rd to N31(N)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
16:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Total	5	0	0	0	0	0	0	5	2	0	0	0	0	0	5	7

Peak Hour	17:15	to	18:15
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[illegible]

Site No. 8
Location N31(N) / N31(W) / Local Rd / R113 / Temple Pk Ave
Date 29 April 2025

Time	C to E - Local Rd to Temple Pk Ave							Veh. Total	C to D - Local Rd to R113							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	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	3	0	0	0	0	0	0	3
08:00	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	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
09:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	1	11	1	0	0	0	0	0	12

Peak Hour 08:00 to 09:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
08:00	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	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5

Date 29 April 2025

Time	C to E - Local Rd to Temple Pk Ave							Veh. Total	C to D - Local Rd to R113							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	3
16:30	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	1	0	0	0	0	0	0	1
17:00	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	2	0	0	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	1	8	0	0	0	0	1	0	9

Peak Hour 17:15 to 18:15

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
17:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	0	1	3	0	0	0	0	0	0	3

Site No. 8
Location N31(N) / N31(W) / Local Rd / R113 / Temple Pk Ave
Date 29 April 2025

Time	D to C - R113 to Local Rd							Veh. Total	D to B - R113 to N31(W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	0	0	0	0	0	0	1	1	254	16	1	0	4	4	46	325
07:45	3	0	0	0	0	0	0	3	248	19	0	0	3	3	41	314
08:00	0	2	0	0	0	0	0	2	169	12	1	1	2	7	56	248
08:15	1	0	0	0	0	0	0	1	164	10	0	0	6	2	70	252
08:30	1	0	0	0	0	0	0	1	144	10	3	1	3	2	78	241
08:45	1	1	0	0	0	0	0	2	208	15	1	1	2	4	50	281
09:00	1	0	0	0	0	0	0	1	182	16	3	0	4	0	25	230
09:15	3	0	0	0	0	0	0	3	160	15	0	1	4	1	21	202
09:30	2	0	0	0	0	0	0	2	171	15	4	0	4	1	17	212
09:45	2	0	0	0	0	0	0	2	167	19	3	0	4	2	12	207
Total	14	3	0	0	0	0	1	18	1867	147	16	4	36	26	416	2512

Peak Hour 08:00 to 09:00

08:00	0	2	0	0	0	0	0	2	169	12	1	1	2	7	56	248
08:15	1	0	0	0	0	0	0	1	164	10	0	0	6	2	70	252
08:30	1	0	0	0	0	0	0	1	144	10	3	1	3	2	78	241
08:45	1	1	0	0	0	0	0	2	208	15	1	1	2	4	50	281
Total	3	3	0	0	0	0	0	6	685	47	5	3	13	15	254	1022

Date 29 April 2025

Time	D to C - R113 to Local Rd							Veh. Total	D to B - R113 to N31(W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	0	0	0	0	0	0	0	0	141	11	0	0	2	0	7	161
16:15	3	0	0	0	0	0	0	3	137	14	0	0	3	2	9	165
16:30	1	0	0	0	0	0	0	1	127	16	1	0	4	2	9	159
16:45	2	0	0	0	0	0	0	2	154	14	0	0	6	2	10	186
17:00	0	0	0	0	0	0	0	0	100	7	0	0	0	3	10	120
17:15	0	0	0	0	0	0	0	0	143	9	0	0	2	3	8	165
17:30	2	0	0	0	0	0	0	2	125	3	0	0	2	1	14	145
17:45	1	0	0	0	0	0	0	1	147	5	0	0	3	6	14	175
18:00	3	1	0	0	0	0	0	4	145	6	0	0	4	0	9	164
18:15	1	0	0	0	0	0	0	1	152	10	0	0	5	2	5	174
Total	13	1	0	0	0	0	0	14	1371	95	1	0	31	21	95	1614

Peak Hour 17:15 to 18:15

17:15	0	0	0	0	0	0	0	0	143	9	0	0	2	3	8	165
17:30	2	0	0	0	0	0	0	2	125	3	0	0	2	1	14	145
17:45	1	0	0	0	0	0	0	1	147	5	0	0	3	6	14	175
18:00	3	1	0	0	0	0	0	4	145	6	0	0	4	0	9	164
Total	6	1	0	0	0	0	0	7	560	23	0	0	11	10	45	649

Site No. 8
Location N31(N) / N31(W) / Local Rd / R113 / Temple Pk Ave
Date 29 April 2025

Time	D to A - R113 to N31(N)							Veh. Total	D to E - R113 to Temple Pk Ave							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	4	0	0	0	1	0	0	5	1	0	0	0	0	0	0	1
07:45	5	0	0	0	0	1	2	8	1	1	0	0	0	0	0	2
08:00	13	0	0	0	1	0	1	15	0	0	0	0	0	0	0	0
08:15	12	0	1	0	0	0	1	14	0	0	0	0	0	0	0	0
08:30	17	4	0	0	1	0	3	25	0	0	0	0	0	0	0	0
08:45	13	2	0	1	0	0	3	19	2	0	0	0	0	0	0	2
09:00	14	0	0	0	1	0	6	21	0	0	0	0	0	0	0	0
09:15	8	1	0	0	0	0	1	10	0	1	0	0	0	0	0	1
09:30	19	1	0	0	0	0	0	20	2	0	0	0	0	0	0	2
09:45	9	2	0	0	1	0	1	13	0	0	0	0	0	0	0	0
Total	114	10	1	1	5	1	18	150	6	2	0	0	0	0	0	8

Peak Hour 08:00 to 09:00

08:00	13	0	0	0	1	0	1	15	0	0	0	0	0	0	0	0
08:15	12	0	1	0	0	0	1	14	0	0	0	0	0	0	0	0
08:30	17	4	0	0	1	0	3	25	0	0	0	0	0	0	0	0
08:45	13	2	0	1	0	0	3	19	2	0	0	0	0	0	0	2
Total	55	6	1	1	2	0	8	73	2	0	0	0	0	0	0	2

Date 29 April 2025

Time	D to A - R113 to N31(N)							Veh. Total	D to E - R113 to Temple Pk Ave							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	6	1	0	0	1	0	1	9	2	0	0	0	0	0	0	2
16:15	10	1	0	0	0	1	0	12	1	0	0	0	0	0	1	2
16:30	11	0	0	0	0	0	0	11	1	0	0	0	0	0	0	1
16:45	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0
17:00	6	0	0	0	0	0	0	6	2	0	0	0	0	0	0	2
17:15	4	0	0	0	1	0	0	5	3	0	0	0	0	0	0	3
17:30	9	0	0	0	1	0	1	11	0	0	0	0	0	1	0	1
17:45	5	0	0	0	0	1	1	7	1	0	0	0	0	0	0	1
18:00	7	0	0	0	1	0	1	9	1	0	0	0	0	0	0	1
18:15	18	0	0	0	0	0	0	18	1	0	0	0	0	0	0	1
Total	85	3	0	0	4	2	4	98	12	0	0	0	0	1	1	14

Peak Hour 17:15 to 18:15

17:15	4	0	0	0	1	0	0	5	3	0	0	0	0	0	0	3
17:30	9	0	0	0	1	0	1	11	0	0	0	0	0	1	0	1
17:45	5	0	0	0	0	1	1	7	1	0	0	0	0	0	0	1
18:00	7	0	0	0	1	0	1	9	1	0	0	0	0	0	0	1
Total	25	0	0	0	3	1	3	32	5	0	0	0	0	1	0	6

Site No. 8
Location N31(N) / N31(W) / Local Rd / R113 / Temple Pk Ave
Date 29 April 2025

RECEIVED
29/04/2025

Time	E to D - Temple Pk Ave to R113							Veh. Total	E to C - Temple Pk Ave to Local Rd							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0

Peak Hour 08:00 to 09:00

08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Date 29 April 2025

Time	E to D - Temple Pk Ave to R113							Veh. Total	E to C - Temple Pk Ave to Local Rd							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
18:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
Total	8	1	0	0	0	0	1	10	0	0	0	0	0	0	0	0

Peak Hour 17:15 to 18:15

17:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
Total	4	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0

Site No.	8
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Location N31(N) / N31(W) / Local Rd / R113 / Temple Pk Ave

Date 29 April 2025

[illegible]

Peak Hour	08:00	to	09:00
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[illegible]

Date 29 April 2025

[illegible]

Peak Hour	17:15	to	18:15
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[illegible]

Site No. 8
Location N31(N) / N31(W) / Local Rd / R113 / Temple Pk Ave
Date 29 April 2025

Time	To Arm A - N31(N)							Veh. Total	From Arm A - N31(N)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	6	0	1	0	1	0	0	8	41	1	0	0	0	2	4	48
07:45	11	0	0	0	0	1	5	17	42	2	0	0	0	0	3	47
08:00	18	1	0	0	1	0	4	24	43	3	1	0	0	2	7	56
08:15	17	0	1	0	0	0	6	24	40	1	0	0	0	1	9	51
08:30	22	6	2	0	1	1	7	39	54	3	1	0	0	5	13	76
08:45	20	5	0	1	0	0	15	41	57	3	1	0	1	2	5	69
09:00	18	0	1	0	1	0	12	32	40	3	1	0	0	2	5	51
09:15	18	1	0	0	0	0	9	28	52	7	1	0	0	1	3	64
09:30	24	2	0	0	0	0	3	29	32	8	0	0	1	0	0	41
09:45	18	4	0	0	1	1	9	33	53	8	1	0	0	0	1	63
Total	172	19	5	1	5	3	70	275	454	39	6	0	2	15	50	566

Peak Hour 08:00 to 09:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
08:00	18	1	0	0	1	0	4	24	43	3	1	0	0	2	7	56
08:15	17	0	1	0	0	0	6	24	40	1	0	0	0	1	9	51
08:30	22	6	2	0	1	1	7	39	54	3	1	0	0	5	13	76
08:45	20	5	0	1	0	0	15	41	57	3	1	0	1	2	5	69
Total	77	12	3	1	2	1	32	128	194	10	3	0	1	10	34	252

Date 29 April 2025

Time	To Arm A - N31(N)							Veh. Total	From Arm A - N31(N)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	14	3	0	0	1	0	6	24	57	13	0	1	0	0	4	75
16:15	13	1	0	0	0	1	4	19	67	5	1	0	0	0	4	77
16:30	19	0	0	0	0	0	8	27	60	4	0	0	0	1	6	71
16:45	16	1	0	0	0	1	6	24	64	1	0	0	1	1	0	67
17:00	11	0	0	0	0	1	12	24	68	5	0	0	1	2	6	82
17:15	13	0	0	0	1	0	12	26	64	4	1	0	0	3	12	84
17:30	17	1	0	0	1	0	17	36	60	6	0	0	1	1	12	80
17:45	10	0	0	0	0	1	16	27	67	2	1	0	0	1	10	81
18:00	14	1	0	0	1	0	8	24	61	1	0	0	0	2	8	72
18:15	30	0	0	0	0	1	10	41	40	2	0	0	0	0	6	48
Total	157	7	0	0	4	5	99	272	608	43	3	1	3	11	68	737

Peak Hour 17:15 to 18:15

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
17:15	13	0	0	0	1	0	12	26	64	4	1	0	0	3	12	84
17:30	17	1	0	0	1	0	17	36	60	6	0	0	1	1	12	80
17:45	10	0	0	0	0	1	16	27	67	2	1	0	0	1	10	81
18:00	14	1	0	0	1	0	8	24	61	1	0	0	0	2	8	72
Total	54	2	0	0	3	1	53	113	252	13	2	0	1	7	42	317

Site No. 8
Location N31(N) / N31(W) / Local Rd / R113 / Temple Pk Ave
Date 29 April 2025

Time	To Arm B - N31(W)							Veh. Total	From Arm B - N31(W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	293	17	1	0	4	6	49	370	109	19	5	0	3	1	7	144
07:45	284	20	0	0	3	3	45	355	129	16	1	3	5	1	9	164
08:00	201	13	2	1	2	9	62	290	173	20	6	0	3	3	13	218
08:15	196	13	0	0	6	3	77	295	163	10	6	0	6	0	14	199
08:30	184	13	3	1	3	6	90	300	181	17	7	0	6	5	9	225
08:45	260	18	2	1	2	5	55	343	174	29	1	1	3	3	22	233
09:00	215	19	4	0	4	2	30	274	173	25	5	0	3	2	13	221
09:15	203	21	0	1	4	2	24	255	167	17	5	0	8	3	15	215
09:30	196	19	4	0	5	1	17	242	157	17	2	0	3	2	6	187
09:45	210	22	4	0	4	2	13	255	163	29	4	1	5	4	15	221
Total	2242	175	20	4	37	39	462	2979	1589	199	42	5	45	24	123	2027

Peak Hour 08:00 to 09:00

08:00	201	13	2	1	2	9	62	290	173	20	6	0	3	3	13	218
08:15	196	13	0	0	6	3	77	295	163	10	6	0	6	0	14	199
08:30	184	13	3	1	3	6	90	300	181	17	7	0	6	5	9	225
08:45	260	18	2	1	2	5	55	343	174	29	1	1	3	3	22	233
Total	841	57	7	3	13	23	284	1228	691	76	20	1	18	11	58	875

Date 29 April 2025

Time	To Arm B - N31(W)							Veh. Total	From Arm B - N31(W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	192	23	0	1	2	0	11	229	264	24	0	0	6	2	17	313
16:15	196	17	1	0	3	2	12	231	230	12	0	1	3	5	21	272
16:30	175	18	1	0	4	3	14	215	277	15	0	0	4	2	29	327
16:45	207	14	0	0	7	3	10	241	271	19	0	0	5	3	28	326
17:00	162	11	0	0	1	5	16	195	255	17	0	0	3	12	47	334
17:15	195	13	1	0	2	6	19	236	289	9	0	0	2	8	48	356
17:30	175	8	0	0	3	2	20	208	295	15	0	0	4	7	59	380
17:45	208	5	0	0	3	7	22	245	275	18	0	0	5	6	52	356
18:00	193	7	0	0	4	1	12	217	262	6	0	0	4	6	57	335
18:15	184	10	0	0	5	2	11	212	274	6	0	0	3	7	52	342
Total	1887	126	3	1	34	31	147	2229	2692	141	0	1	39	58	410	3341

Peak Hour 17:15 to 18:15

17:15	195	13	1	0	2	6	19	236	289	9	0	0	2	8	48	356
17:30	175	8	0	0	3	2	20	208	295	15	0	0	4	7	59	380
17:45	208	5	0	0	3	7	22	245	275	18	0	0	5	6	52	356
18:00	193	7	0	0	4	1	12	217	262	6	0	0	4	6	57	335
Total	771	33	1	0	12	16	73	906	1121	48	0	0	15	27	216	1427

Site No. 8
Location N31(N) / N31(W) / Local Rd / R113 / Temple Pk Ave
Date 29 April 2025

Time	To Arm C - Local Rd							Veh. Total	From Arm C - Local Rd							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1
07:45	3	0	0	0	0	0	0	3	4	0	0	0	0	0	1	5
08:00	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0
08:15	2	0	0	0	0	0	0	2	1	3	0	0	0	0	0	4
08:30	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4
08:45	1	1	0	0	0	0	0	2	1	1	0	0	0	0	0	2
09:00	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
09:15	4	1	0	0	0	0	0	5	4	1	0	0	0	0	0	5
09:30	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
09:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
Total	19	5	0	0	0	0	1	25	19	5	0	0	0	0	1	25

Peak Hour 08:00 to 09:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
08:00	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0
08:15	2	0	0	0	0	0	0	2	1	3	0	0	0	0	0	4
08:30	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4
08:45	1	1	0	0	0	0	0	2	1	1	0	0	0	0	0	2
Total	5	4	0	0	0	0	0	9	6	4	0	0	0	0	0	10

Date 29 April 2025

Time	To Arm C - Local Rd							Veh. Total	From Arm C - Local Rd							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	2	0	0	0	0	0	0	2	2	0	0	0	0	0	1	3
16:15	4	1	0	0	0	0	0	5	4	0	0	0	0	1	0	5
16:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
16:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:15	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
17:30	4	0	0	0	0	0	0	4	1	0	0	0	0	0	3	4
17:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	1	1
18:00	4	1	0	0	0	0	0	5	0	1	0	0	0	0	0	1
18:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
Total	22	2	0	0	0	0	0	24	15	1	0	0	0	1	5	22

Peak Hour 17:15 to 18:15

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
17:15	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
17:30	4	0	0	0	0	0	0	4	1	0	0	0	0	0	3	4
17:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	1	1
18:00	4	1	0	0	0	0	0	5	0	1	0	0	0	0	0	1
Total	12	1	0	0	0	0	0	13	3	1	0	0	0	0	4	8

Site No. 8
Location N31(N) / N31(W) / Local Rd / R113 / Temple Pk Ave
Date 29 April 2025

Time	To Arm D - R113							Veh. Total	From Arm D - R113							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	110	19	4	0	3	1	8	145	259	16	1	0	5	4	47	332
07:45	133	17	1	3	5	1	6	166	257	20	0	0	3	4	43	327
08:00	178	19	6	0	3	3	10	219	182	14	1	1	3	7	57	265
08:15	165	11	6	0	6	0	11	199	177	10	1	0	6	2	71	267
08:30	193	15	6	0	6	5	6	231	162	14	3	1	4	2	81	267
08:45	172	26	1	1	4	4	10	218	224	18	1	2	2	4	53	304
09:00	175	25	4	0	3	2	6	215	197	16	3	0	5	0	31	252
09:15	167	18	6	0	8	3	7	209	171	17	0	1	4	1	22	216
09:30	159	20	2	0	3	2	3	189	194	16	4	0	4	1	17	236
09:45	163	32	4	1	5	3	6	214	178	21	3	0	5	2	13	222
Total	1615	202	40	5	46	24	73	2005	2001	162	17	5	41	27	435	2688

Peak Hour 08:00 to 09:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
08:00	178	19	6	0	3	3	10	219	182	14	1	1	3	7	57	265
08:15	165	11	6	0	6	0	11	199	177	10	1	0	6	2	71	267
08:30	193	15	6	0	6	5	6	231	162	14	3	1	4	2	81	267
08:45	172	26	1	1	4	4	10	218	224	18	1	2	2	4	53	304
Total	708	71	19	1	19	12	37	867	745	56	6	4	15	15	262	1103

Date 29 April 2025

Time	To Arm D - R113							Veh. Total	From Arm D - R113							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	262	23	0	0	6	2	13	306	149	12	0	0	3	0	8	172
16:15	238	13	0	1	3	6	18	279	151	15	0	0	3	3	10	182
16:30	281	17	0	0	4	2	22	326	140	16	1	0	4	2	9	172
16:45	274	20	0	0	5	2	22	323	165	15	0	0	6	2	10	198
17:00	256	18	0	0	3	11	35	323	108	7	0	0	0	3	10	128
17:15	293	9	0	0	2	8	37	349	150	9	0	0	3	3	8	173
17:30	296	15	0	0	4	7	52	374	136	3	0	0	3	2	15	159
17:45	276	20	1	0	5	6	40	348	154	5	0	0	3	7	15	184
18:00	264	5	0	0	4	7	55	335	156	7	0	0	5	0	10	178
18:15	270	9	0	0	3	6	42	330	172	10	0	0	5	2	5	194
Total	2710	149	1	1	39	57	336	3293	1481	99	1	0	35	24	100	1740

Peak Hour 17:15 to 18:15

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
17:15	293	9	0	0	2	8	37	349	150	9	0	0	3	3	8	173
17:30	296	15	0	0	4	7	52	374	136	3	0	0	3	2	15	159
17:45	276	20	1	0	5	6	40	348	154	5	0	0	3	7	15	184
18:00	264	5	0	0	4	7	55	335	156	7	0	0	5	0	10	178
Total	1129	49	1	0	15	28	184	1406	596	24	0	0	14	12	48	694

Site No. 8
 Location N31(N) / N31(W) / Local Rd / R113 / Temple Pk Ave
 Date 29 April 2025

Time	To Arm E - Temple Pk Ave							Veh. Total	From Arm E - Temple Pk Ave							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:45	3	1	0	0	0	0	0	4	2	0	0	0	0	0	0	2
08:00	1	1	0	0	0	0	1	3	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
09:00	3	0	0	0	0	0	1	4	1	0	0	0	0	0	0	1
09:15	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
09:30	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
09:45	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0
Total	19	4	0	0	0	0	3	26	4	0	0	0	0	0	0	4

Peak Hour 08:00 to 09:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
08:00	1	1	0	0	0	0	1	3	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
Total	5	2	0	0	0	0	1	8	0	0	0	0	0	0	0	0

Date 29 April 2025

Time	To Arm E - Temple Pk Ave							Veh. Total	From Arm E - Temple Pk Ave							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0
16:30	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
16:45	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
17:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:15	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
17:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
17:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
18:00	4	1	0	0	0	0	1	6	0	0	0	0	0	0	1	1
18:15	4	0	0	0	0	0	0	4	1	1	0	0	0	0	0	2
Total	28	1	0	0	0	1	2	32	8	1	0	0	0	0	1	10

Peak Hour 17:15 to 18:15

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
17:15	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
17:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
17:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
18:00	4	1	0	0	0	0	1	6	0	0	0	0	0	0	1	1
Total	10	1	0	0	0	1	1	13	4	0	0	0	0	0	1	5

Site No. 9
Location R113(N) / R113(S) / R119 / Temple Cres
Date 29 April 2025

Time	A to D - R113(N) to Temple Cres							Veh. Total	A to C - R113(N) to R119							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	0	0	0	0	0	0	0	0	54	11	1	0	3	1	1	71
07:45	2	0	0	0	0	0	0	2	73	7	1	1	2	1	1	86
08:00	0	0	0	0	0	0	0	0	110	16	1	0	1	2	3	133
08:15	0	0	0	0	0	0	0	0	132	6	4	0	3	0	3	148
08:30	0	0	0	0	0	0	0	0	145	11	3	0	2	1	1	163
08:45	1	0	0	0	0	0	0	1	131	14	0	1	4	3	5	158
09:00	1	0	0	0	0	0	0	1	117	18	2	0	2	1	1	141
09:15	0	0	0	0	0	0	0	0	114	13	4	0	4	2	2	139
09:30	1	1	0	0	0	0	0	2	99	11	2	0	3	0	1	116
09:45	0	1	0	0	0	0	0	1	111	19	0	0	4	3	1	138
Total	5	2	0	0	0	0	0	7	1086	126	18	2	28	14	19	1293

Peak Hour 08:00 to 09:00

08:00	0	0	0	0	0	0	0	0	110	16	1	0	1	2	3	133
08:15	0	0	0	0	0	0	0	0	132	6	4	0	3	0	3	148
08:30	0	0	0	0	0	0	0	0	145	11	3	0	2	1	1	163
08:45	1	0	0	0	0	0	0	1	131	14	0	1	4	3	5	158
Total	1	0	0	0	0	0	0	1	518	47	8	1	10	6	12	602

Date 29 April 2025

Time	A to D - R113(N) to Temple Cres							Veh. Total	A to C - R113(N) to R119							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	3	0	0	0	0	0	0	3	162	9	0	0	4	0	4	179
16:15	2	1	0	0	0	0	0	3	145	10	0	0	1	4	7	167
16:30	1	0	0	0	0	0	0	1	153	8	0	0	4	1	3	169
16:45	0	0	0	0	0	0	0	0	170	9	0	0	3	0	2	184
17:00	2	0	0	0	0	0	0	2	154	12	0	0	2	6	8	182
17:15	2	0	0	0	0	0	0	2	168	6	0	0	2	6	10	192
17:30	3	0	0	0	0	0	0	3	197	7	0	0	2	3	8	217
17:45	3	1	0	0	0	0	0	4	173	9	1	0	3	2	8	196
18:00	1	0	0	0	0	0	0	1	163	3	0	0	2	4	19	191
18:15	3	0	0	0	0	0	0	3	166	6	0	0	2	4	8	186
Total	20	2	0	0	0	0	0	22	1651	79	1	0	25	30	77	1863

Peak Hour 17:30 to 18:30

17:30	3	0	0	0	0	0	0	3	197	7	0	0	2	3	8	217
17:45	3	1	0	0	0	0	0	4	173	9	1	0	3	2	8	196
18:00	1	0	0	0	0	0	0	1	163	3	0	0	2	4	19	191
18:15	3	0	0	0	0	0	0	3	166	6	0	0	2	4	8	186
Total	10	1	0	0	0	0	0	11	699	25	1	0	9	13	43	790

Site No. 9
Location R113(N) / R113(S) / R119 / Temple Cres
Date 29 April 2025

Time	A to B - R113(N) to R113(S)							Veh. Total	B to A - R113(S) to R113(N)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	58	8	3	0	0	0	8	77	146	9	0	0	4	3	33	195
07:45	67	11	0	2	3	0	4	87	147	7	0	0	2	2	37	195
08:00	77	6	5	0	2	1	8	99	108	11	1	1	1	4	48	174
08:15	54	5	2	0	2	0	8	71	131	7	0	0	4	2	58	202
08:30	69	4	3	0	4	4	5	89	122	10	1	1	2	2	55	193
08:45	63	13	1	0	1	1	6	85	138	14	1	2	1	1	36	193
09:00	76	8	2	0	1	1	4	92	112	12	1	0	4	0	21	150
09:15	61	6	2	0	4	1	5	79	109	9	0	0	2	1	15	136
09:30	67	9	1	0	0	1	3	81	124	11	3	0	1	0	10	149
09:45	59	13	3	0	1	1	3	80	119	12	1	0	3	1	9	145
Total	651	83	22	2	18	10	54	840	1256	102	8	4	24	16	322	1732

Peak Hour 08:00 to 09:00

08:00	77	6	5	0	2	1	8	99	108	11	1	1	1	4	48	174
08:15	54	5	2	0	2	0	8	71	131	7	0	0	4	2	58	202
08:30	69	4	3	0	4	4	5	89	122	10	1	1	2	2	55	193
08:45	63	13	1	0	1	1	6	85	138	14	1	2	1	1	36	193
Total	263	28	11	0	9	6	27	344	499	42	3	4	8	9	197	762

Date 29 April 2025

Time	A to B - R113(N) to R113(S)							Veh. Total	B to A - R113(S) to R113(N)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	116	13	0	0	2	3	8	142	91	8	0	0	3	0	4	106
16:15	110	5	0	0	2	2	13	132	89	11	0	0	1	3	6	110
16:30	143	9	0	1	0	1	16	170	80	8	0	0	3	0	4	95
16:45	114	10	0	0	2	2	23	151	105	8	0	0	4	1	8	126
17:00	112	7	0	0	1	3	26	149	81	2	0	0	0	0	9	92
17:15	134	3	0	0	0	3	24	164	87	5	0	0	1	2	7	102
17:30	124	9	0	0	2	5	45	185	77	3	0	0	2	3	9	94
17:45	109	10	0	0	2	4	31	156	91	2	0	0	3	3	6	105
18:00	116	2	0	0	1	3	38	160	99	4	0	0	3	0	4	110
18:15	126	4	0	0	2	1	32	165	102	7	0	0	2	0	4	115
Total	1204	72	0	1	14	27	256	1574	902	58	0	0	22	12	61	1055

Peak Hour 17:30 to 18:30

17:30	124	9	0	0	2	5	45	185	77	3	0	0	2	3	9	94
17:45	109	10	0	0	2	4	31	156	91	2	0	0	3	3	6	105
18:00	116	2	0	0	1	3	38	160	99	4	0	0	3	0	4	110
18:15	126	4	0	0	2	1	32	165	102	7	0	0	2	0	4	115
Total	475	25	0	0	7	13	146	666	369	16	0	0	10	6	23	424

Site No. 9

Location R113(N) / R113(S) / R119 / Temple Cres

Date 29 April 2025

Time	B to D - R113(S) to Temple Cres							Veh. Total	B to C - R113(S) to R119							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2	3
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
09:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	3	3	1	0	0	0	0	0	13	14

Peak Hour 08:00 to 09:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
08:00	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2	3
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	1	0	0	0	0	0	11	12

Date 29 April 2025

Time	B to D - R113(S) to Temple Cres							Veh. Total	B to C - R113(S) to R119							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	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	1	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	7	8

Peak Hour 17:30 to 18:30

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
17:30	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	1	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5	6

Site No. 9
Location R113(N) / R113(S) / R119 / Temple Cres
Date 29 April 2025

Time	C to B - R119 to R113(S)							Veh. Total	C to A - R119 to R113(N)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	18	0	1	0	0	0	0	19	123	7	1	0	0	1	13	145
07:45	23	2	0	0	2	0	0	27	118	13	0	0	2	3	5	141
08:00	30	0	0	0	0	0	1	31	83	5	1	0	2	2	13	106
08:15	34	1	0	0	3	0	1	39	75	3	0	0	2	1	19	100
08:30	32	1	1	0	1	0	3	38	65	4	2	0	2	0	20	93
08:45	26	1	0	0	0	0	2	29	102	5	0	0	1	2	17	127
09:00	13	0	0	0	1	0	0	14	89	5	2	0	2	0	7	105
09:15	19	0	1	0	1	0	1	22	76	9	0	1	1	0	6	93
09:30	22	3	0	0	1	0	1	27	74	7	2	0	3	1	9	96
09:45	10	3	0	0	2	0	1	16	65	9	2	0	2	1	4	83
Total	227	11	3	0	11	0	10	262	870	67	10	1	17	11	113	1089

Peak Hour 08:00 to 09:00

08:00	30	0	0	0	0	0	1	31	83	5	1	0	2	2	13	106
08:15	34	1	0	0	3	0	1	39	75	3	0	0	2	1	19	100
08:30	32	1	1	0	1	0	3	38	65	4	2	0	2	0	20	93
08:45	26	1	0	0	0	0	2	29	102	5	0	0	1	2	17	127
Total	122	3	1	0	4	0	7	137	325	17	3	0	7	5	69	426

Date 29 April 2025

Time	C to B - R119 to R113(S)							Veh. Total	C to A - R119 to R113(N)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	25	4	0	0	1	1	1	32	71	6	0	0	1	0	4	82
16:15	17	6	0	0	1	1	0	25	71	6	0	0	1	0	4	82
16:30	31	3	0	0	2	1	0	37	74	6	1	0	1	2	5	89
16:45	24	5	0	0	0	0	1	30	80	8	0	0	2	1	2	93
17:00	30	2	0	0	0	1	2	35	46	4	0	0	0	3	1	54
17:15	27	1	0	0	3	0	4	35	74	4	0	0	2	1	1	82
17:30	39	0	0	0	0	0	0	39	75	1	0	0	1	0	6	83
17:45	35	4	1	0	2	1	3	46	90	3	0	0	0	3	9	105
18:00	28	3	1	0	1	0	1	34	71	4	0	0	2	0	6	83
18:15	30	0	0	0	1	2	0	33	80	3	0	0	3	2	1	89
Total	286	28	2	0	11	7	12	346	732	45	1	0	13	12	39	842

Peak Hour 17:30 to 18:30

17:30	39	0	0	0	0	0	0	39	75	1	0	0	1	0	6	83
17:45	35	4	1	0	2	1	3	46	90	3	0	0	0	3	9	105
18:00	28	3	1	0	1	0	1	34	71	4	0	0	2	0	6	83
18:15	30	0	0	0	1	2	0	33	80	3	0	0	3	2	1	89
Total	132	7	2	0	4	3	4	152	316	11	0	0	6	5	22	360

e Cres to R1%				v
V2	PSV	M/C	P/C	
	0	0	0	
	0	0	0	
	0	0	0	
	0	0	0	
	0	0	0	

[illegible]

Time	C to D - R119 to Temple Cres							Veh. Total	D to C - Temple Cres to R119							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[illegible]

Cres to R113(N)			
V2	PSV	M/C	P/C
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

[illegible]

Time	D to B - Temple Cres to R113(S)							Veh. Total	D to A - Temple Cres to R113(N)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[illegible]

Site No. 9

Location R113(N) / R113(S) / R119 / Temple Cres

Date 29 April 2025

Time	To Arm A - R113(N)							Veh. Total	From Arm A - R113(N)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	269	16	1	0	4	4	46	340	112	19	4	0	3	1	9	148
07:45	265	20	0	0	4	5	42	336	142	18	1	3	5	1	5	175
08:00	191	16	2	1	3	6	61	280	187	22	6	0	3	3	11	232
08:15	206	10	0	0	6	3	77	302	186	11	6	0	5	0	11	219
08:30	187	14	3	1	4	2	75	286	214	15	6	0	6	5	6	252
08:45	240	19	1	2	2	3	53	320	195	27	1	1	5	4	11	244
09:00	201	17	3	0	6	0	28	255	194	26	4	0	3	2	5	234
09:15	185	18	0	1	3	1	21	229	175	19	6	0	8	3	7	218
09:30	198	18	5	0	4	1	19	245	167	21	3	0	3	1	4	199
09:45	184	21	3	0	5	2	13	228	170	33	3	0	5	4	4	219
Total	2126	169	18	5	41	27	435	2821	1742	211	40	4	46	24	73	2140

Peak Hour 08:00 to 09:00

08:00	191	16	2	1	3	6	61	280	187	22	6	0	3	3	11	232
08:15	206	10	0	0	6	3	77	302	186	11	6	0	5	0	11	219
08:30	187	14	3	1	4	2	75	286	214	15	6	0	6	5	6	252
08:45	240	19	1	2	2	3	53	320	195	27	1	1	5	4	11	244
Total	824	59	6	4	15	14	266	1188	782	75	19	1	19	12	39	947

Date 29 April 2025

Time	To Arm A - R113(N)							Veh. Total	From Arm A - R113(N)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	162	14	0	0	4	0	8	188	281	22	0	0	6	3	12	324
16:15	160	17	0	0	2	3	10	192	257	16	0	0	3	6	20	302
16:30	154	14	1	0	4	2	9	184	297	17	0	1	4	2	19	340
16:45	185	16	0	0	6	2	10	219	284	19	0	0	5	2	25	335
17:00	127	6	0	0	0	3	10	146	268	19	0	0	3	9	34	333
17:15	161	9	0	0	3	3	8	184	304	9	0	0	2	9	34	358
17:30	152	4	0	0	3	3	15	177	324	16	0	0	4	8	53	405
17:45	181	5	0	0	3	6	15	210	285	20	1	0	5	6	39	356
18:00	170	8	0	0	5	0	10	193	280	5	0	0	3	7	57	352
18:15	182	10	0	0	5	2	5	204	295	10	0	0	4	5	40	354
Total	1634	103	1	0	35	24	100	1897	2875	153	1	1	39	57	333	3459

Peak Hour 17:30 to 18:30

17:30	152	4	0	0	3	3	15	177	324	16	0	0	4	8	53	405
17:45	181	5	0	0	3	6	15	210	285	20	1	0	5	6	39	356
18:00	170	8	0	0	5	0	10	193	280	5	0	0	3	7	57	352
18:15	182	10	0	0	5	2	5	204	295	10	0	0	4	5	40	354
Total	685	27	0	0	16	11	45	784	1184	51	1	0	16	26	189	1467

Site No. 9

Location R113(N) / R113(S) / R119 / Temple Cres

Date 29 April 2025

Time	To Arm B - R113(S)							Veh. Total	From Arm B - R113(S)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	76	8	4	0	0	0	8	96	146	9	0	0	4	3	33	195
07:45	90	13	0	2	5	0	4	114	147	7	0	0	2	2	37	195
08:00	107	6	5	0	2	1	9	130	109	11	1	1	1	4	51	178
08:15	88	6	2	0	5	0	9	110	131	7	0	0	4	2	61	205
08:30	101	5	4	0	5	4	8	127	122	10	1	1	2	2	61	199
08:45	89	14	1	0	1	1	8	114	138	14	1	2	1	1	36	193
09:00	89	8	2	0	2	1	4	106	112	12	1	0	4	0	21	150
09:15	80	6	3	0	5	1	6	101	109	9	0	0	2	1	15	136
09:30	89	12	1	0	1	1	4	108	124	11	3	0	1	0	12	151
09:45	69	16	3	0	3	1	4	96	119	12	1	0	3	1	11	147
Total	878	94	25	2	29	10	64	1102	1257	102	8	4	24	16	338	1749

Peak Hour 08:00 to 09:00

08:00	107	6	5	0	2	1	9	130	109	11	1	1	1	4	51	178
08:15	88	6	2	0	5	0	9	110	131	7	0	0	4	2	61	205
08:30	101	5	4	0	5	4	8	127	122	10	1	1	2	2	61	199
08:45	89	14	1	0	1	1	8	114	138	14	1	2	1	1	36	193
Total	385	31	12	0	13	6	34	481	500	42	3	4	8	9	209	775

Date 29 April 2025

Time	To Arm B - R113(S)							Veh. Total	From Arm B - R113(S)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	141	17	0	0	3	4	9	174	91	8	0	0	3	0	5	107
16:15	127	11	0	0	3	3	13	157	89	11	0	0	1	3	6	110
16:30	174	12	0	1	2	2	16	207	80	8	0	0	3	0	4	95
16:45	138	15	0	0	2	2	24	181	105	8	0	0	4	1	9	127
17:00	142	9	0	0	1	4	28	184	81	2	0	0	0	0	9	92
17:15	161	4	0	0	3	3	28	199	87	5	0	0	1	2	7	102
17:30	163	9	0	0	2	5	45	224	77	3	0	0	2	3	9	94
17:45	144	14	1	0	4	5	34	202	92	2	0	0	3	3	6	106
18:00	144	5	1	0	2	3	39	194	99	4	0	0	3	0	5	111
18:15	156	4	0	0	3	3	32	198	102	7	0	0	2	0	8	119
Total	1490	100	2	1	25	34	268	1920	903	58	0	0	22	12	68	1063

Peak Hour 17:30 to 18:30

17:30	163	9	0	0	2	5	45	224	77	3	0	0	2	3	9	94
17:45	144	14	1	0	4	5	34	202	92	2	0	0	3	3	6	106
18:00	144	5	1	0	2	3	39	194	99	4	0	0	3	0	5	111
18:15	156	4	0	0	3	3	32	198	102	7	0	0	2	0	8	119
Total	607	32	2	0	11	16	150	818	370	16	0	0	10	6	28	430

Site No. 9
Location R113(N) / R113(S) / R119 / Temple Cres
Date 29 April 2025

Time	To Arm C - R119							Veh. Total	From Arm C - R119							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	54	11	1	0	3	1	1	71	141	7	2	0	0	1	13	164
07:45	73	7	1	1	2	1	1	86	141	15	0	0	4	3	5	168
08:00	111	16	1	0	1	2	5	136	113	5	1	0	2	2	14	137
08:15	132	6	4	0	3	0	6	151	109	4	0	0	5	1	20	139
08:30	145	11	3	0	2	1	7	169	97	5	3	0	3	0	23	131
08:45	131	14	0	1	4	3	5	158	128	6	0	0	1	2	19	156
09:00	117	18	2	0	2	1	1	141	102	5	2	0	3	0	7	119
09:15	114	13	4	0	4	2	2	139	95	9	1	1	2	0	7	115
09:30	99	11	2	0	3	0	2	117	96	10	2	0	4	1	10	123
09:45	111	19	0	0	4	3	2	139	75	12	2	0	4	1	5	99
Total	1087	126	18	2	28	14	32	1307	1097	78	13	1	28	11	123	1351

Peak Hour 08:00 to 09:00

08:00	111	16	1	0	1	2	5	136	113	5	1	0	2	2	14	137
08:15	132	6	4	0	3	0	6	151	109	4	0	0	5	1	20	139
08:30	145	11	3	0	2	1	7	169	97	5	3	0	3	0	23	131
08:45	131	14	0	1	4	3	5	158	128	6	0	0	1	2	19	156
Total	519	47	8	1	10	6	23	614	447	20	4	0	11	5	76	563

Date 29 April 2025

Time	To Arm C - R119							Veh. Total	From Arm C - R119							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	162	9	0	0	4	0	5	180	96	10	0	0	2	1	5	114
16:15	145	10	0	0	1	4	7	167	88	12	0	0	2	1	4	107
16:30	153	8	0	0	4	1	3	169	105	9	1	0	3	3	5	126
16:45	170	9	0	0	3	0	3	185	104	13	0	0	2	1	3	123
17:00	154	12	0	0	2	6	8	182	76	6	0	0	0	4	3	89
17:15	168	6	0	0	2	6	10	192	101	5	0	0	5	1	5	117
17:30	197	7	0	0	2	3	8	217	114	1	0	0	1	0	6	122
17:45	174	9	1	0	3	2	8	197	125	7	1	0	2	4	12	151
18:00	163	3	0	0	2	4	20	192	99	7	1	0	3	0	7	117
18:15	166	6	0	0	2	4	12	190	110	3	0	0	4	4	1	122
Total	1652	79	1	0	25	30	84	1871	1018	73	3	0	24	19	51	1188

Peak Hour 17:30 to 18:30

17:30	197	7	0	0	2	3	8	217	114	1	0	0	1	0	6	122
17:45	174	9	1	0	3	2	8	197	125	7	1	0	2	4	12	151
18:00	163	3	0	0	2	4	20	192	99	7	1	0	3	0	7	117
18:15	166	6	0	0	2	4	12	190	110	3	0	0	4	4	1	122
Total	700	25	1	0	9	13	48	796	448	18	2	0	10	8	26	512

Site No. 9
 Location R113(N) / R113(S) / R119 / Temple Cres
 Date 29 April 2025

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 30/01/2025

Time	To Arm D - Temple Cres							Veh. Total	From Arm D - Temple Cres							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	1	1	0	0	0	0	1	3	0	0	0	0	0	0	0	0
09:45	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0
Total	5	2	0	0	0	0	3	10	0	0	0	0	0	0	0	0

Peak Hour 08:00 to 09:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
08:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0

Date 29 April 2025

Time	To Arm D - Temple Cres							Veh. Total	From Arm D - Temple Cres							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
16:15	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:45	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
18:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
Total	20	2	0	0	0	0	0	22	0	0	0	0	0	0	0	0

Peak Hour 17:30 to 18:30

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Veh. Total
17:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:45	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
18:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
Total	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0

APPENDIX C

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TRICS Trip Generation Output
(Residential Apartments & Creche)

Calculation Reference: AUDIT-160301-250713-0747

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
 TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	LE LEICESTERSHIRE	1 days
	NG NOTTINGHAM	3 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BY BARNSLEY	1 days
08	NORTH WEST	
	MS MERSEYSIDE	3 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	CO CONWY	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days
	SR STIRLING	1 days
12	CONNAUGHT	
	MA MAYO	1 days
14	LEINSTER	
	LU LOUTH	1 days
	WX WEXFORD	1 days
15	GREATER DUBLIN	
	DL DUBLIN	3 days

This section displays the number of survey days per TRICS® sub-region in the selected set

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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	27	66	0.036	27	66	0.133	27	66	0.169
08:00 - 09:00	27	66	0.065	27	66	0.183	27	66	0.248
09:00 - 10:00	27	66	0.086	27	66	0.081	27	66	0.167
10:00 - 11:00	27	66	0.068	27	66	0.085	27	66	0.153
11:00 - 12:00	27	66	0.064	27	66	0.079	27	66	0.143
12:00 - 13:00	27	66	0.076	27	66	0.077	27	66	0.153
13:00 - 14:00	27	66	0.074	27	66	0.086	27	66	0.160
14:00 - 15:00	27	66	0.085	27	66	0.090	27	66	0.175
15:00 - 16:00	27	66	0.112	27	66	0.077	27	66	0.189
16:00 - 17:00	27	66	0.123	27	66	0.077	27	66	0.200
17:00 - 18:00	27	66	0.147	27	66	0.083	27	66	0.230
18:00 - 19:00	27	66	0.127	27	66	0.090	27	66	0.217
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.063			1.141			2.204

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:

9 - 332 (units:)

Survey date date range:

01/01/16 - 02/10/23

Number of weekdays (Monday-Friday):

27

Number of Saturdays:

0

Number of Sundays:

0

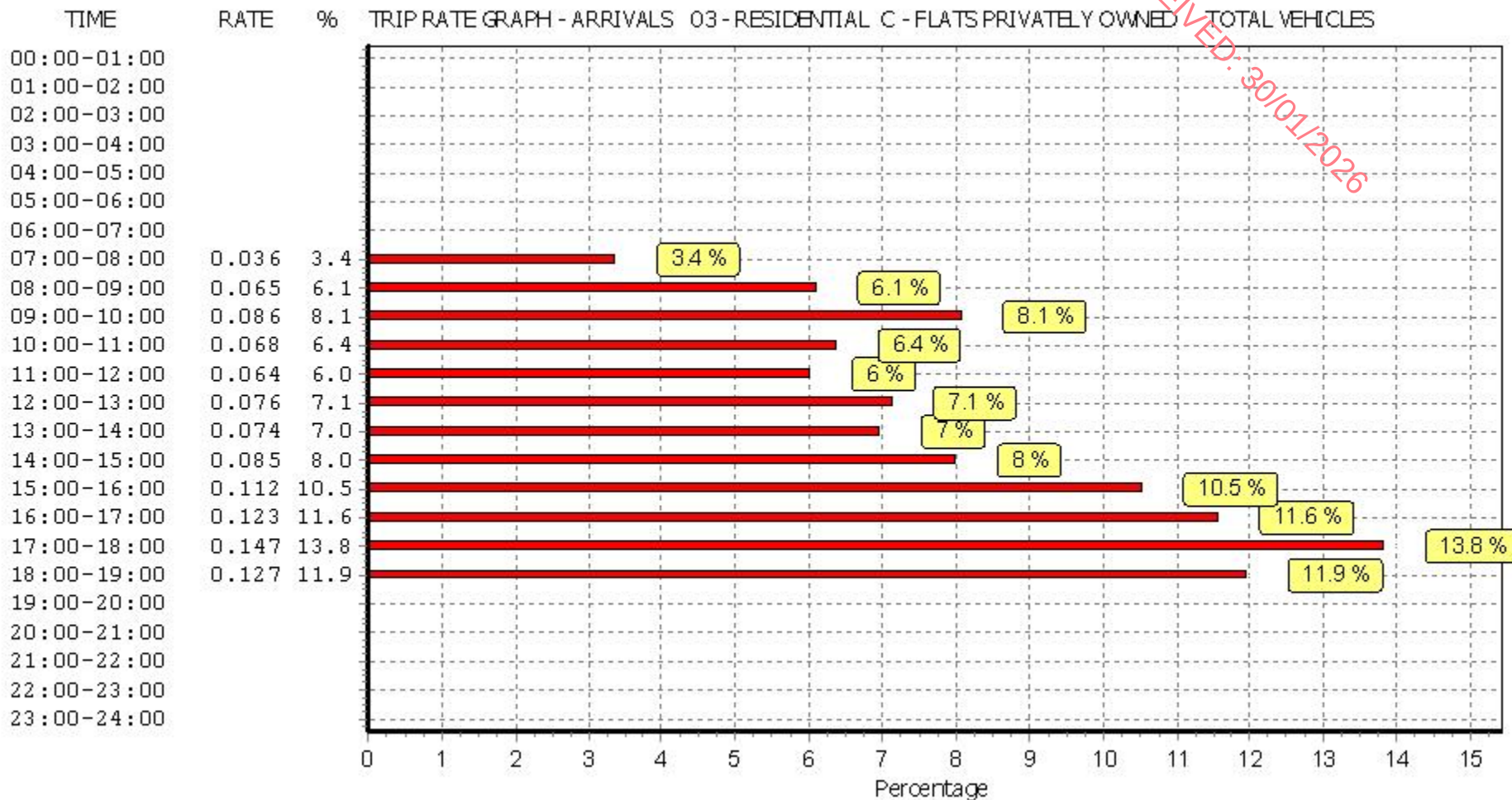
Surveys automatically removed from selection:

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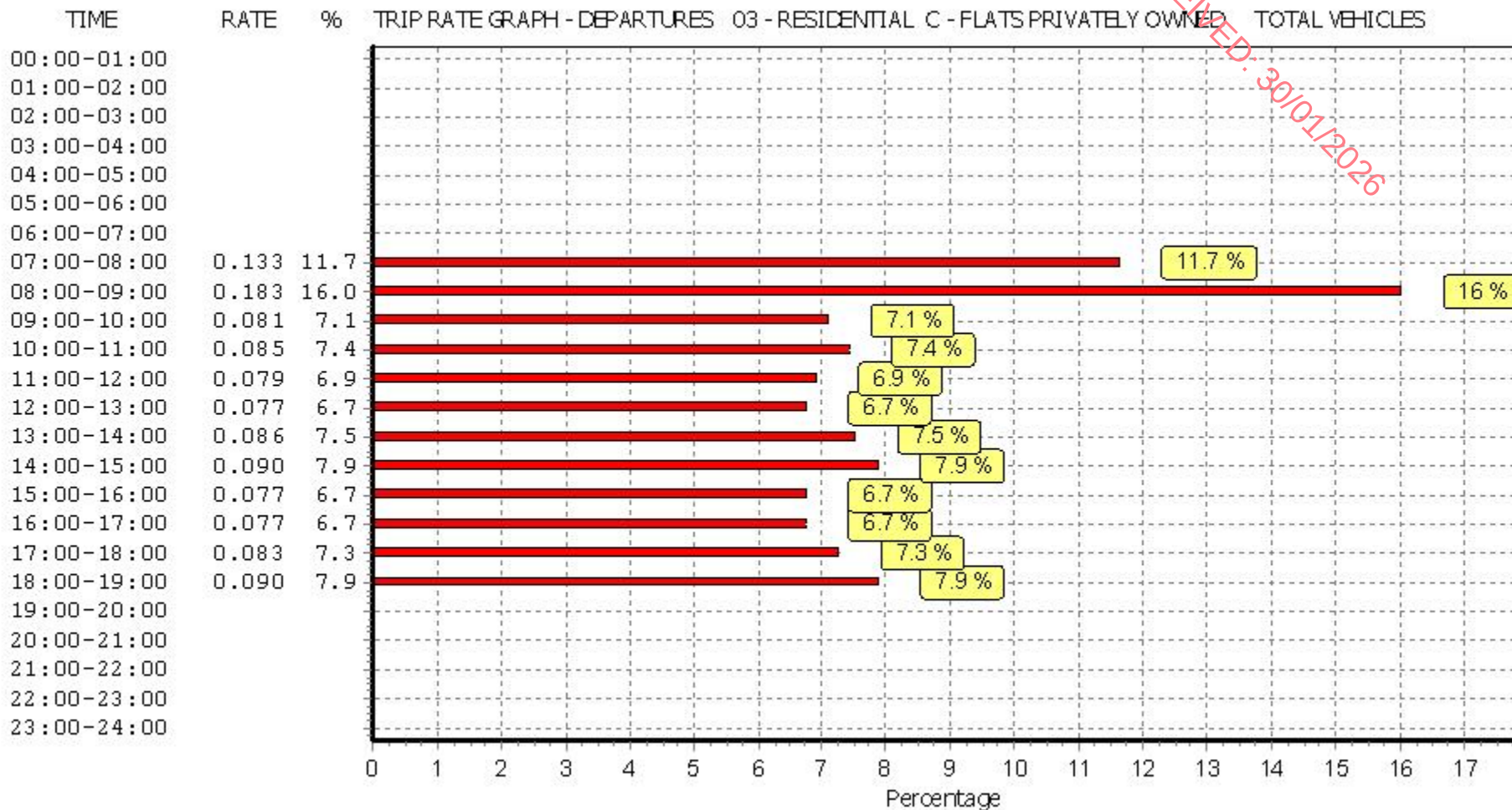
Surveys manually removed from selection:

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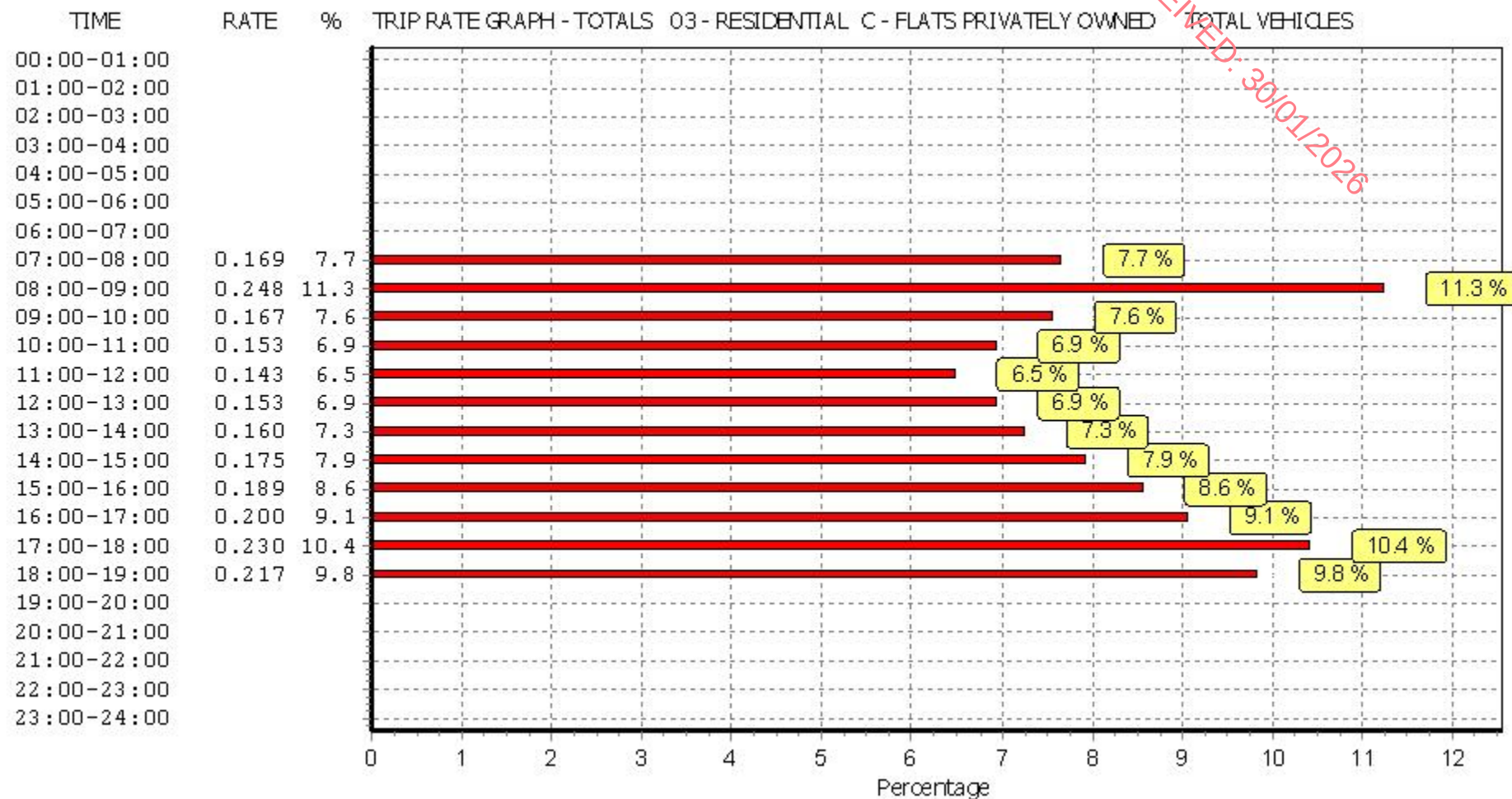
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

OGVS

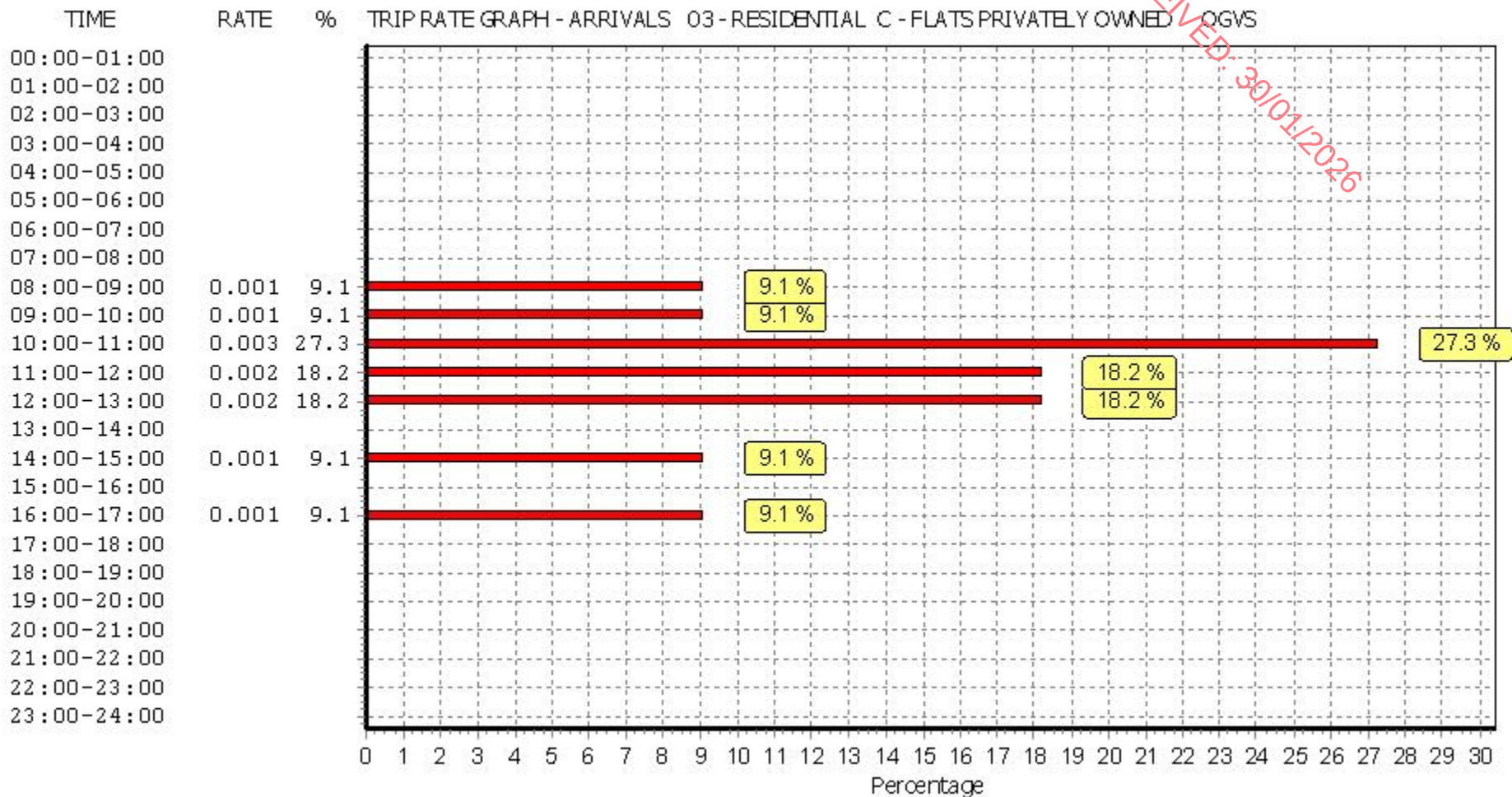
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

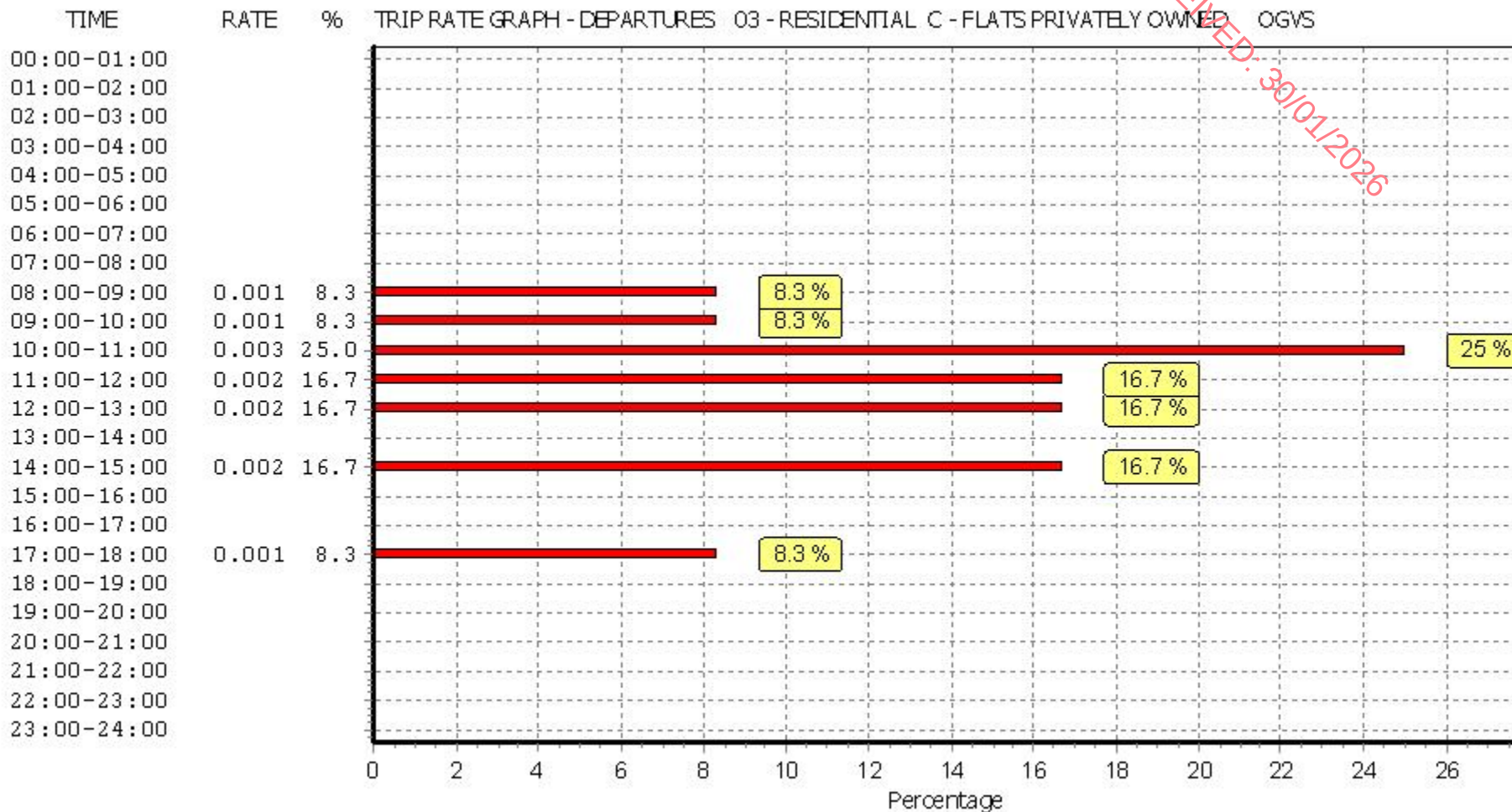
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	27	66	0.000	27	66	0.000	27	66	0.000
08:00 - 09:00	27	66	0.001	27	66	0.001	27	66	0.002
09:00 - 10:00	27	66	0.001	27	66	0.001	27	66	0.002
10:00 - 11:00	27	66	0.003	27	66	0.003	27	66	0.006
11:00 - 12:00	27	66	0.002	27	66	0.002	27	66	0.004
12:00 - 13:00	27	66	0.002	27	66	0.002	27	66	0.004
13:00 - 14:00	27	66	0.000	27	66	0.000	27	66	0.000
14:00 - 15:00	27	66	0.001	27	66	0.002	27	66	0.003
15:00 - 16:00	27	66	0.000	27	66	0.000	27	66	0.000
16:00 - 17:00	27	66	0.001	27	66	0.000	27	66	0.001
17:00 - 18:00	27	66	0.000	27	66	0.001	27	66	0.001
18:00 - 19:00	27	66	0.000	27	66	0.000	27	66	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.012			0.023

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

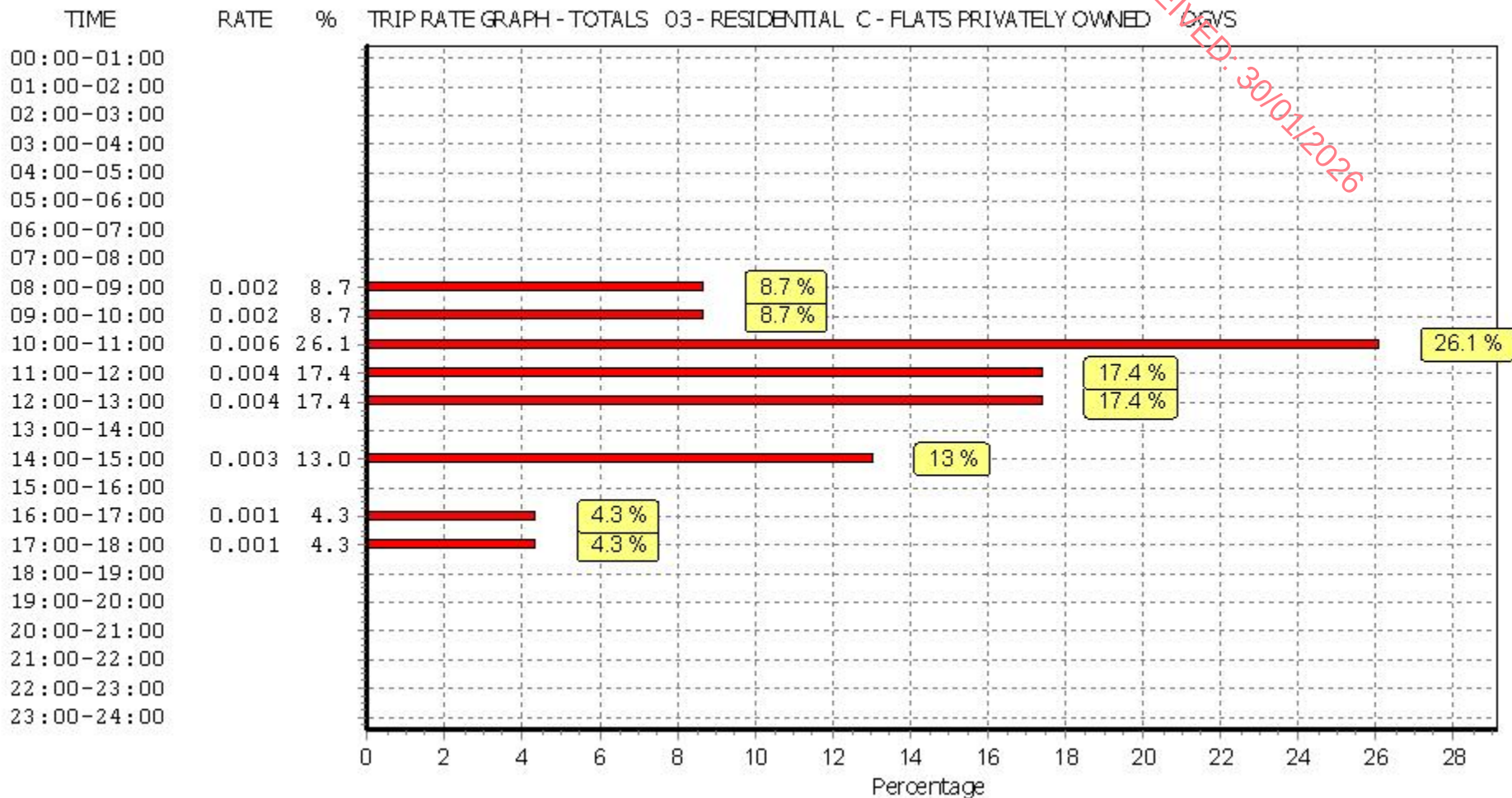
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

CYCLISTS

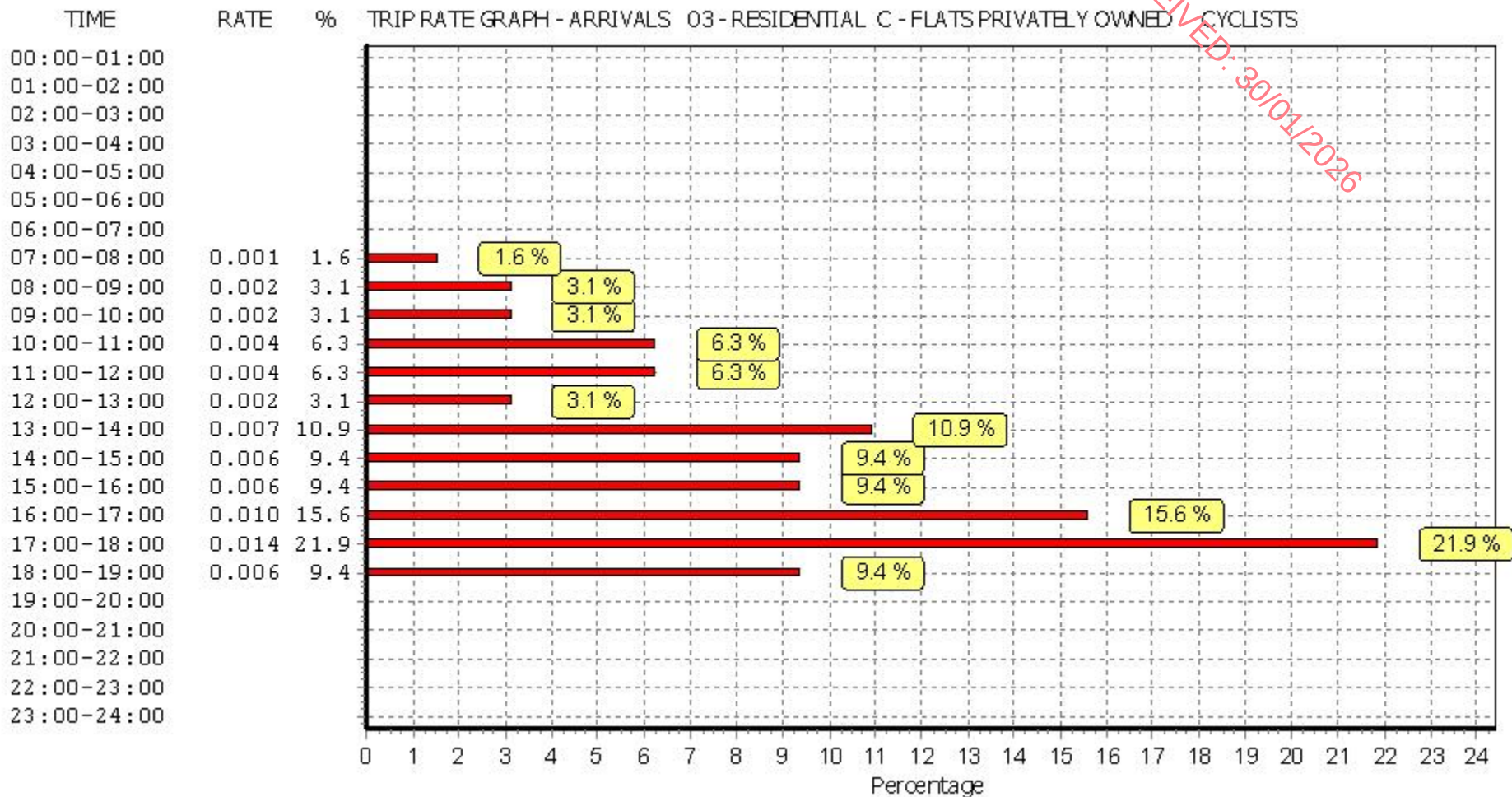
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

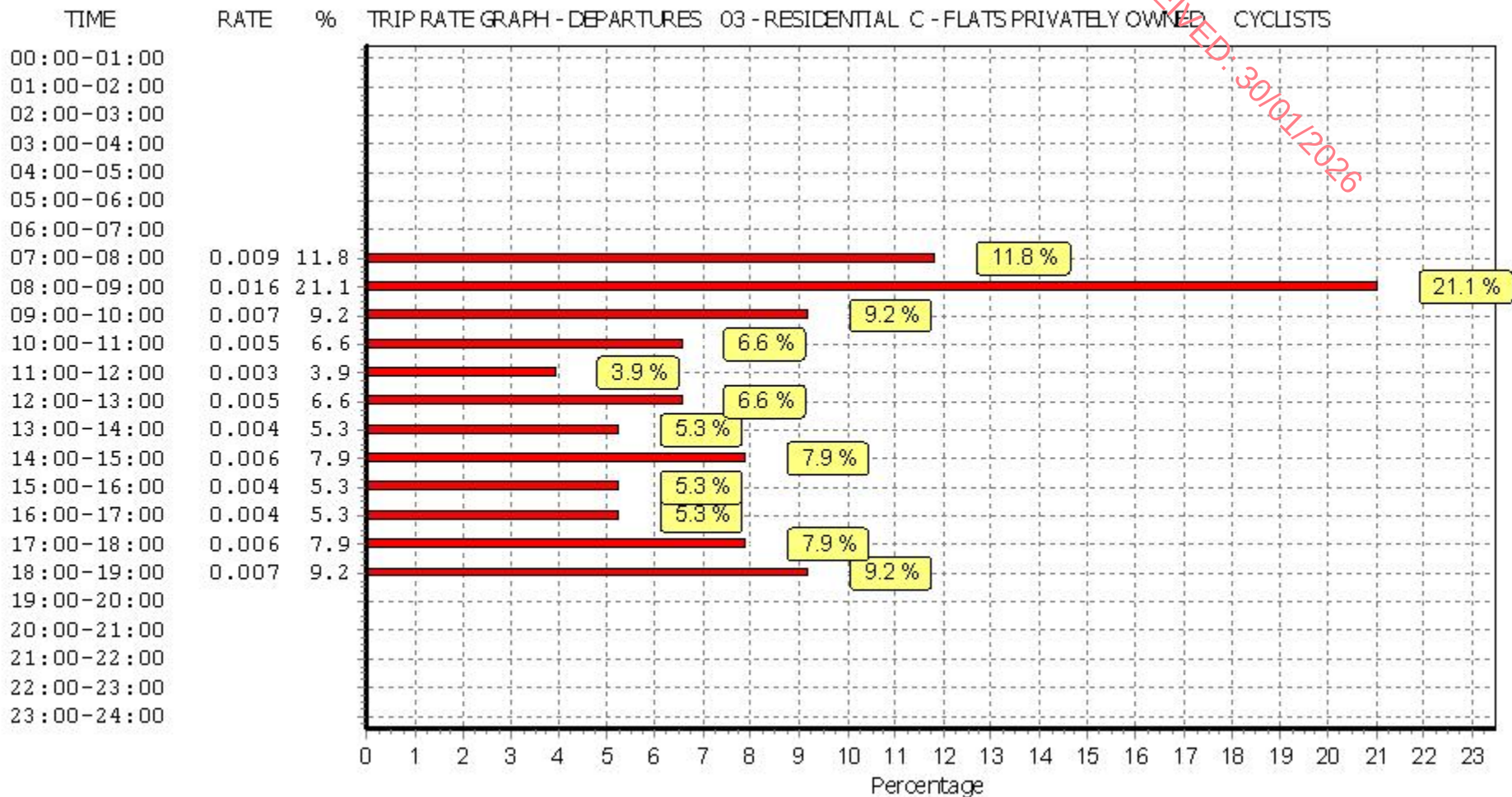
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	27	66	0.001	27	66	0.009	27	66	0.010
08:00 - 09:00	27	66	0.002	27	66	0.016	27	66	0.018
09:00 - 10:00	27	66	0.002	27	66	0.007	27	66	0.009
10:00 - 11:00	27	66	0.004	27	66	0.005	27	66	0.009
11:00 - 12:00	27	66	0.004	27	66	0.003	27	66	0.007
12:00 - 13:00	27	66	0.002	27	66	0.005	27	66	0.007
13:00 - 14:00	27	66	0.007	27	66	0.004	27	66	0.011
14:00 - 15:00	27	66	0.006	27	66	0.006	27	66	0.012
15:00 - 16:00	27	66	0.006	27	66	0.004	27	66	0.010
16:00 - 17:00	27	66	0.010	27	66	0.004	27	66	0.014
17:00 - 18:00	27	66	0.014	27	66	0.006	27	66	0.020
18:00 - 19:00	27	66	0.006	27	66	0.007	27	66	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.064			0.076			0.140

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

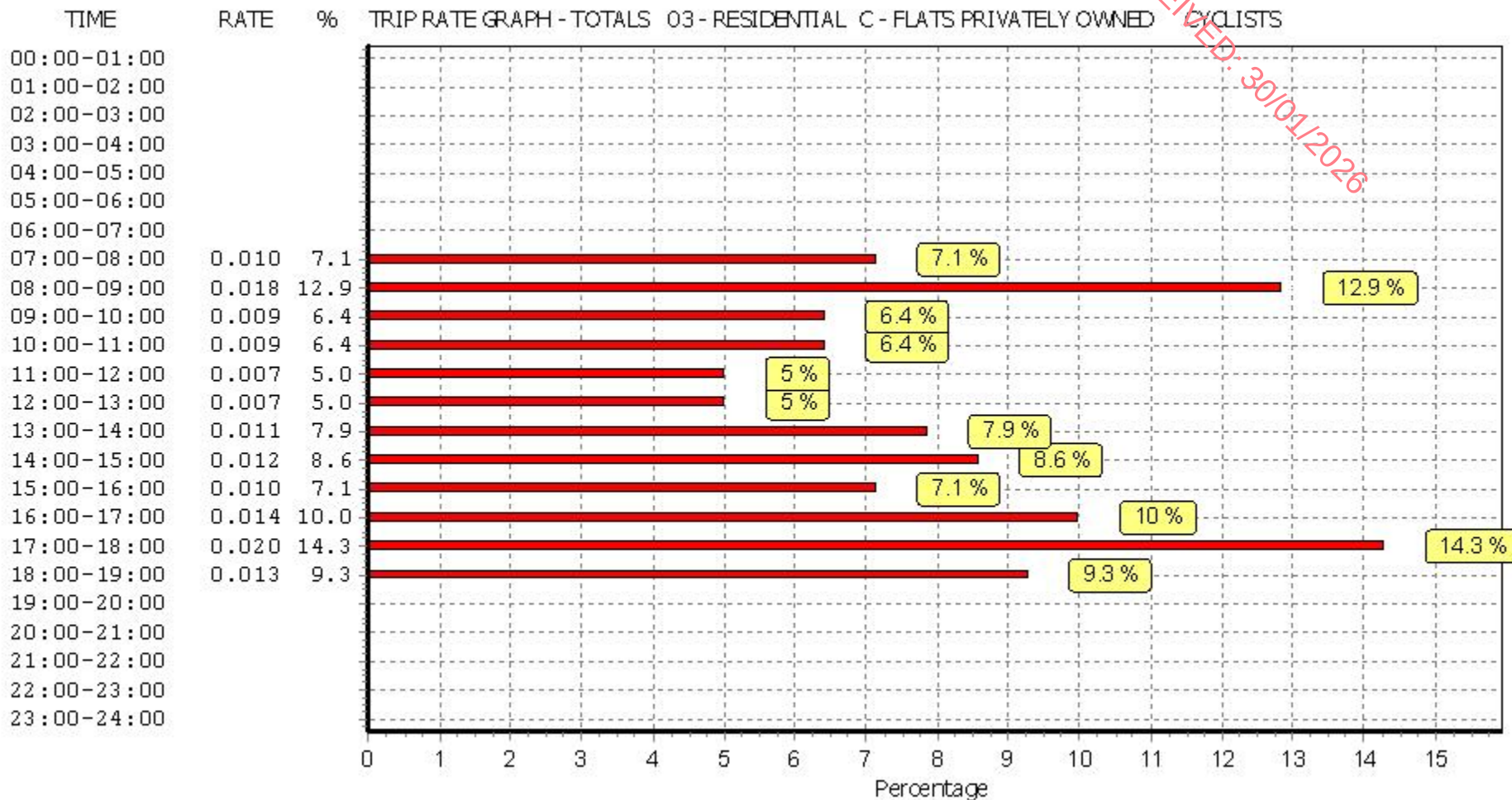
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Calculation Reference: AUDIT-160301-250714-0708

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : D - NURSERY

TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	BA BATH & NORTH EAST SOMERSET	1 days
	BR BRISTOL CITY	1 days
	SD SWINDON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	LN LINCOLNSHIRE	1 days
	NN NORTH NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	DR DONCASTER	1 days
	NY NORTH YORKSHIRE	2 days
09	NORTH	
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	3 days
10	WALES	
	MM MONMOUTHSHIRE	1 days
	NW NEWPORT	1 days
	RC RHONDDA CYNON TAFF	1 days
11	SCOTLAND	
	DU DUNDEE CITY	1 days
12	CONNAUGHT	
	RO ROSCOMMON	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	MG MONAGHAN	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

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TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	420	0.159	3	420	0.000	3	420	0.159
07:00 - 08:00	22	576	2.114	22	576	1.136	22	576	3.250
08:00 - 09:00	22	576	2.934	22	576	2.500	22	576	5.434
09:00 - 10:00	22	576	1.183	22	576	1.104	22	576	2.287
10:00 - 11:00	22	576	0.379	22	576	0.252	22	576	0.631
11:00 - 12:00	22	576	0.426	22	576	0.331	22	576	0.757
12:00 - 13:00	22	576	1.049	22	576	1.144	22	576	2.193
13:00 - 14:00	22	576	0.749	22	576	1.080	22	576	1.829
14:00 - 15:00	22	576	0.418	22	576	0.426	22	576	0.844
15:00 - 16:00	22	576	0.662	22	576	0.607	22	576	1.269
16:00 - 17:00	22	576	1.372	22	576	1.506	22	576	2.878
17:00 - 18:00	22	576	2.390	22	576	3.044	22	576	5.434
18:00 - 19:00	21	597	0.128	21	597	0.591	21	597	0.719
19:00 - 20:00	1	450	0.222	1	450	2.222	1	450	2.444
20:00 - 21:00	1	450	0.000	1	450	0.000	1	450	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			14.185			15.943			30.128

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

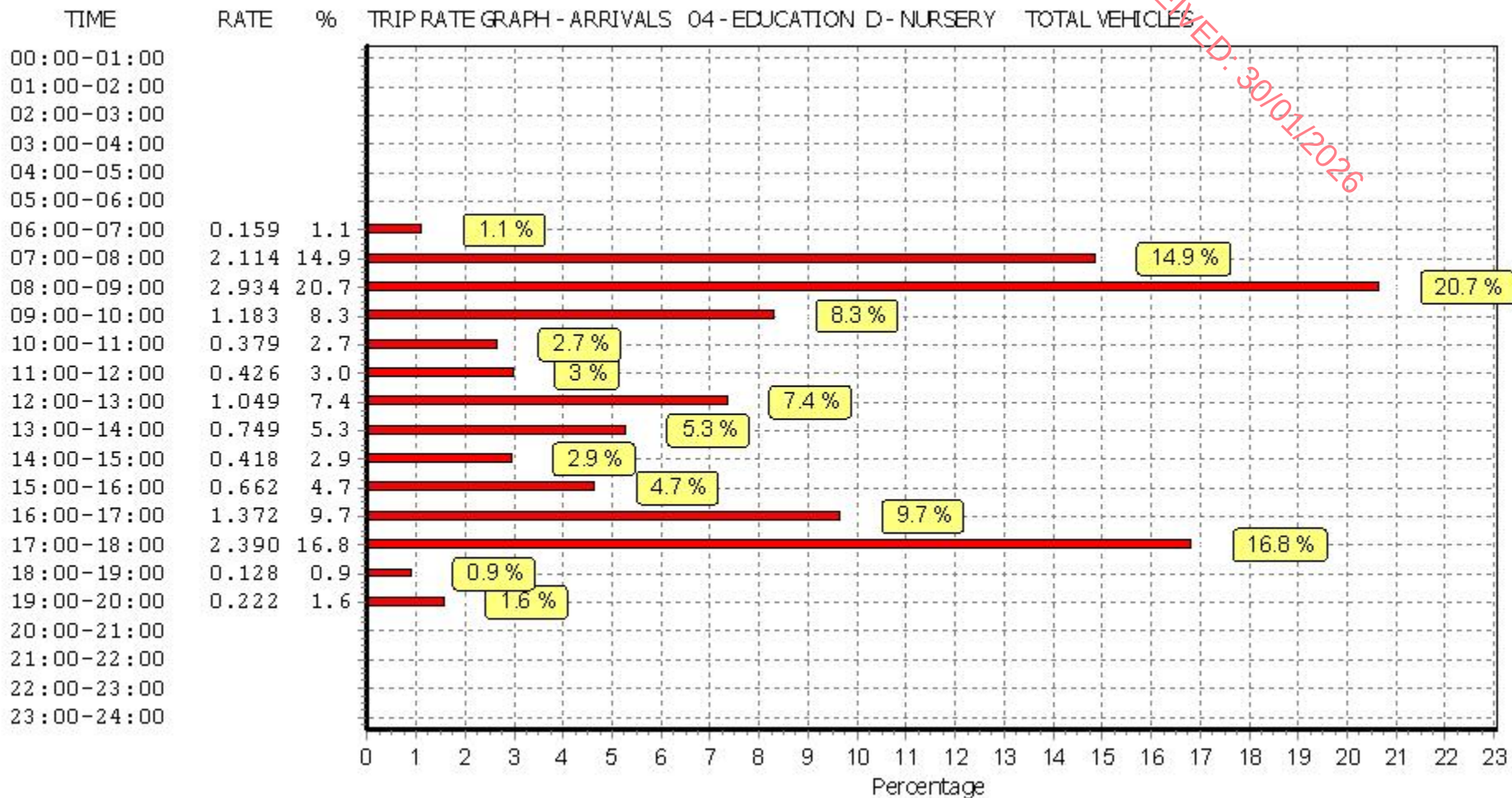
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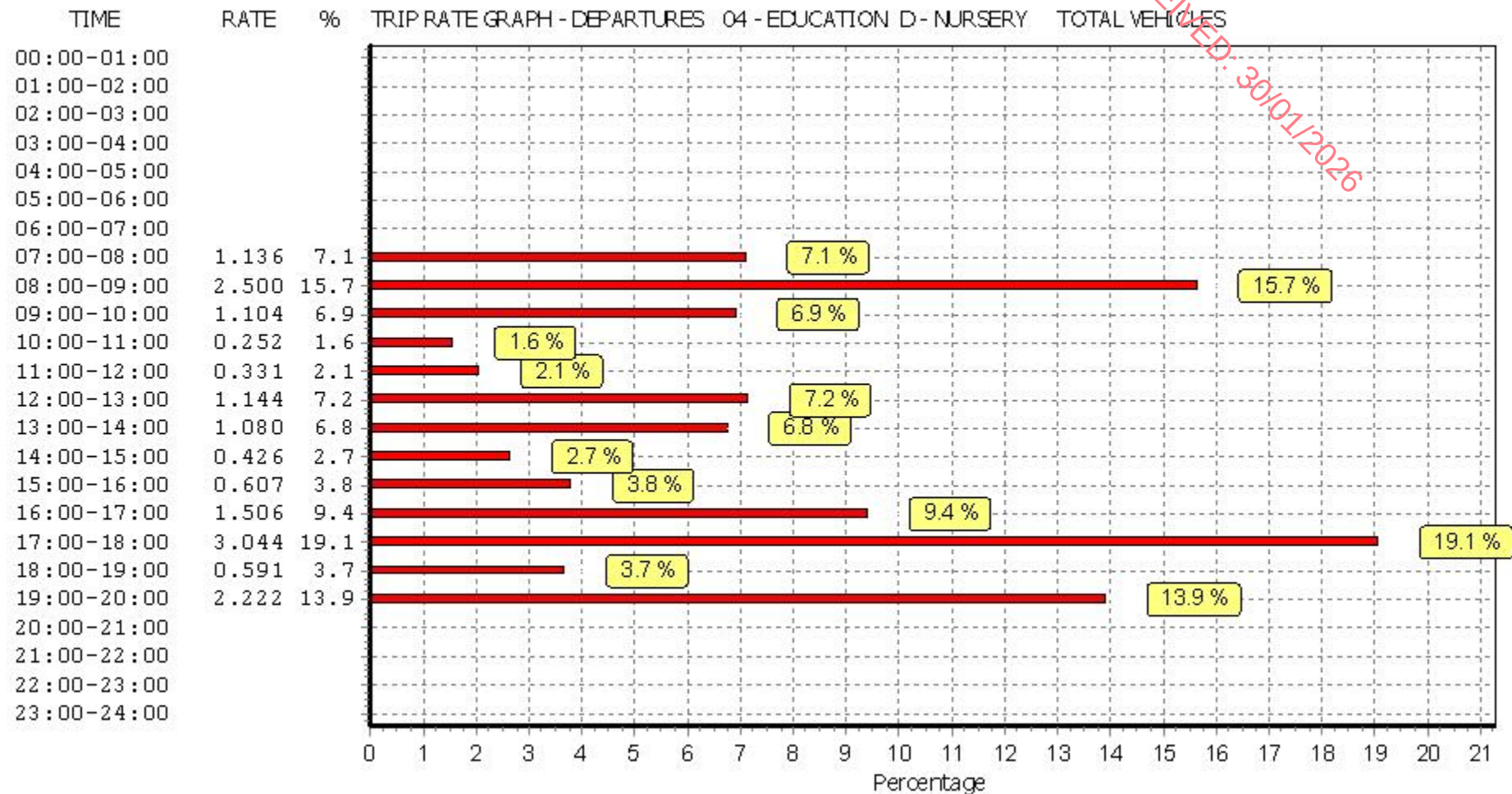
Parameter summary

Trip rate parameter range selected: 150 - 1250 (units: sqm)
 Survey date range: 01/01/16 - 06/09/23
 Number of weekdays (Monday-Friday): 22
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

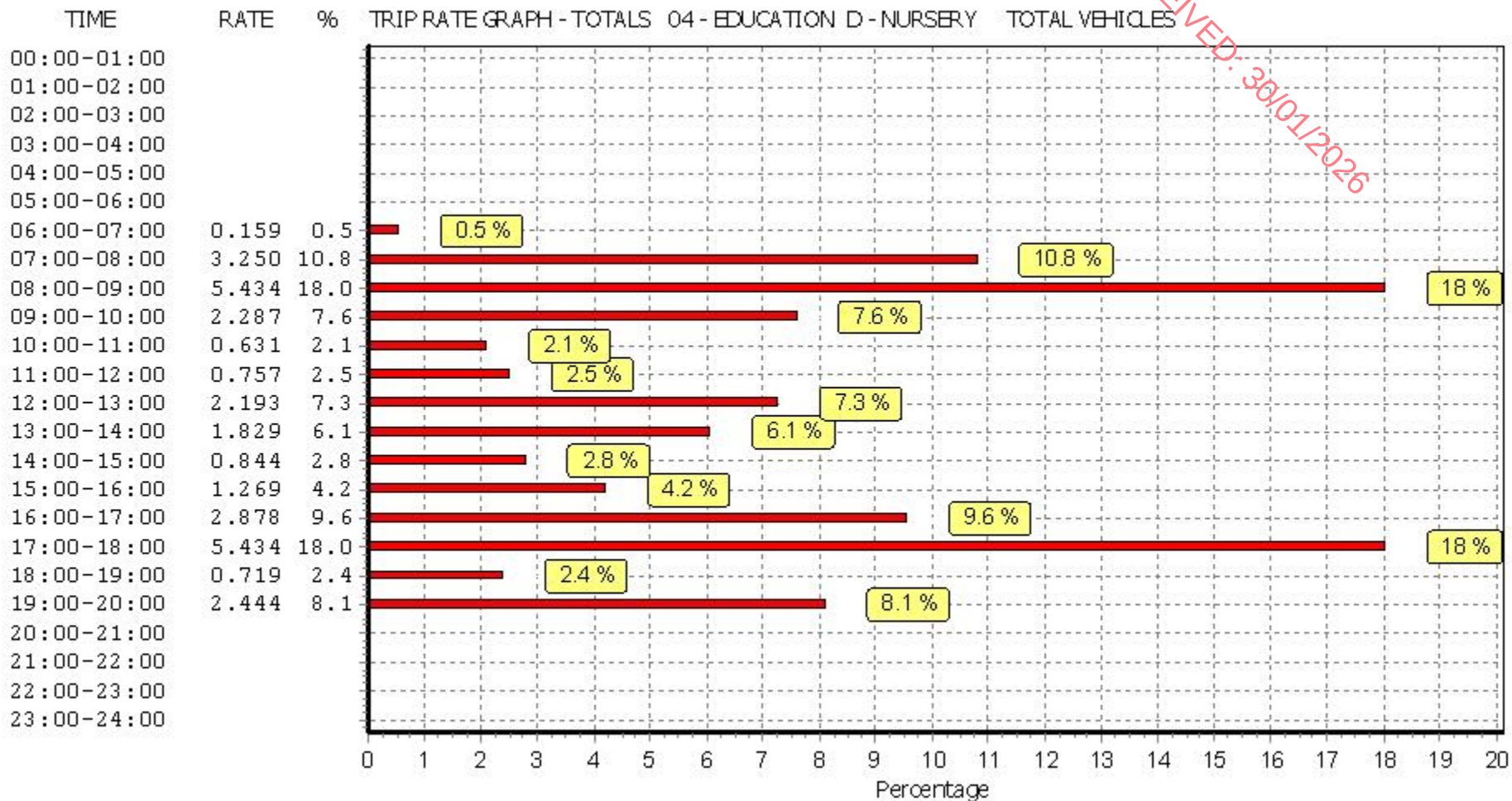
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



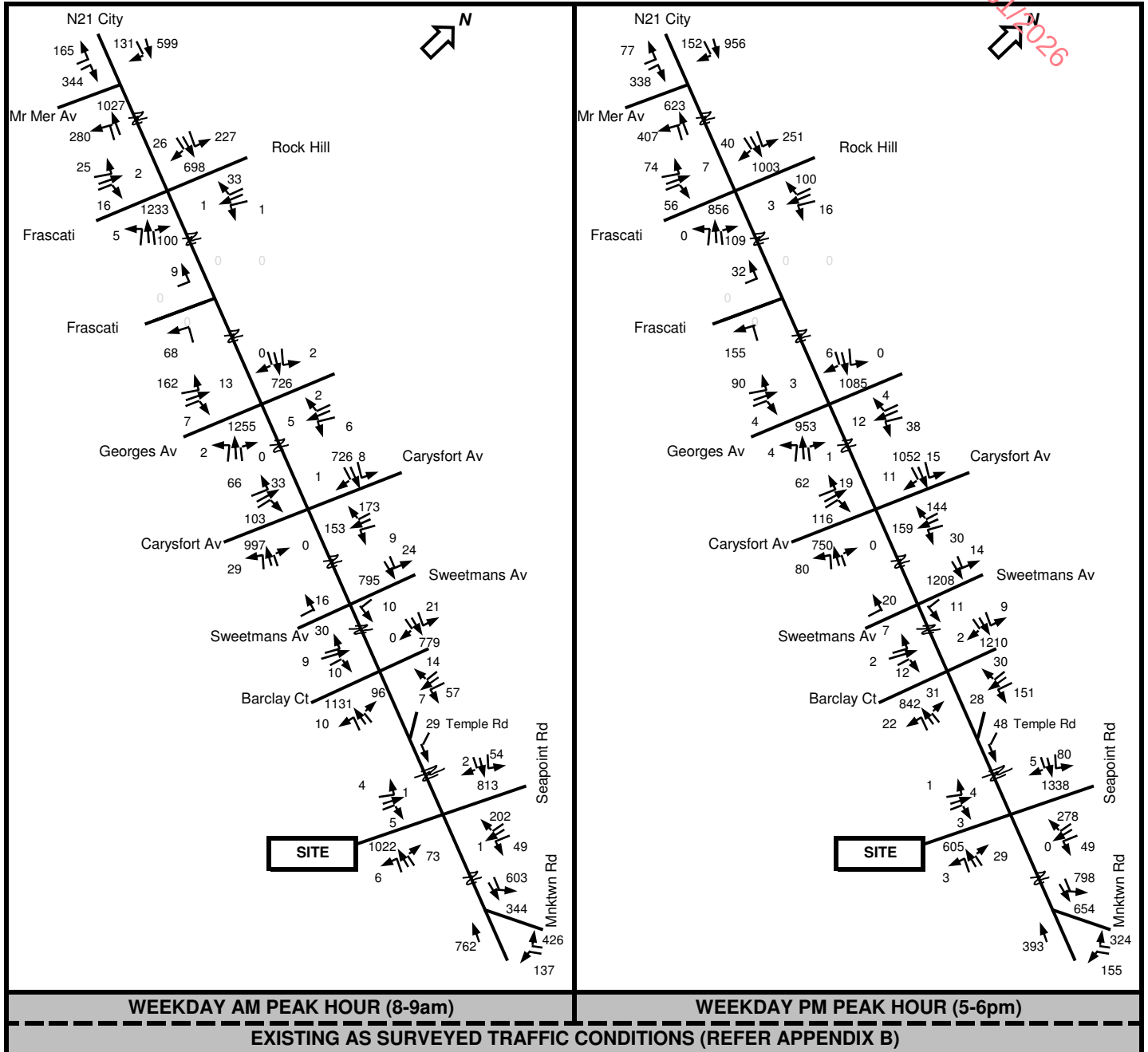
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

APPENDIX D

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**Traffic Surveys, Trip Distribution & Network
Traffic Flow Diagrams**

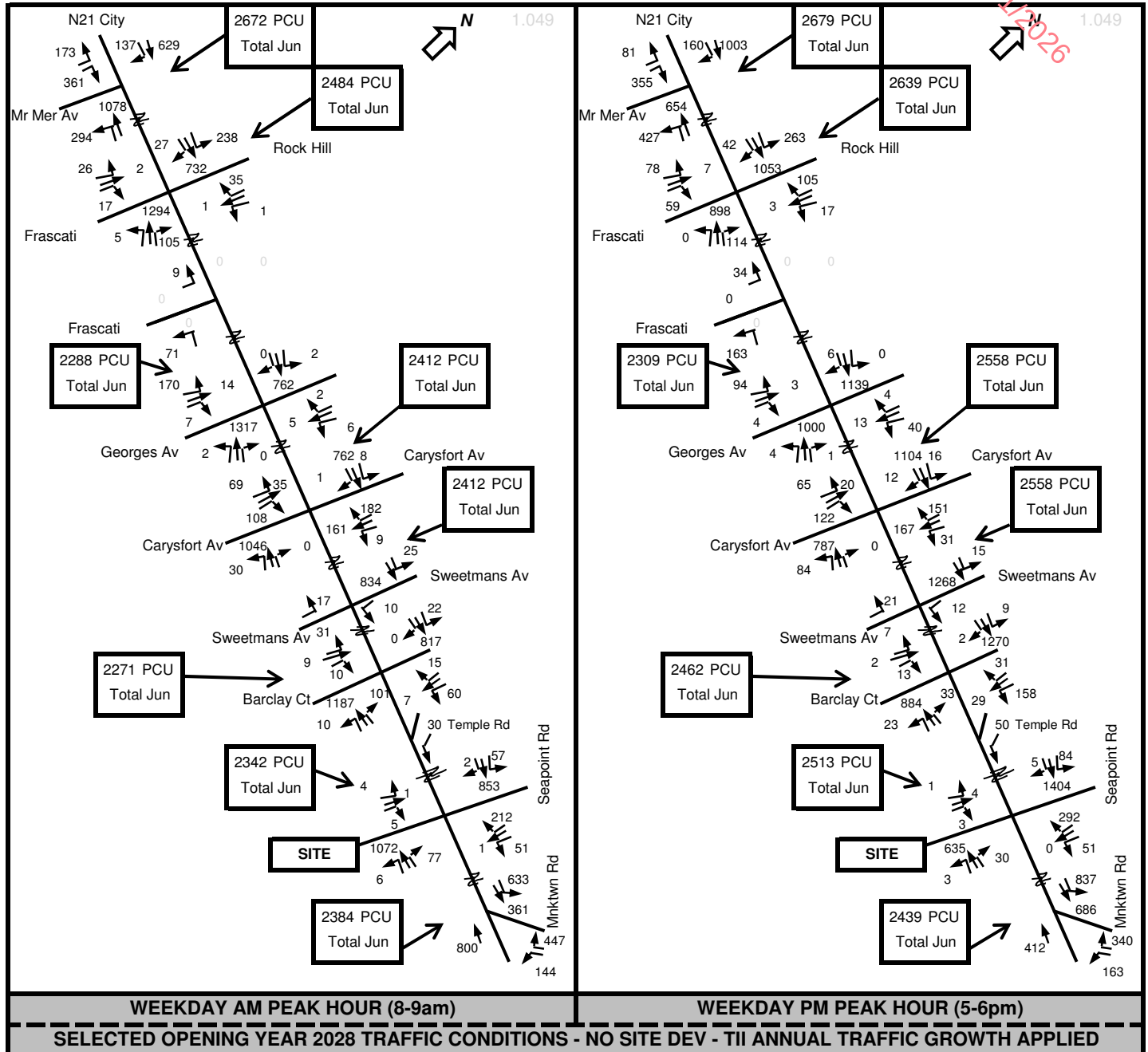
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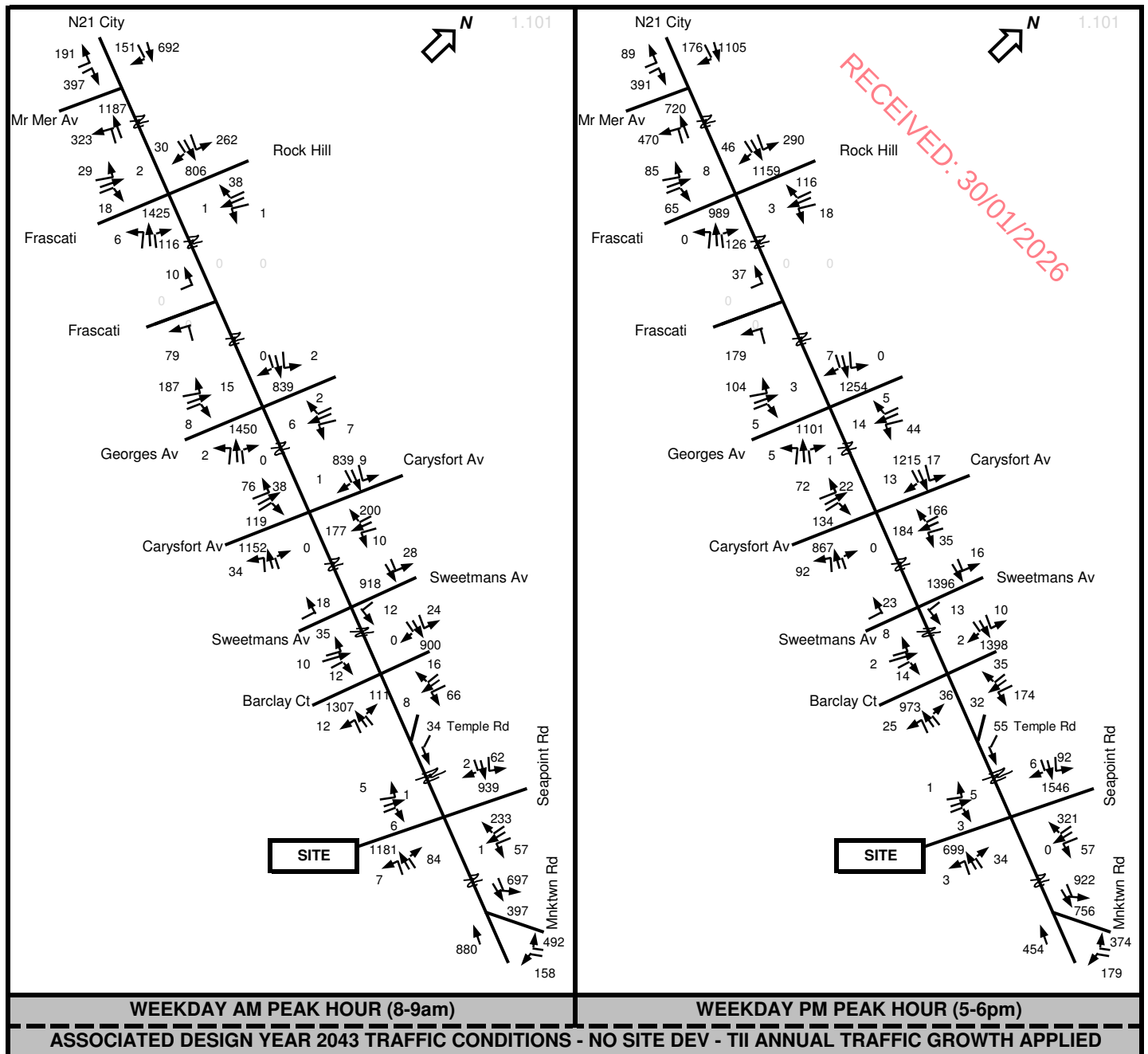


TII PE-PAG-02017 Project Appraisal Guidelines for National Roads Unit 5.3
(Travel Demand Projections 2021, Table 6.1: Central Growth Rates: Annual Growth Factors Met Dublin)

Survey to 2028 = 1.049
2028 to 2043 = 1.101

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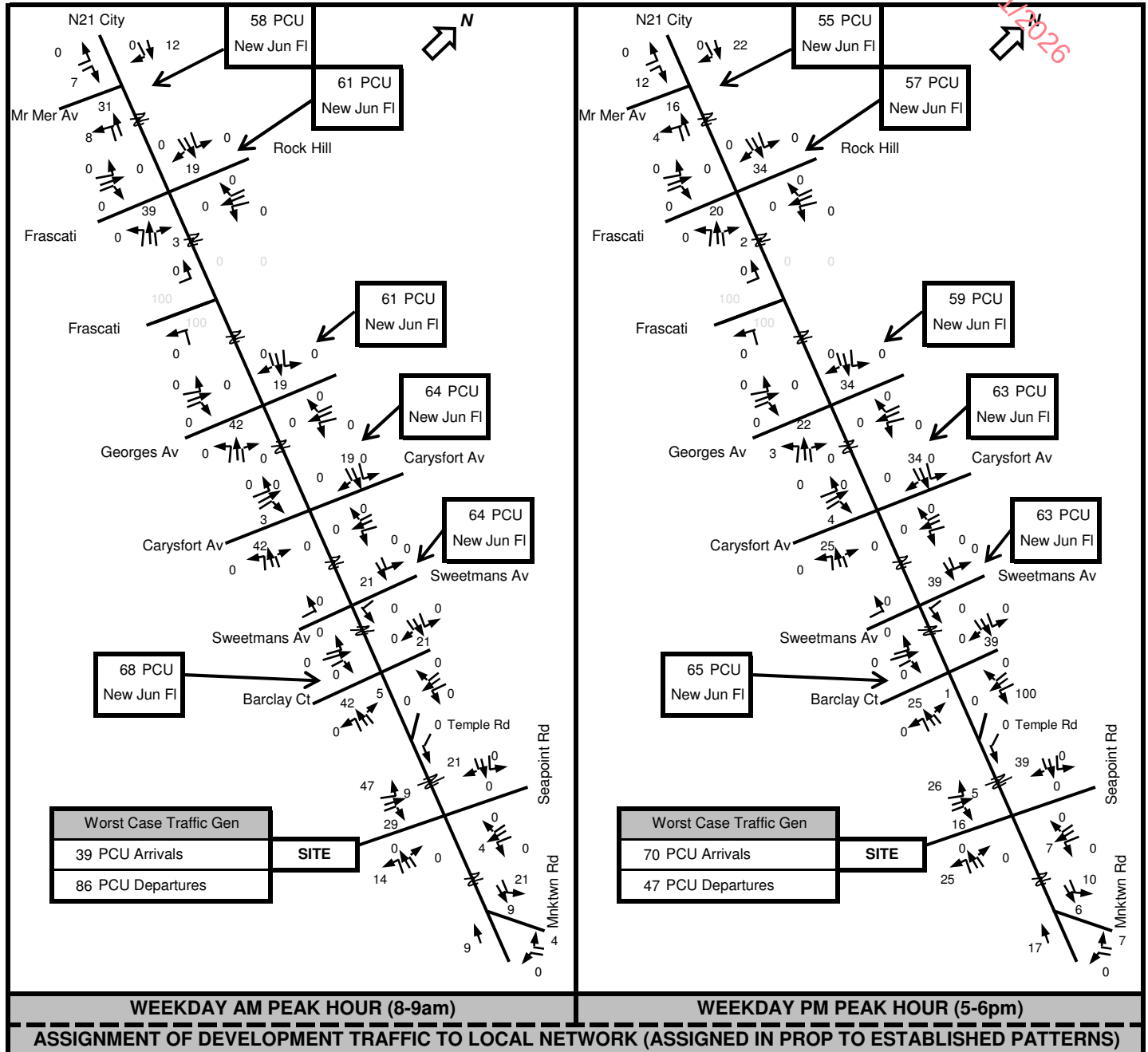




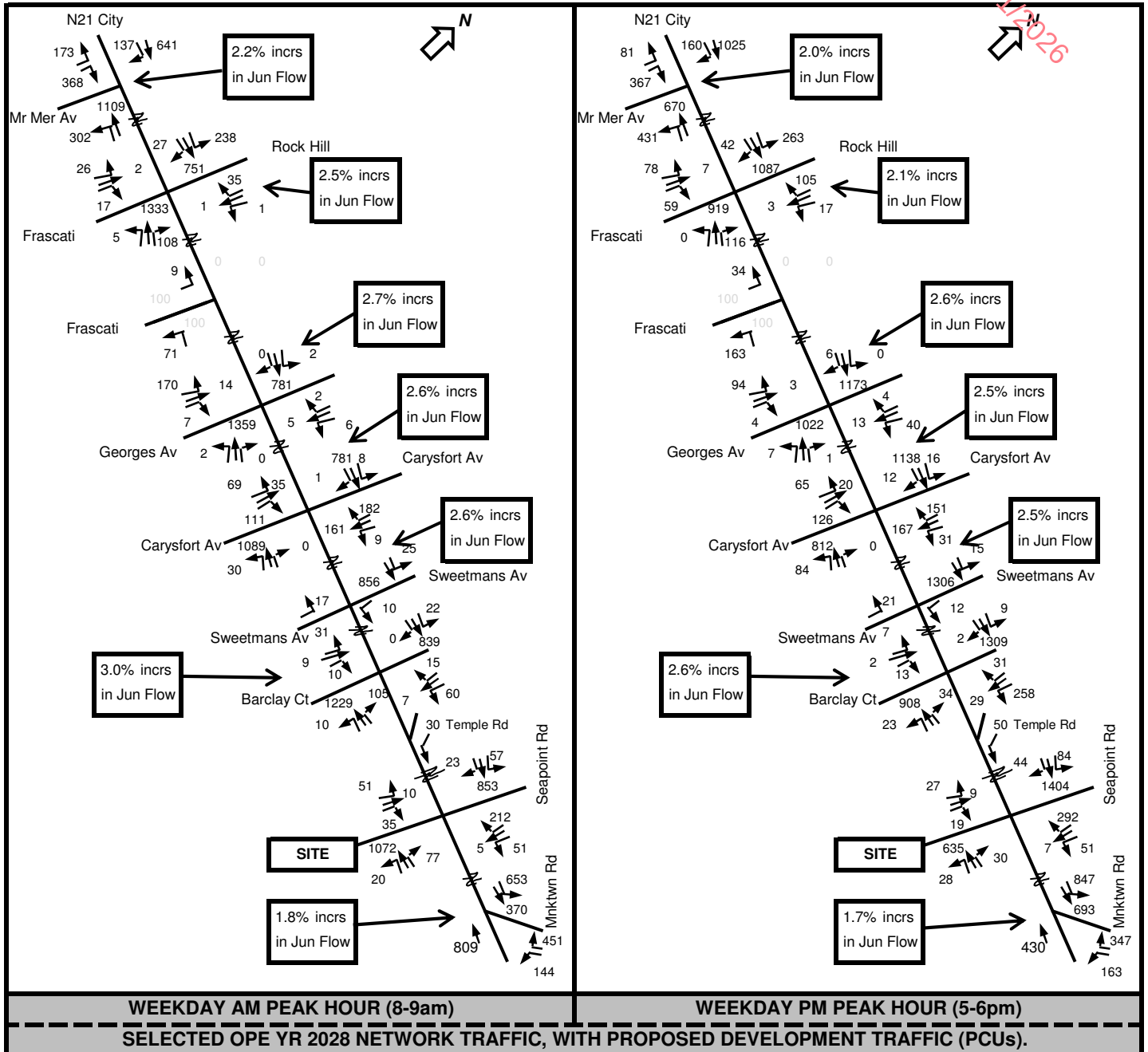
TRAFFIC GENERATED BY 414 RESIDENTIAL APARTMENTS					
414 Units	Arrivals (PCUs)		Deps (PCUs)		Total 2-Way Traffic
Resi Houses	Per Unit	Dev	Per Unit	Dev	
Weekday 8-9AM	0.065	27	0.183	76	103
Weekday 5-6PM	0.147	61	0.083	34	95
24 Hr Day (AADT)	1.063	440	1.141	472	912
TRAFFIC GENERATED BY SMALL ANCILLARY CRECHE					
401 m2 GFA	Arrivals (PCUs)		Deps (PCUs)		Total 2-Way Traffic
Creche	Per 100	Dev	Per 100	Dev	
Weekday 8-9AM	2.934	12	2.500	10	22
Weekday 5-6PM	2.390	10	3.044	12	22
24 Hr Day (AADT)	14.185	57	15.943	64	121
TOTAL TRAFFIC GENERATED BY ENTIRE PROPOSED SITE *					
Study Period	Arrivals (PCUs)		Deps (PCUs)		2-Way (PCUs)
Weekday 8-9AM	39		86		124
Weekday 5-6PM	70		47		117
24 Hr Day (AADT)	497		536		1033

*Excluding Small Café which is considered to generate negligible external traffic

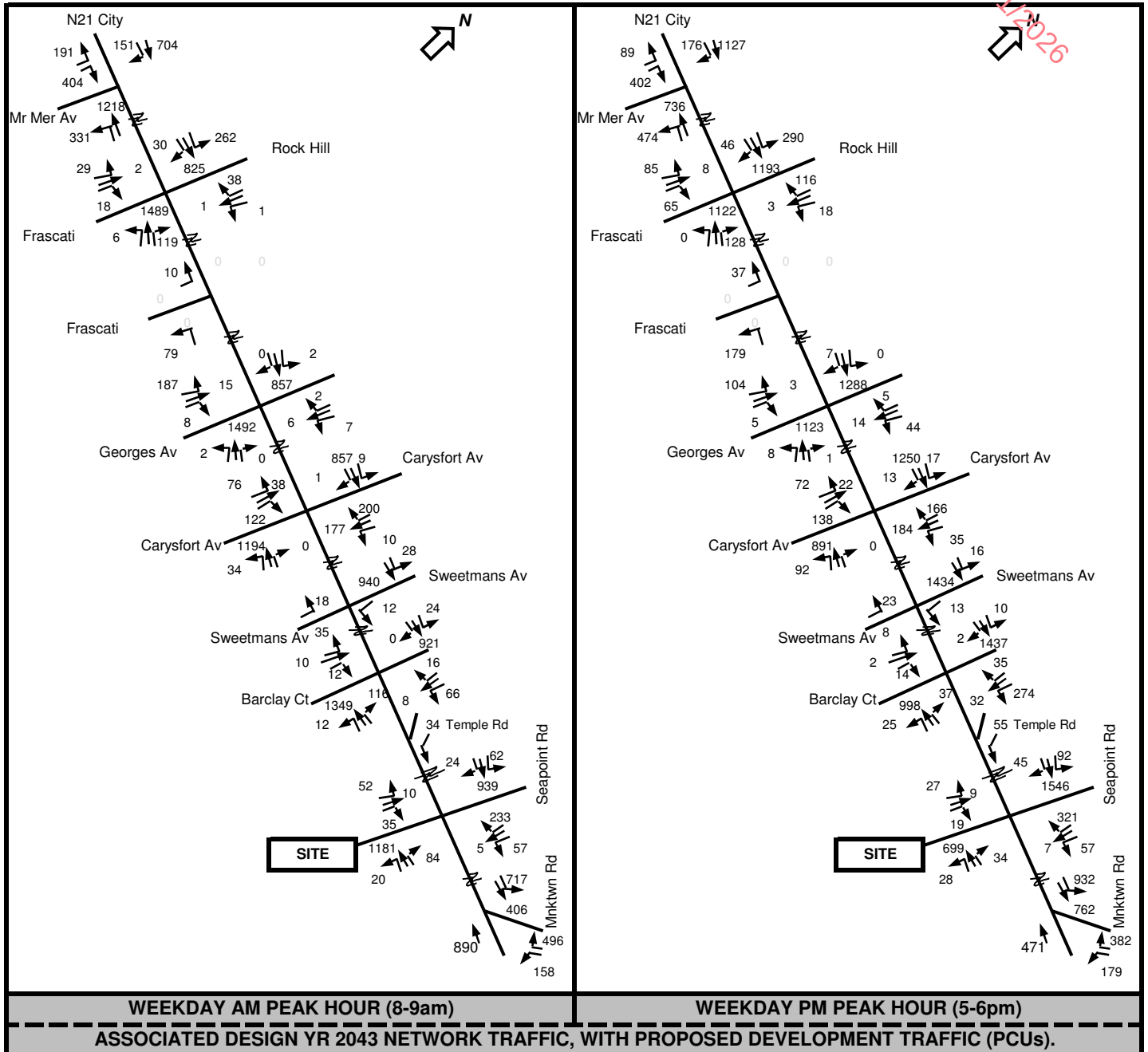
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RECEIVED: 30/01/2026



RECEIVED: 30/01/2026



APPENDIX E

RECEIVED: 30/01/2026

LiNSiG Simulation Model Output Traffic Signal Controlled Access Junction

**Access, Summary LiNSiG Results in Order as included herein
(Robust & Worst Case - with Proposed Development)**

Modelled Scenario	Network Saturation %	PRC %	Total Delay PCU Hr
2028 Opening Year AM Peak Hr 8-9	99.3	-10.4	55.6
2028 Opening Year PM Peak Hr 5-6	101	-12.2	58.1
2043 Design Year AM Peak Hr 8-9	112	-25	107
2043 Design Year PM Peak Hr 5-6	109	-20.8	113

The Proposed Development results in a contribution of 5% or less in traffic volumes at the junction - In this regard, the results are considered acceptable. This is particularly the case in circumstances where sustainable policies will have an increasing effect in reducing car based traffic at peak commuter hours.

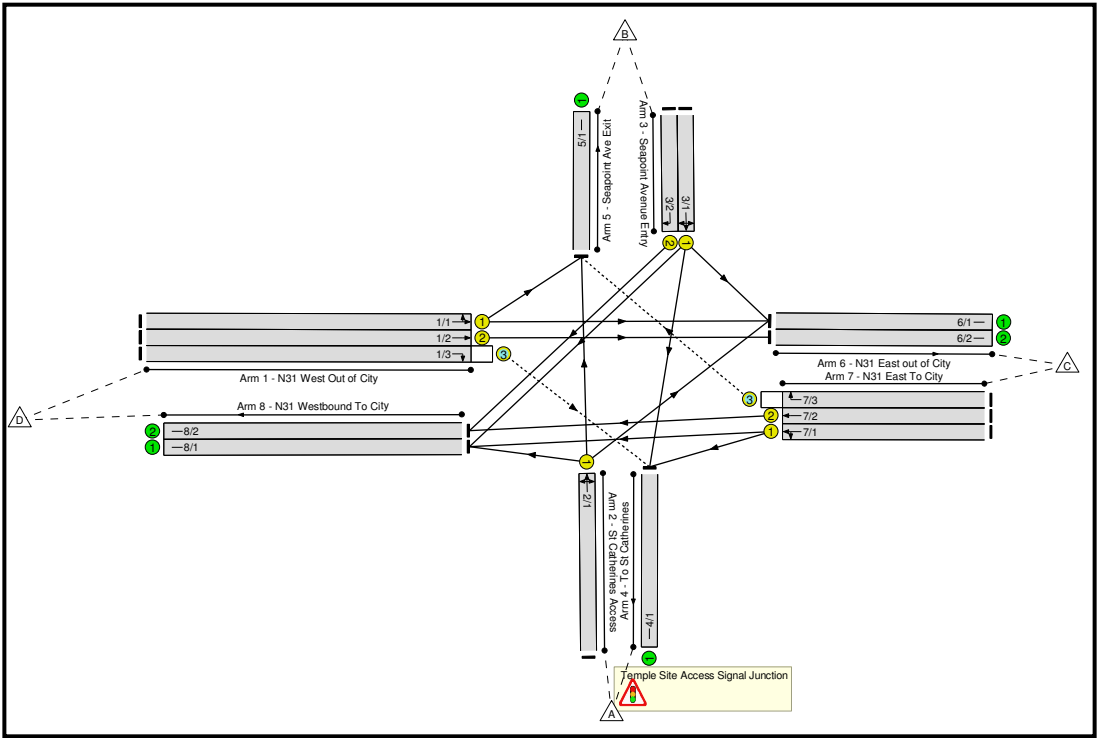
NB Any Small Changes to Selected Opening Year 2028 or Design Year 2043 will have no significant implications in terms of the conclusions of the Study, due to the low background Network Traffic Growth

User and Project Details

Project:	Blackrock Apartments
Title:	LiNSIG Modelling
Location:	25048 / Calcs
File name:	Site Access All Dev Scenarios.lsg3x
Author:	ER
Company:	NRB Consulting Engineers Ltd
Address:	5 th Floor, 40 Mespil Road, Dublin 4
Notes:	

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Network Layout Diagram



Full Input Data And Results

Network Results Scenario 1: 'Opening Year 2028 AM'

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	99.3%
Temple Site Access Signal Junction	-	-	N/A	-	-		-	-	-	-	-	-	99.3%
1/1	N31 West Out of City Left Ahead	U	N/A	N/A	C		1	33	-	455	1965	557	81.7%
1/2	N31 West Out of City Ahead	U	N/A	N/A	C		1	33	-	455	2080	589	77.2%
1/3	N31 West Out of City Right	O	N/A	N/A	D		1	7	-	24	2065	138	17.4%
2/1	St Catherines Access Ahead Right Left	U	N/A	N/A	A		1	7	-	97	1940	129	75.0%
3/1	Seapoint Avenue Entry Ahead Left Right	U	N/A	N/A	B		1	31	-	134	1965	524	25.6%
3/2	Seapoint Avenue Entry Right	U	N/A	N/A	B		1	31	-	134	2080	555	24.2%
4/1	To St Catherines	U	N/A	N/A	-		-	-	-	49	1800	1800	2.7%
5/1	Seapoint Ave Exit	U	N/A	N/A	-		-	-	-	144	Inf	Inf	0.0%
6/1	N31 East out of City	U	N/A	N/A	-		-	-	-	484	Inf	Inf	0.0%
6/2	N31 East out of City	U	N/A	N/A	-		-	-	-	455	Inf	Inf	0.0%
7/1	N31 East To City Left Ahead	U	N/A	N/A	E		1	33	-	546	1940	550	99.3%
7/2	N31 East To City Ahead	U	N/A	N/A	B		1	31	-	546	2080	555	98.4%
7/3	N31 East To City Right	O	N/A	N/A	F		1	7	-	77	1940	129	59.5%
8/1	N31 Westbound To City	U	N/A	N/A	-		-	-	-	656	Inf	Inf	0.0%
8/2	N31 Westbound To City	U	N/A	N/A	-		-	-	-	680	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	99	2	28.8	26.9	0.0	55.6	-	-	-	-
Temple Site Access Signal Junction	-	-	0	99	2	28.8	26.9	0.0	55.6	-	-	-	-
1/1	455	455	-	-	-	5.1	2.1	-	7.2	57.1	14.0	2.1	16.2
1/2	455	455	-	-	-	5.0	1.7	-	6.6	52.5	13.9	1.7	15.6
1/3	24	24	0	24	0	0.4	0.1	0.0	0.5	68.8	0.8	0.1	0.9
2/1	97	97	-	-	-	1.5	1.4	-	2.9	106.3	3.2	1.4	4.5
3/1	134	134	-	-	-	1.3	0.2	-	1.5	39.3	3.5	0.2	3.7
3/2	134	134	-	-	-	1.3	0.2	-	1.4	38.8	3.5	0.2	3.7
4/1	49	49	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
5/1	144	144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	484	484	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	455	455	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	546	546	-	-	-	6.5	10.8	-	17.3	114.1	18.0	10.8	28.9
7/2	546	546	-	-	-	6.6	9.7	-	16.4	107.8	18.0	9.7	27.8
7/3	77	77	0	76	1	1.2	0.7	0.0	1.9	87.9	2.5	0.7	3.2
8/1	656	656	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	680	680	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -10.4 PRC Over All Lanes (%): -10.4 Total Delay for Signalled Lanes (pcuHr): 55.62 Total Delay Over All Lanes(pcuHr): 55.63 Cycle Time (s): 120													

Full Input Data And Results

Network Results Scenario 2: 'Opening Year 2028 PM'

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	101.0%
Temple Site Access Signal Junction	-	-	N/A	-	-		-	-	-	-	-	-	101.0%
1/1	N31 West Out of City Left Ahead	U	N/A	N/A	C		1	44	-	744	1965	737	101.0%
1/2	N31 West Out of City Ahead	U	N/A	N/A	C		1	44	-	744	2080	780	95.4%
1/3	N31 West Out of City Right	O	N/A	N/A	D		1	7	-	45	2065	138	32.7%
2/1	St Catherines Access Ahead Right Left	U	N/A	N/A	A		1	7	-	55	1940	129	42.5%
3/1	Seapoint Avenue Entry Ahead Left Right	U	N/A	N/A	B		1	20	-	175	1965	344	50.9%
3/2	Seapoint Avenue Entry Right	U	N/A	N/A	B		1	20	-	175	2080	364	48.1%
4/1	To St Catherines	U	N/A	N/A	-		-	-	-	80	1800	1800	4.4%
5/1	Seapoint Ave Exit	U	N/A	N/A	-		-	-	-	123	Inf	Inf	0.0%
6/1	N31 East out of City	U	N/A	N/A	-		-	-	-	730	Inf	Inf	0.0%
6/2	N31 East out of City	U	N/A	N/A	-		-	-	-	744	Inf	Inf	0.0%
7/1	N31 East To City Left Ahead	U	N/A	N/A	E		1	44	-	332	1940	727	45.6%
7/2	N31 East To City Ahead	U	N/A	N/A	B		1	20	-	331	2080	364	90.9%
7/3	N31 East To City Right	O	N/A	N/A	F		1	7	-	30	1940	129	23.2%
8/1	N31 Westbound To City	U	N/A	N/A	-		-	-	-	448	Inf	Inf	0.0%
8/2	N31 Westbound To City	U	N/A	N/A	-		-	-	-	506	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	74	1	29.0	29.1	0.0	58.1	-	-	-	-
Temple Site Access Signal Junction	-	-	0	74	1	29.0	29.1	0.0	58.1	-	-	-	-
1/1	744	737	-	-	-	8.1	15.5	-	23.7	114.6	25.0	15.5	40.6
1/2	744	744	-	-	-	7.5	7.3	-	14.9	72.0	24.0	7.3	31.3
1/3	45	45	0	44	1	0.7	0.2	0.0	0.9	72.8	1.4	0.2	1.7
2/1	55	55	-	-	-	0.8	0.4	-	1.2	77.8	1.8	0.4	2.1
3/1	175	175	-	-	-	2.2	0.5	-	2.7	55.4	5.2	0.5	5.8
3/2	175	175	-	-	-	2.2	0.5	-	2.6	54.1	5.2	0.5	5.7
4/1	80	80	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
5/1	122	122	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	724	724	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	744	744	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	332	332	-	-	-	2.6	0.4	-	3.0	32.8	8.3	0.4	8.7
7/2	331	331	-	-	-	4.5	4.0	-	8.5	92.4	10.8	4.0	14.8
7/3	30	30	0	29	0	0.4	0.2	0.0	0.6	71.2	0.9	0.2	1.1
8/1	448	448	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	506	506	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -12.2 PRC Over All Lanes (%): -12.2 Total Delay for Signalled Lanes (pcuHr): 58.10 Total Delay Over All Lanes(pcuHr): 58.13 Cycle Time (s): 120													

Full Input Data And Results

Network Results Scenario 3: 'Design Year 2043 AM'

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	112.7%
Temple Site Access Signal Junction	-	-	N/A	-	-		-	-	-	-	-	-	112.7%
1/1	N31 West Out of City Left Ahead	U	N/A	N/A	C		1	32	-	501	1965	540	92.7%
1/2	N31 West Out of City Ahead	U	N/A	N/A	C		1	32	-	500	2080	572	87.4%
1/3	N31 West Out of City Right	O	N/A	N/A	D		1	7	-	24	2065	138	17.4%
2/1	St Catherines Access Ahead Right Left	U	N/A	N/A	A		1	7	-	99	1940	129	76.5%
3/1	Seapoint Avenue Entry Ahead Left Right	U	N/A	N/A	B		1	32	-	147	1965	540	27.2%
3/2	Seapoint Avenue Entry Right	U	N/A	N/A	B		1	32	-	148	2080	572	25.9%
4/1	To St Catherines	U	N/A	N/A	-		-	-	-	50	1800	1800	2.6%
5/1	Seapoint Ave Exit	U	N/A	N/A	-		-	-	-	156	Inf	Inf	0.0%
6/1	N31 East out of City	U	N/A	N/A	-		-	-	-	532	Inf	Inf	0.0%
6/2	N31 East out of City	U	N/A	N/A	-		-	-	-	500	Inf	Inf	0.0%
7/1	N31 East To City Left Ahead	U	N/A	N/A	E		1	32	-	601	1940	533	112.7%
7/2	N31 East To City Ahead	U	N/A	N/A	B		1	32	-	601	2080	572	105.1%
7/3	N31 East To City Right	O	N/A	N/A	F		1	7	-	84	1940	129	64.9%
8/1	N31 Westbound To City	U	N/A	N/A	-		-	-	-	718	Inf	Inf	0.0%
8/2	N31 Westbound To City	U	N/A	N/A	-		-	-	-	749	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	106	2	37.3	70.3	0.0	107.6	-	-	-	-
Temple Site Access Signal Junction	-	-	0	106	2	37.3	70.3	0.0	107.6	-	-	-	-
1/1	501	501	-	-	-	5.9	5.1	-	11.0	78.7	16.1	5.1	21.2
1/2	500	500	-	-	-	5.8	3.2	-	9.0	64.5	15.8	3.2	19.0
1/3	24	24	0	24	0	0.4	0.1	0.0	0.5	68.8	0.8	0.1	0.9
2/1	99	99	-	-	-	1.5	1.5	-	3.0	109.1	3.2	1.5	4.7
3/1	147	147	-	-	-	1.4	0.2	-	1.6	38.7	3.8	0.2	4.0
3/2	148	148	-	-	-	1.4	0.2	-	1.6	38.2	3.8	0.2	4.0
4/1	48	48	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
5/1	156	156	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	532	532	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	500	500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	601	534	-	-	-	11.1	37.7	-	48.9	292.8	22.3	37.7	60.0
7/2	601	572	-	-	-	8.5	21.5	-	30.0	179.9	21.0	21.5	42.5
7/3	84	84	0	83	1	1.3	0.9	0.0	2.2	92.8	2.7	0.9	3.6
8/1	653	653	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	720	720	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -25.2 PRC Over All Lanes (%): -25.2 Total Delay for Signalled Lanes (pcuHr): 107.59 Total Delay Over All Lanes(pcuHr): 107.60 Cycle Time (s): 120													

Full Input Data And Results

Network Results Scenario 4: 'Design Year 2043 PM'

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	108.7%
Temple Site Access Signal Junction	-	-	N/A	-	-		-	-	-	-	-	-	108.7%
1/1	N31 West Out of City Left Ahead	U	N/A	N/A	C		1	45	-	819	1965	753	108.7%
1/2	N31 West Out of City Ahead	U	N/A	N/A	C		1	45	-	819	2080	797	102.7%
1/3	N31 West Out of City Right	O	N/A	N/A	D		1	7	-	45	2065	138	32.7%
2/1	St Catherines Access Ahead Right Left	U	N/A	N/A	A		1	7	-	55	1940	129	42.5%
3/1	Seapoint Avenue Entry Ahead Left Right	U	N/A	N/A	B		1	19	-	193	1965	327	58.9%
3/2	Seapoint Avenue Entry Right	U	N/A	N/A	B		1	19	-	192	2080	347	55.4%
4/1	To St Catherines	U	N/A	N/A	-		-	-	-	81	1800	1800	4.5%
5/1	Seapoint Ave Exit	U	N/A	N/A	-		-	-	-	135	Inf	Inf	0.0%
6/1	N31 East out of City	U	N/A	N/A	-		-	-	-	803	Inf	Inf	0.0%
6/2	N31 East out of City	U	N/A	N/A	-		-	-	-	819	Inf	Inf	0.0%
7/1	N31 East To City Left Ahead	U	N/A	N/A	E		1	45	-	364	1940	744	48.9%
7/2	N31 East To City Ahead	U	N/A	N/A	B		1	19	-	364	2080	347	105.0%
7/3	N31 East To City Right	O	N/A	N/A	F		1	7	-	34	1940	129	26.3%
8/1	N31 Westbound To City	U	N/A	N/A	-		-	-	-	491	Inf	Inf	0.0%
8/2	N31 Westbound To City	U	N/A	N/A	-		-	-	-	556	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	78	1	37.2	76.4	0.0	113.6	-	-	-	-
Temple Site Access Signal Junction	-	-	0	78	1	37.2	76.4	0.0	113.6	-	-	-	-
1/1	819	753	-	-	-	12.1	38.2	-	50.3	221.1	29.5	38.2	67.7
1/2	819	797	-	-	-	9.6	20.7	-	30.3	133.4	28.0	20.7	48.7
1/3	45	45	0	44	1	0.7	0.2	0.0	0.9	72.8	1.4	0.2	1.7
2/1	55	55	-	-	-	0.8	0.4	-	1.2	77.8	1.8	0.4	2.1
3/1	193	193	-	-	-	2.5	0.7	-	3.2	59.5	5.9	0.7	6.6
3/2	192	192	-	-	-	2.4	0.6	-	3.1	57.5	5.9	0.6	6.5
4/1	81	81	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
5/1	128	128	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	745	745	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	797	797	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	364	364	-	-	-	2.8	0.5	-	3.3	32.8	9.2	0.5	9.7
7/2	364	347	-	-	-	5.8	14.8	-	20.6	203.7	12.7	14.8	27.5
7/3	34	34	0	33	1	0.5	0.2	0.0	0.7	72.0	1.1	0.2	1.2
8/1	491	491	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	539	539	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -20.8 PRC Over All Lanes (%): -20.8 Total Delay for Signalled Lanes (pcuHr): 113.60 Total Delay Over All Lanes(pcuHr): 113.62 Cycle Time (s): 120													

APPENDIX F
RECEIVED: 30/01/2026

Preliminary Travel Plan
(aka Mobility Management Plan)

consulting
engineers

NRB

**Preliminary
Travel Plan
(Appendix F)**

for

**Proposed Residential
Apartment Development.**

at

***St Teresa's, Temple Rd, Blackrock,
Co. Dublin.***

SUBMISSION ISSUE

Contents

Page	Section	Description
3	1.0	Introduction
5	2.0	Access to the Site
18	3.0	Baseline Information
19	4.0	The Mobility Management Plan
25	5.0	Implementing the Plan
27	6.0	Monitoring and Review

RECEIVED: 30/01/2026

1.0 INTRODUCTION

1.1 NRB Consulting Engineers have been commissioned to prepare a Preliminary Travel Plan (or Mobility Management Plan, TP or MMP) in support of a new application for the redevelopment of lands at Temple Hill, Monkstown, Blackrock, Co. Dublin, in order to further explain the applicant's commitment to the promotion of more sustainable and cost effective travel habits among the end occupiers/residents of the scheme.

1.2 **It should be recognised that, until residents are actually in place, a Travel Plan or Mobility Management Plan (MMP) prepared at Planning Stage can only outline the current and proposed alternative transport services and set out strategies that will be deployed to encourage future residents to use alternative modes of travel. A working MMP requires residents mode of travel to be measured to allow target modal splits to then be set. In these terms this MMP is considered 'Planning Stage' or 'Preliminary'.**

What is a Travel Plan?

1.3 Originally and elsewhere called Mobility Management Plans (MMPs), they originated in the United States and the Netherlands in the late 1980s. In the US, employers over a certain size (generally over 100 employees) were required to implement 'Trip Reduction Plans' in order to reduce single-occupancy car commuting trips, and to increase car occupancy.

1.4 A MMP or Travel Plan (TP) consists of a package of measures put in place by an organisation to encourage and support more sustainable travel patterns among staff and other visitors. Such a plan usually concentrates on staff commuting patterns. In essence, a TP is useful not only to reduce the attractiveness of private car use, but also for the ability to promote and support the use of more sustainable transport modes such as walking, cycling, shared transport, and mass transit such as buses and trains.

Aims and Objectives of this Travel Plan

1.5 The package generally includes measures to promote and improve the attractiveness of using public transport, cycling, walking, car sharing, flexible working, or a combination of these as alternatives to single-occupancy car journeys to work. A TP can consider all travel associated with the residential or work site, including business travel, fleet management, customer access and deliveries. It should be considered as a dynamic process where a package of measures and campaigns are identified, piloted, and monitored on an on-going basis.

1.6 The changes which are being sought as part of any plan may be as simple as car sharing one-day per week, or walking on Wednesdays, or taking the bus on days which do not conflict with other commitments, leisure, or work activities.

1.7 It is envisaged that once in place, the Travel Plan will enable the following benefits to be realised for the Development:

- Reduced residential and commercial / community car parking demand and reduced congestion on the local road network due to lower demand for private transport and/or more efficient use of private motor vehicles,
- Improved safety for cyclists and pedestrians,
- Direct financial savings for those taking part in the developed initiatives, through higher-than-average vehicle occupancy rates,
- A reduction in car parking and car set-down demand, resulting in improved operational efficiency and safety for all,
- Improved social networking between all those participating in the shared initiatives,
- Improved environmental consideration and performance,
- Improved public image for the development, which sets an example to the broader community and may lead to residents making better travel decisions in the future,
- Improved health and well-being for those using active non-car transport modes,
- Regular liaison with the Local Authority and public transport providers to maintain, improve, and support transportation services to and from the site,
- Improved attractiveness of the development to prospective residents,
- Optimal levels of safety for all residents, staff & visitors.

Methodology

- 1.8 As part of this Travel Plan, reference has been made to the following documents:
- Your Step-By-Step Guide To Travel Plans (NTA 2012),
 - Achieving Effective Workplace Travel Plans (NTA 2011),
 - Traffic and Transport Assessment Guidelines (TII),
 - Traffic Management Guidelines (DoELG, 2003),
 - Mobility Management Plans – DTO Advice Note (DTO, 2002),
 - The Route to Sustainable Commuting (DTO 2001),
 - Smarter Travel: A Sustainable Transport Future (DOT).
- 1.9 Consultation with key stakeholders is an essential part of any Travel Plan. As discussed below, as part of the operational phase of this development, a Travel Plan Coordinator Role will be appointed from within the Management Company responsible for the Apartments plus commercial elements of the scheme. Following on, once occupied, residents will be asked to complete detailed questionnaires on essential data in relation to their existing travel patterns. This information will be used to inform the ongoing implementation, monitoring and review of the plan for this development.
- 1.10 This information has been used herein as the basis for the assessment, conclusions, and recommendations.

2.0 ACCESS TO THE SITE

- 2.1 The development consists of the construction of a 414 Unit Residential Apartment Development on lands in the heart of Blackrock, within easy walking distance of Dublin Bus Stops and Seapoint/Blackrock Rail / DART Stations. A location plan is shown below as **Figure 2.1**.

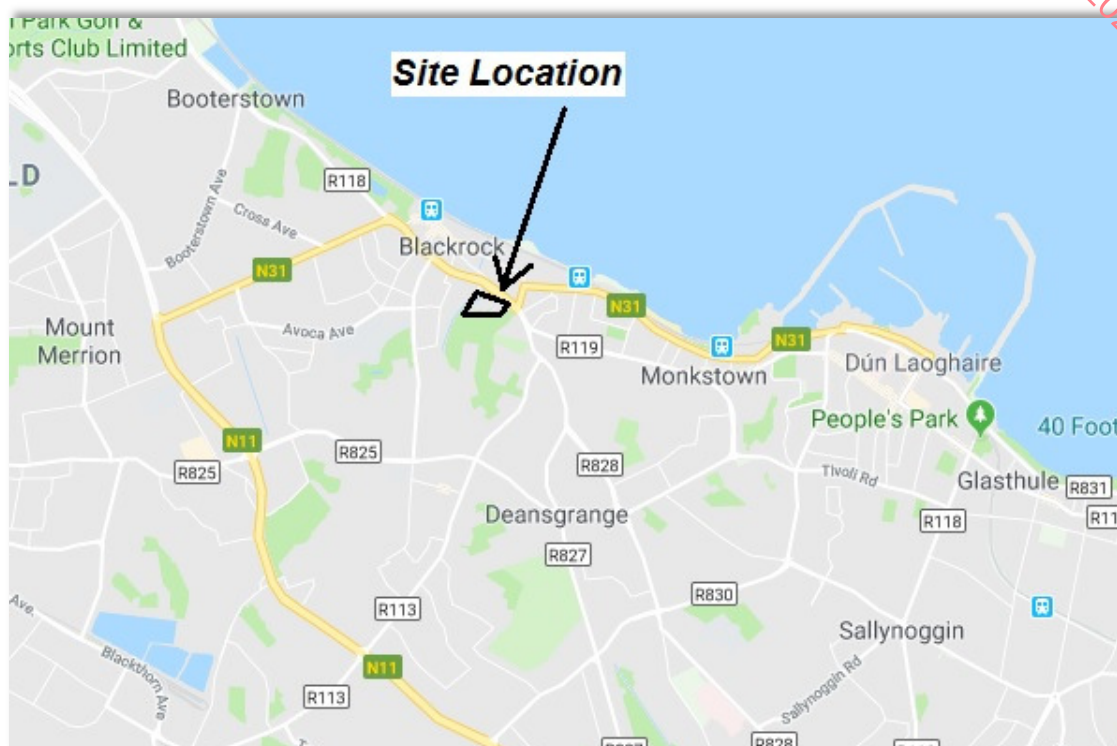


Figure 2.1 – Site Location Map

- 2.2 The proposed Residential Development is of the highest quality with attractive living and leisure spaces incorporated into the plans.
- 2.3 It is essential for the successful Travel Planning to concentrate on journeys associated with work and school commuting patterns. These are the groups which can most practically be encouraged to use modes of transport other than the car.
- 2.4 Notwithstanding this, the development is located in the heart of Blackrock and is in very close proximity to the range of public and alternative transport services in Blackrock.

Cycling and Walking Facilities

- 2.5 At present, pedestrian/cycle traffic at/to the existing site is served by an extensive network of recently upgraded footpaths and cycle lanes. The development includes sensible and simple at grade links to these facilities which are immediately adjacent the development.

- 2.6 The key to cycle accessibility is convenient safe links, with secure and carefully sited cycle parking. Cycling is ideal for shorter journeys. Dún Laoghaire-Rathdown County Council (DLR) have developed their Cycle Policy. A significant amount of work has been carried out in the provision of facilities for Cyclists in DLR (more that 200km of cycle facilities has been provided to date). Details of the Current DLRCC Cycle Network is shown on extract annotated mapping included below as **Figure 2.2**.

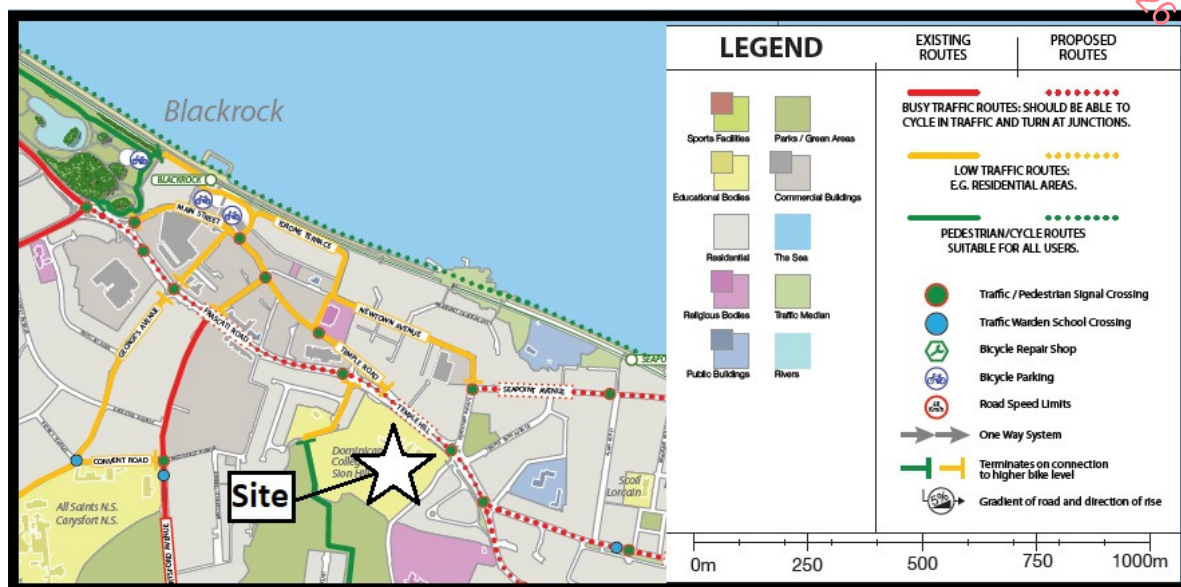


Figure 2.2 – DLRCC Cycle Network Map Extract

- 2.7 The DLRCC vision is to cultivate a cycling culture, through the implementation of appropriate infrastructure and promotional measures, which positively encourages all members of the community to cycle at all life stages and abilities as a mode of sustainable transport that delivers environmental, health and economic benefits to both the individual and the community.
- 2.8 The site is also clearly ideally placed in terms of the NTA's GDA Cycle Network Plan for this area of Dublin. An extract from the plan is included and illustrated in **Figure 2.3** below.



Figure 2.3 – NTA GDA Cycle Network Plan

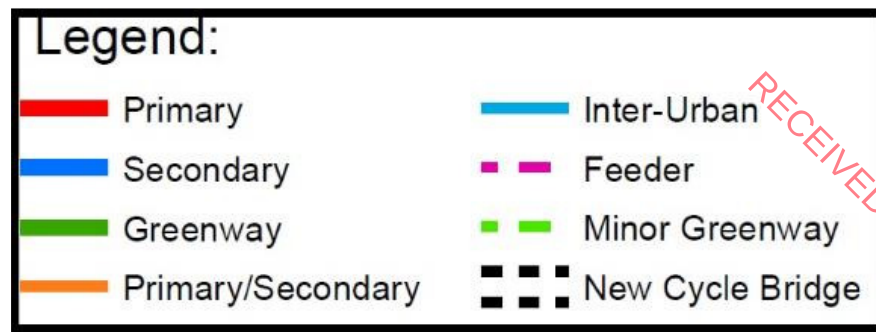


Figure 2.4 – NTA GDA Cycle Network Plan Legend

- 2.9 The site is served by a Primary Route, a Secondary Route and indeed a Minor Greenway is identified as passing immediately adjacent the site. These links ensure that the site is highly accessible by bicycle to Dublin City Centre and environs. The Cycle Infrastructure planned for the site feeds into the overall GDA Network Plan, an extract of which is included below as **Figure 2.5** showing the site in context and demonstrating the cyclist permeability of the location to the overall Dublin City Area.

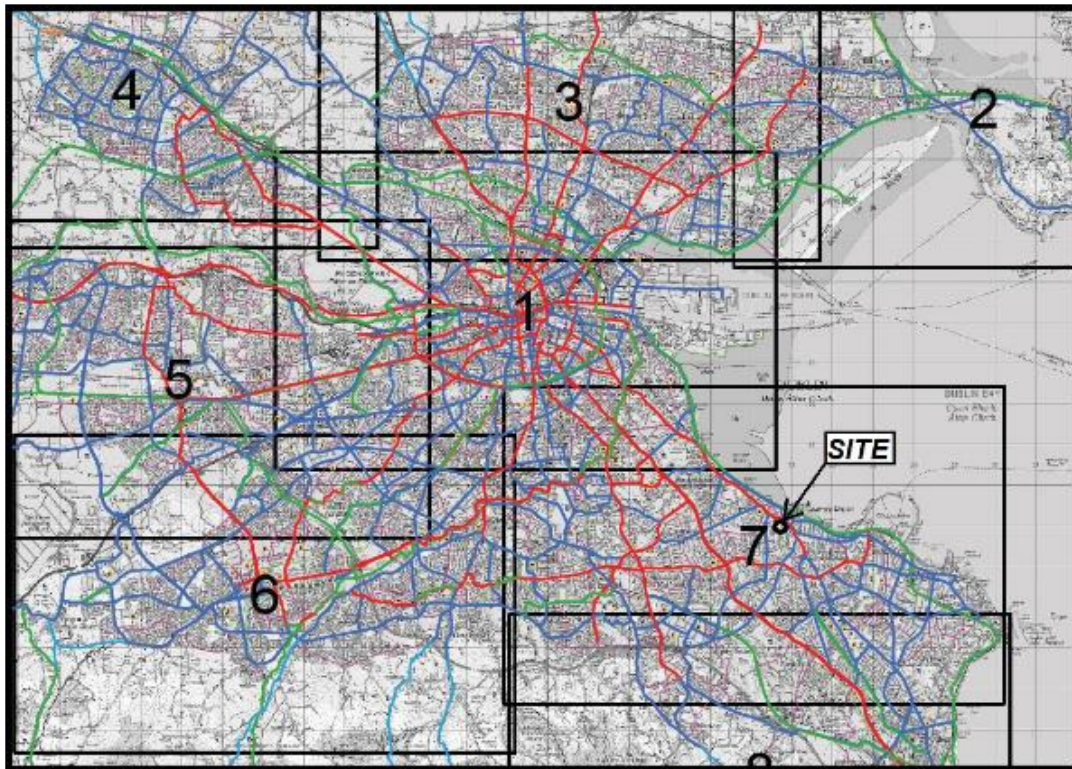


Figure 2.5 – Dublin GDA - NTA Cycle Network

- 2.10 To help meet the target set in Ireland's first National Cycle Policy Framework (with the aim that 10% of all journeys will be by bike), DLRCC stated their intention to do the following:
- Improve cycling conditions on primary cycle routes in the County as per the County Cycle Network;
 - Develop new cycle route/ greenways through parks and open spaces;
 - Improve connectivity/permeability from cycle routes to key destinations;

- Provide 30kph zones within residential areas and other suitable locations;
- Provide new secure cycle parking;
- Continue cycle training in schools;
- Ensure that cycling is a key element of all development; and,
- Monitor trends in cycle number using cycle counter data.

2.11 The DLRCC Cycling Policy outlines the various objectives and actions to be carried out in line with the specific objectives in the National Cycle Policy Framework. The proposed residential development on the subject site, through good design, will assist in the promotion of cycling as a primary mode of travel.



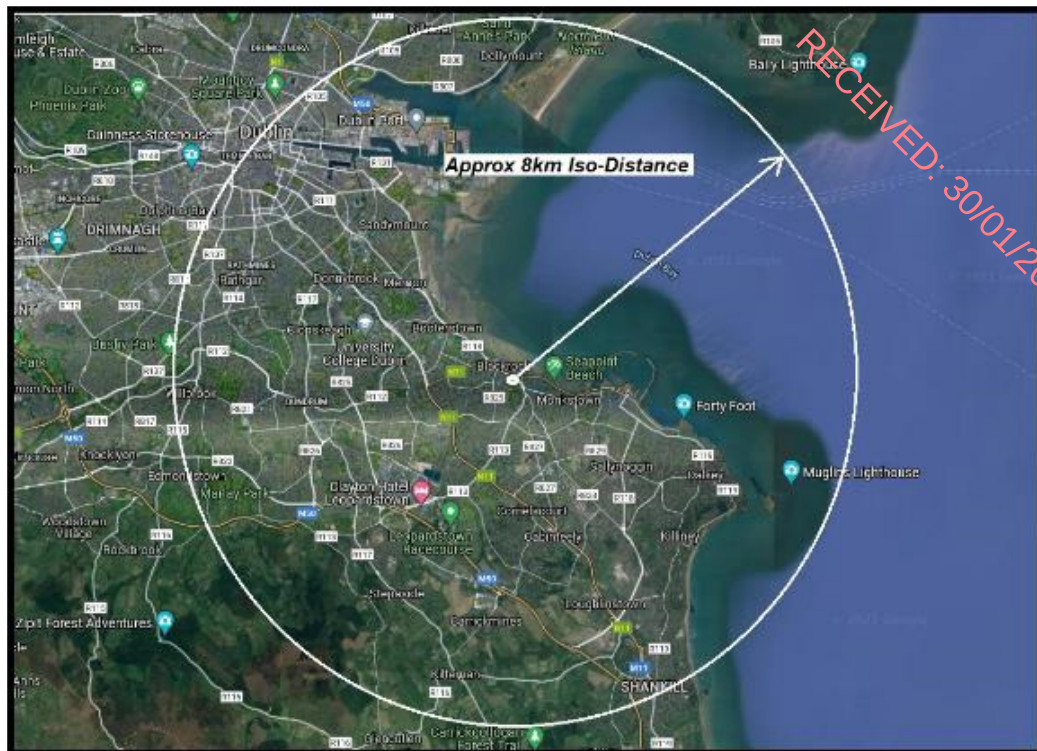


Figure 2.7 – Approx. 8km Iso-distance from Site

Cycle Parking

- 2.14 The key to cycle accessibility is convenient safe links, with secure and carefully sited cycle parking. Cycling is ideal for shorter journeys. The provision of cycle parking for the site is addressed in more detail within the Car/Bicycle Management Plan Report included as **Appendix H**.
- 2.15 The proposed development consists of a residential apartment scheme with ancillary supporting use in a series of blocks within a courtyard setting, supported by a mix of at grade and basement cycle & car parking, with copious dedicated secure bicycle parking areas. (Refer to Architects Drawings illustrating same and the annotated site layout drawing included with the application).
- 2.16 It is expected that a significant number of residents of the proposed development will be willing to cycle to work with safe links and secure parking put in place, and that is reflected in the provision of a total of 962 new dedicated cycle parking spaces (with the provision addressed within the enclosed DLRC Cycle Audit and also in the Car/Bicycle Parking Management Plan). There are now the required number of 209 No. visitor bicycle spaces provided within the landscaping by way of Sheffield Stands at surface level, with the bicycle parking allocation and distribution as outlined in **Table 2.1** below.

Table 2.1; Bicycle Parking Allocation Throughout Site

Block	No. units	No. bedrooms	Residents spaces (long term)	Visitor spaces (short term)	Total bike spaces (required)
Block A1	29	32	32	15.00	47
Block B1	41	62	62	21.00	83
Block B2	30	43	43	15.00	58
Block B3	30	43	43	15.00	58
Block B4	26	42	42	13.00	55
Block C1	10	16	16	5.00	21
Block C2	6	10	10	3.00	13
Block D1	125	269	269	63.00	332
Block E1	61	131	131	31.00	162
Block E2	50	78	78	25.00	103
Block H	6	13	13	3.00	16
Total cycle spaces	414	739	739	209.00	948
			Staff spaces (long term)	Visitor spaces (short term)	
Creche (Block C2)			4	6	10
Café (Block G)			2	2	4
Cycle parking requirement					962
TOTAL CYCLE PARKING PROVISION - residential, creche, café/retail					962

- 2.17 Once the scheme is occupied, advice can be provided on routes by the appointed Travel Plan Coordinator, possibly with the help of a bicycle user group. This can be further facilitated in consultation with the DLR Unit, as the ongoing provision of cycle facilities is fully implemented.
- 2.18 It is acknowledged that cyclists need to be confident that their cycles will not be tampered with while they are in storage. With this in mind, it is proposed to install the cycle parking will be in prominent and visible locations with racks which allow both frame and wheels to be secured. These cycle racks are located in an active, well lit & security monitored place or where they can be seen by a security guard, either directly, or by closed circuit television.

Bus & Rail Provision

- 2.19 The proposed development is located within the heart of Blackrock and is well placed to take advantage of the existing Dublin Bus services, with several stops in close proximity to the site along the site frontage with Temple Hill (N31). These are illustrated in the annotated Google Image included below as **Figure 2.8**.

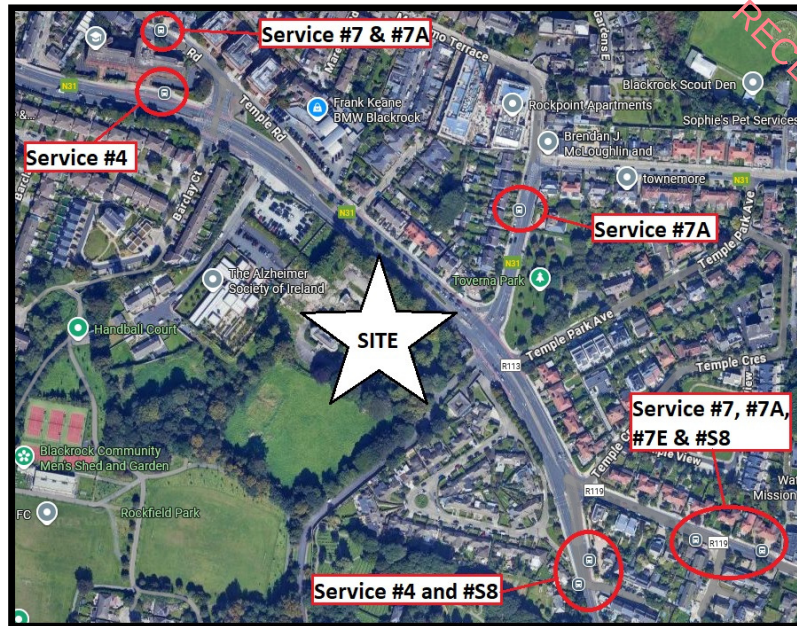


Figure 2.8 – Existing Bus Services at the Site (Correct at Time of Writing)

- 2.20 The development is currently very well serviced by a number of frequent Dublin Bus services along with other services such as Bus Éireann and Aircoach. There are currently bus lanes on many of the approach roads to Blackrock. Real time information is available at the nearby Dublin Bus Stops, and information is available through the use of Bus Passenger Apps for Mobile Phones.
- 2.21 The new **Bus Connects** Network Changes were recently approved by ABP and this network included a very significant improvement in the service for Blackrock, with the approved **Bus Connects Route 15 passing the site**. An extract including the plan for Route 15 is included herein as **Appendix B**. An extract showing the site in context is included below as **Figure 2.9**.

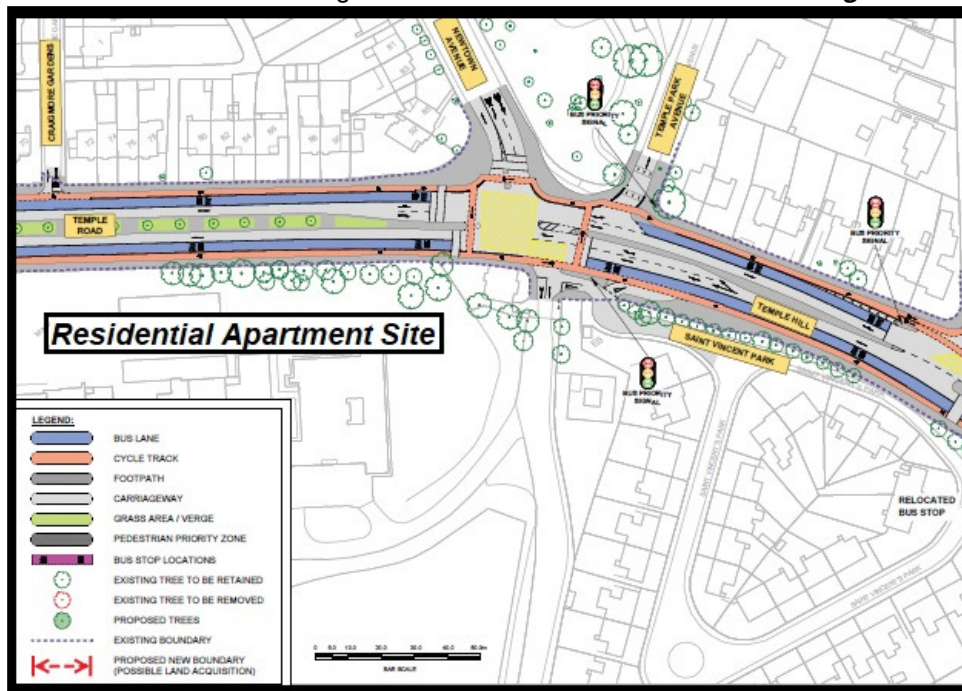


Figure 2.9 – Extract Bus Connects Route 15 Showing Site

- 2.22 All of the Bus routes at the development are operated using new low-floor wheelchair accessible city buses. Detail of route, timetable and fares are provided on www.dublincbus.ie, on the Dublin Bus App, and on the Transport for Ireland National Journey Planner App.
- 2.23 In terms of **Future Planned Services**, the NTA have recently published details of the overall bus network for the GDA, the 'New Dublin Area Network' - showing Spine Routes, Feeder and Orbital Routes. An extract from the NTA Plans showing the site location is included below as **Figure 2.10**. It should be noted that the core corridor past the site has received planning permission from An Bórd Pleanála (now ACP).



Figure 2.10 – Extract Current NTA Bus-Connects Network Plan and Site

- 2.24 This network shows that the site's accessibility to bus services will be further enhanced, with a high frequency and permeable service to be provided. The site is located served by **Main Spine Route B3 & B4 (Red)** and also several other **Local Routes S8 (Blue)** and **98 (Purple)**. The expected frequency of the **Spine Routes** are as illustrated in the extract included as **Figure 2.11** below. The site is therefore also ideally placed in terms of future high frequency bus availability, based on the NTAs approved Plans.

New Dublin Area Bus Network / Network Implementation

Spine frequency tables
The number in each box is the expected time in minutes between buses. It is subject to adjustment in line with future passenger numbers.

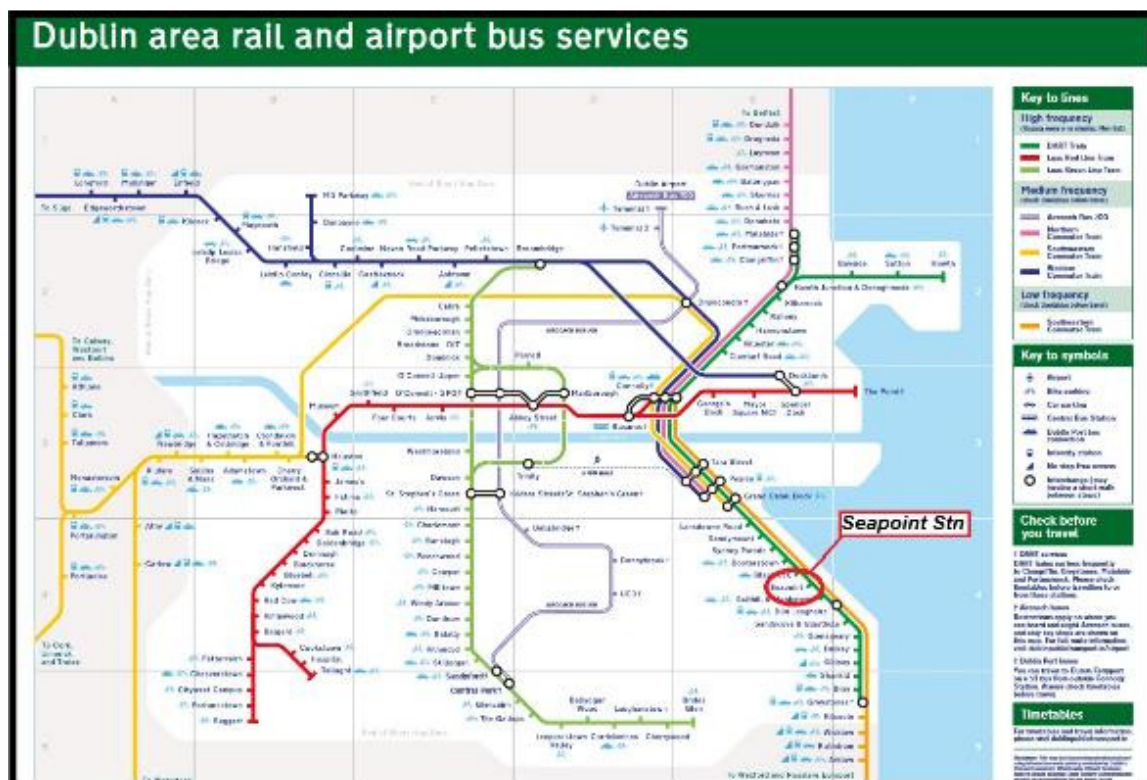
Spine Routes B3 & B4 Pass Site

Spines & Branches

		Weekday																					
Route no.	To and From	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11			
A-SPINE	Swords Rd - City Centre - Terenure	8	4	3	3	3	3	3	3	3	3	3	3	3	3	4	4	4	4	4			
A1	Beaumont - City Centre - Knocklyon	40	15	12	12	12	12	12	12	12	12	12	12	12	12	15	15	15	15	15			
A2	Airport - City Centre - Ballintear - Dundrum	40	15	12	12	12	12	12	12	12	12	12	12	12	12	15	15	15	15	15			
A3	DCU - City Centre - Tallaght	40	15	12	12	12	12	12	12	12	12	12	12	12	12	15	15	15	15	15			
A4	Swords - City Centre - Dundrum	40	15	12	12	12	12	12	12	12	12	12	12	12	12	15	15	15	15	15			
B-SPINE	Blanchardstown SC - City Centre - UCD	8	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	8			
B1	Ongar - City Centre - UCD	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30			
B2	Ongar North - Clonsilla - City Centre - UCD	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30			
B3	Tyrrelstown - City Centre - Dún Laoghaire	40	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	40			
B4	Blanchardstown SC - City Centre - Sallynoggin	40	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	40			
C-SPINE	Lucan - City Centre - Ringsend	15	8	4	5	8	8	8	8	8	8	5	4	5	8	8	8	8	8	15			
C1	Adamstown - City Centre - Sandymount	60	30	8	8	10	30	30	30	30	30	8	8	8	30	30	30	30	30	60			
C2	Adamstown - City Centre - Sandymount	60	30	8	15	30	30	30	30	30	30	15	8	15	30	30	30	30	30	60			
C3	Maynooth - City Centre - Ringsend	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60			
C4	Celbridge - City Centre - Ringsend	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60			

Figure 2.11 – NTA Core Bus Extract – Spine Route Frequency

- 2.25 The site is within easy walking commuting distance of both Seapoint & Blackrock DART & Train Station, (Seapoint being within 550m of the site). This represents an easy 6–7-minute walk time for commuting workers who chose to use the DART and / or the train, using existing services making this a very accessible development by rail. The DART Service at Seapoint or Blackrock provides a link to the entire GDA Rail/Transportation Hub Network as illustrated in the mapping included below as **Figure 2.12**.



2.12 – GDA Network Rail/Transport Hub Plan

2.26 The walking route to Seapoint DART is illustrated below as **Figure 2.13**. The DART service runs on an approximate frequency of 10-minute intervals at peak times, and an extract from the published timetable confirming same is included below as **Figure 2.14**.

2.27 The DART & DART West projects are crucial milestones in further expanding and transforming the rail network in the Greater Dublin Area. The Government has also approved the business case for the wider DART+ Programme, which will:

- Double passenger capacity per hour to 52,000 and treble the length of the DART network to 150km;
- Facilitate sustainable mobility and transport-orientated development in the capital and surrounding counties; and
- Provide clean and green electrified rail services in line with the targets set in the Climate Action Plan.

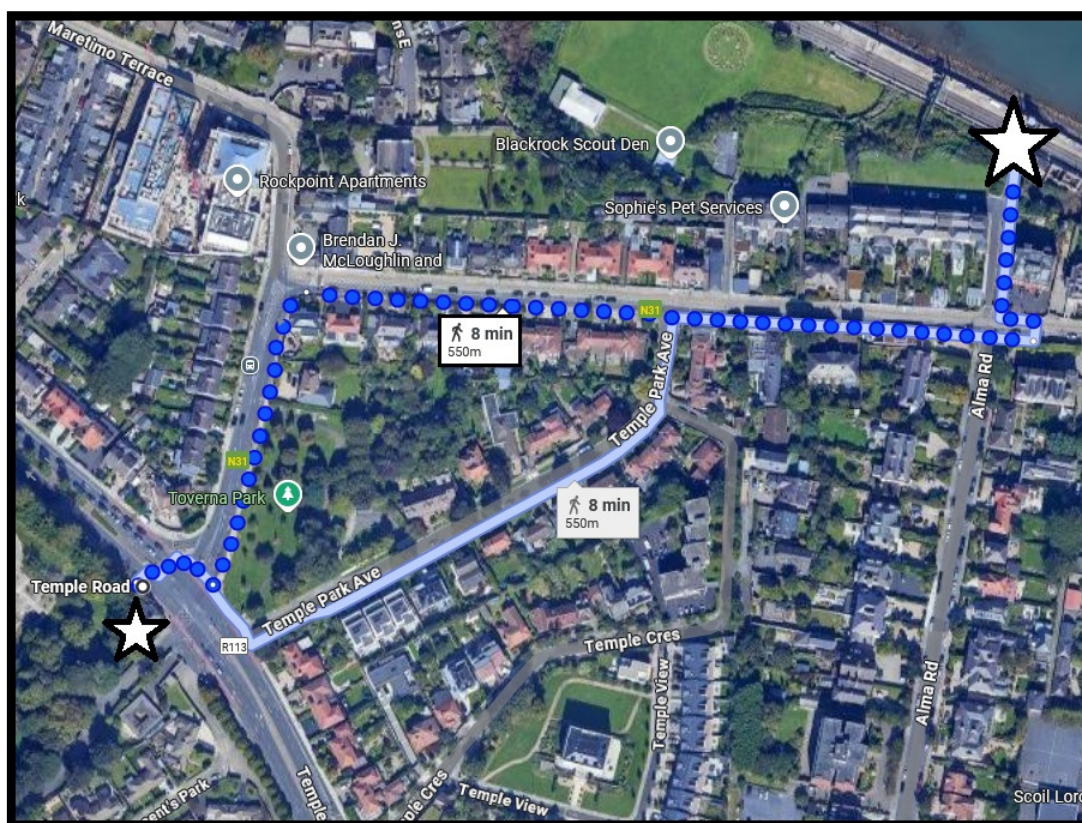


Figure 2.13 - Seapoint DART Walk Distance

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MONDAY TO FRIDAY										
Nowry	Dep	06:30								
DUNDALK Clarke	Dep	07:00				07:10				
DROGHEDA MacBride	Dep	07:21				07:36				
Laytown	Dep	07:29				07:43				
Gormanston	Dep					07:49				
BALBRIGGAN	Dep	07:37				07:54				
Skerries	Dep	07:44				08:01				
Rush & Lusk	Dep	07:51				08:09				
Donabate	Dep	07:56				08:14				
MALAHIDE	Dep	07:52	08:03		08:10	08:19				08:30
Portmarnock	Dep	07:56			08:14					08:34
Clongriffin	Dep	07:58			08:16					08:36
HOWTH	Dep			08:00				08:20		
Sutton	Dep			08:04				08:24		
Bayside	Dep			08:06				08:26		
Howth Jctn. & Donaghmede	Dep	08:01		08:09	08:21			08:29		08:39
Kilbarrack	Dep	08:03		08:11	08:23			08:31		08:41
Raheny	Dep	08:06		08:13	08:25			08:33		08:43
Harmonstown	Dep	08:07		08:15	08:27			08:35		08:45
Killester	Dep	08:09		08:17	08:29			08:37		08:47
Clontarf Road	Dep	08:12		08:20	08:32			08:40		08:50
DUBLIN Connolly	Arr	08:16	08:19	08:25	08:36	08:39	08:42	08:46	08:52	08:55
DUBLIN Connolly	Dep	08:17	08:21	08:26	08:37	08:41	08:44	08:48	08:53	08:56
Tara Street	Dep	08:20	08:25	08:30	08:40	08:45	08:48	08:52	08:56	08:59
DUBLIN Pearse	Arr	08:21	08:27	08:31	08:41	08:46	08:51	08:54	08:58	09:00
Grand Canal Dock	Arr	08:24		08:34	08:43		08:54	08:58	09:02	09:03
Lansdowne Road	Dep	08:28		08:38	08:47		08:58	09:02		09:07
Sandymount	Dep	08:30		08:40	08:49			09:05		09:09
Sydney Parade	Dep	08:32		08:42	08:52		09:02	09:07		09:12
Boooterstown	Dep	08:35		08:45	08:54			09:10		09:14
Blackrock	Dep	08:37		08:48	08:57		09:06	09:12		09:17
Seapoint	Dep	08:39		08:49	08:59			09:14		09:19
Salthill & Monkstown	Dep	08:41		08:51	09:01			09:16		09:21
DUN LAGHAIRE Mallin	Arr	08:43		08:53	09:02		09:11		09:18	09:23
Sandycove & Glasthule	Dep	08:47		08:57	09:07			09:22		09:27
Glenageary	Dep	08:49		09:00	09:09			09:25		09:29
Dalkey	Dep	08:52		09:02	09:12			09:27		09:32
Kiliney	Dep	08:56		09:07	09:16			09:32		09:36
Shankill	Dep	08:59		09:10	09:19			09:35		09:39
BRAY Daly	Arr	09:05		09:16	09:25		09:35	09:41		09:45
BRAY Daly	Dep	09:06								09:46
GREYSTONES	Arr	09:16								09:56
Kilcoole	Dep									
Wicklow	Dep									
Rathdrum	Dep									
Arklow	Dep									
GOREY	Arr									

Figure 2.14 – Extract Published DART Timetable for Seapoint

- 2.28 In terms of number of routes of trains and buses easily available to Residents, it is considered that the proposed development is very highly sustainable indeed in terms of public transport accessibility. The proximity of the development to existing public transport services means that all residents will have viable alternatives to the private car for accessing the site and will not be reliant upon the car as a primary mode of travel.
- 2.29 Direct and high quality pedestrian linkages are provided between the site and the existing pedestrian facilities on the surrounding road network. The entrances to the site will be well lit, so that people can feel secure in using the facilities.
- 2.30 Public transport maps and timetables can be provided in prominent locations on site and the information will be kept up to date by the appointed Travel Plan Coordinator, a role for the Management Company.

- 2.31 Working Residents are generally now offered the opportunity to purchase public transport commuter tickets under the current 'Employer Pass' and 'TaxSaver' programmes, by individual Employers. Under these schemes the employer applies to Iarnród Éireann / Bus Éireann for tax free public transport tickets for their employees as an incentive for them to use public transport to travel to work.
- 2.32 With this in mind, the main focus of this Travel Plan will be to promote and support the use of alternative modes to the private car.

Car Parking

- 2.33 The proposed development has a total of 244 No Car parking spaces, which includes a total of 236 No. spaces dedicated to the residential elements. This is a parking ratio of approximately 0.57 per unit, which we consider to be appropriate in this location. The quantity and justification of the provision in terms of the Compact Settlement Guidelines and National Policy is also further addressed in detail within Section 2.0 of the Car & Bicycle Parking Management Plan and strategy Report included as **Appendix H** of the TTA.
- 2.34 **The quantity of parking in terms of Policy Requirements is addressed in Paragraphs 2.16 to 2.23 of the TTA Report.**
- 2.35 DLRCC Development Plan defines the % of EV Spaces to be provided, and the design includes for these dedicated spaces as per the Development Plan (with the current proposed allocation as illustrated on the OMP Plans). However, in the case of a large residential development of the nature proposed, with specific spaces likely dedicated to specific apartments, it is considered appropriate to also facilitate the retrofitting of spaces, based on demand following occupation, rather than dedicated electric charge spaces being dedicated to apartments and provided from the outset. The entire car park of the subject scheme can therefore be ducted to accept future cabling to serve a charging point for every car space as demanded. Within the basement area, conduits will be run on the walls where charging points can also be mounted.
- 2.36 Where residents request a charging point to be installed, the relevant charging point will be pre-wired back to their home electricity meter in the designated meter location. The socket point will have a lockable cover on it so that only that resident may use the power point. This provision around the entire parking area will also charging points to be installed at any of the car parking spaces with minimum works as and when required.

DLR Proposals

- 2.37 DLRCC Policies acknowledge that making provision for walking and cycling within an overall integrated transportation framework is critical to the success of the strategy providing for safe routes to school, places of employment, the town centre and key connections to public transport and local services. Given the compact urban form of Dublin, there is huge potential for a modal change from

the private car.

- 2.38 The location of relatively dense residential development on a site of this nature provides a critical mass of public transport users that affect the commercial viability of services in a positive way. The transportation network proposed for Dublin is based on linking primary attractions within Dún Laoghaire-Rathdown. This has been taken into account when assessing the accessibility options for the proposed development.

3.0 COLLECTION OF BASELINE INFORMATION

Possible Travel Pattern Questionnaires

- 3.1 Once occupied, and when the Travel Plan Coordinator is appointed, the occupiers of the proposed development will be encouraged to continually monitor the Travel Plan initiatives in order to maximise on their success.
- 3.2 Shortly after occupation of the new development, a detailed travel-questionnaire will likely be compiled and distributed to Residents for completion. The aim of the travel questionnaire will be to establish travel patterns between work and home and school travel demand. The information gathered from this survey will be used to inform the further development of the Travel Plan.
- 3.3 The Baseline Survey information will also allow the Travel Plan Coordinator for the development to set realistic modal-split targets for the development.
- 3.4 It is anticipated that, given the town centre location and good transport links at this development, there will be a high percentage of use via public transport. The Travel Plan will need to maintain this positive modal split and improve it, where possible. It is informative to note that the "Smarter Travel: A Sustainable Transport Future" (DOT) Objective for 2020 is to achieve a reduced work related commuting by car modal share of 65% to 45%.
- 3.5 The Travel Plan is not seeking a radical change in terms of a modal shift; it is recognised that the use of the car is often essential for many users. Instead, the Plan seeks small but consistent increments of change in our approach to, and the use of, alternatives to the car.

4.0 THE TRAVEL PLAN

- 4.1 The successful implementation of a Travel Plan will ensure that, in-so-far-as-possible, the impacts of this traffic are reduced and minimised where practical, while providing a number of environmental and economic advantages detailed in Section 1 and Section 4 below.
- 4.2 The following sub-sections detail the available initiatives which will serve to better manage travel demand, and therefore the traffic impact of work-related journeys, focused on the movement of staff during peak times.

Walking

Walking - Key Information	
Approx Zone of Influence	3.5km
Percentage of Residents working in area of influence	TBC in each survey when occupied
Percentage of Residents interested in Walking	TBC in each survey when occupied

Table 4 – Key Information: Walking

- 4.4 There are many local, global, and personal benefits to walking to work, a few of which are listed following:
- **W** - Wake Up! - Studies have shown that people who walk to work are more awake and find it easier to concentrate.
 - **A** - Always one step ahead - Walking makes people more aware of road safety issues and helps them develop stronger personal safety skills.
 - **L** - Less congestion - If you leave the car at home and walk, there are fewer cars on the road which makes it safer for those who walk and cycle.
 - **K** - Kinder to the environment - By leaving the car at home you are reducing the amount of CO₂ produced and helping to reduce the effects of climate change and air pollution.
 - **I** - Interpersonal skills - Walking to work or school can be a great way to meet other walkers, share the experience, and develop personal skills.
 - **N** - New adventures - Walking to work or school is a great way to learn about your local environment and community. It's also a fun way to learn about the weather, landscape, and local ecosystems.
 - **G** - Get fit and stay active - Walking to and from work or school helps people incorporate physical activity into their daily routines. Research shows that regular physical activity can benefit your body and mind.

4.5 Most adults will consider walking a maximum of 3.5 km (Approx 30/40 minutes) to work. Residents working within a 3.5 km radius of the site will be encouraged to walk to work as often as their schedule permits. Similarly school trips can be encouraged on foot.

4.6 The following initiatives and incentives will be used to encourage walking to work or school:

- Take part in a 'Pedometer Challenge' which is organised through the Irish Heart Foundation or Smarter Travel Workplaces;
- Organise special events such as a 'Walk to work/school on Wednesdays' where participants are rewarded for their participation;
- Keep umbrellas in public areas on a deposit system for use when raining;
- Display Smarter Travel Workplaces Accessibility Walking maps on notice boards areas so Residents can plan journeys;
- Organise lunch time or afternoon walks as part of a health and well-being programme;
- Highlight the direct savings gained due to reduced use of private vehicles.

Cycling

Cycling – Key Information	
Approx. zone of influence	10km
Percentage of Residents Surveyed known to Work within the area of influence	TBC in each survey when occupied
Percentage of Residents interested in cycling	TBC in each survey when occupied

Table 5: Key Information - Cycling

4.7 Research suggests that cycling is a viable mode of transport for people who live up to 10 km from work or school.

4.8 Cycling is a great way to travel. It helps foster independence, raises awareness of road safety, and helps the environment.

4.9 Some positive aspects of cycling to work or school are listed following:

- **C** - Cycling is fun! - Cycling is a great form of transport but it's also a great recreational activity. Cycling is a skill that stays with you for life and it's a fantastic way to explore your local community.
- **Y** - You save time & money - cycling to work reduces the need to travel by car thus reducing fuel costs and freeing up road space for more cyclists;
- **C** - Confidence building - travelling to work as an independent cyclist can give people

increased confidence proving beneficial in all aspects of life;

- **L** - Less congestion - If you leave the car at home and cycle to work there are fewer cars on the road which makes it safer for those who cycle and walk to work or school;
- **I** - Interpersonal skills - Cycling to work or to school can be a great way to meet other cyclists and share the experience;
- **N** - New adventures - Cycling to work or school is a great way to learn about your local environment and community. It helps people to understand where they live and how their actions affect their local environment;
- **G** - Get fit and stay active - cycling to and from work or school helps people incorporate physical activity into their daily routines. Research shows that regular physical activity can benefit your body and mind.

4.10 The provision of enhanced and attractive cycle parking facilities at the site will clearly play a critical role in promoting journeys by bicycle.

4.11 The following initiatives and incentives will be used to encourage cycling to work and school:

- New cycle parking installed within the development, secure and well lit;
- It will publicise cycle parking availability by way of signage and on notice boards;
- It will display maps on notice boards areas so people can plan journeys;
- The development can provide free cycle accessories (panniers, lights, visi-vests, helmets) in periodic draws for cyclists,
- The Travel Plan Coordinator can organise cycle training sessions on site on the rules of the road and the specific risks associated with the locality;
- The Travel Plan Coordinator can invite bike suppliers on site for a 'Green Day' or 'Green Week' so that people can try bikes before buying;
- The Travel Plan Coordinator can set up a Bicycle User Group (BUG) to promote cycling;
- The Travel Plan Coordinator can highlight the direct savings gained due to reduced use of private vehicles;
- The Travel Plan Coordinator can encourage residents to take part in National Bike Week, see www.bikeweek.ie.

Public Transport

Public Transport – Key Information	
Approx. zone of influence	All Residents
Percentage of Residents in area of influence	100%
Percentage of Residents using Public Transport	TBC in each survey when occupied

Table 6: Key Information: Public Transport

- 4.12 There are many benefits to taking public transport, some of which include:
- Personal Opportunities – Public transportation provides personal mobility and freedom;
 - Saving fuel – Every full standard bus can take more than 50 cars off the road, resulting in fuel savings from reduced congestion;
 - Reducing congestion – The more people who travel to work or to school on public transport, especially during peak periods, the less people travelling by private car;
 - Saving money – Taking public transport to and from work or school is a lot cheaper than travelling by car and saves the cost of buying, maintaining and running a vehicle;
 - Reducing fuel consumption – A full standard bus uses significantly less fuel per passenger than the average car;
 - Reducing carbon footprint – Public transport is at least twice as energy efficient as private cars. Buses produce less than half the CO2 emissions per passenger kilometre compared to cars and a full bus produces 377 times less carbon monoxide than a full car;
 - Get fit and stay active - Walking to and from work or school to public transport helps people incorporate physical activity into their daily routines. Research shows that regular physical activity can benefit your body and mind.
 - Less stress – Using public transport can be less stressful than driving yourself, allowing you to relax, read, or listen to music.

- 4.13 The following initiatives and incentives can be used to encourage people to take public transport:
- Publicise Employee Tax Saver Commuter tickets, which offer savings to employers in PSRI per ticket sold and significant savings to employees in marginal tax rate and levies on the price of their ticket;
 - Encourage public transport use for travel by promoting smart cards, advertising the availability of these tickets to Residents;
 - Publicise the availability of Real Time Information. Real Time Information shows when your bus is due to arrive at your bus stop so you can plan your journey more accurately;
 - Provide maps of local bus routes and the nearest bus stops, and the length of time it takes to walk to them;
 - Contact local providers about issues such as location of existing and new bus stops, timing of routes, or where you have market information about a potential new route.

Car Sharing

Car Sharing – Key Information	
Approx. zone of influence	All Residents
Percentage of Residents in area of influence	100%
Percentage of Residents Car Sharing	TBC in each survey when occupied

Table 7: Key Information - Car Sharing

- 4.14 Every day thousands of commuters drive to work or to school on the same routes to the same destinations, at the same time as their colleagues. By car sharing just once a week, a commuter's fuel costs can be reduced by 20%, and in a similar fashion, the demand for work place parking can be reduced by 20%. If every single-occupancy driver carried another driver, there would be 50% less cars on the road at peak times.
- 4.15 Although use of the car to get to work or to school is essential for a large proportion of people, car sharing schemes have the potential to deliver a significant reduction in private vehicle trips by promoting higher than average occupancy rates for each vehicle.
- 4.16 A car sharing scheme relies on a database containing workplace information, working hours, and peoples preferences such as gender/driver/passenger and their preferred route to and from work.
- 4.17 The car-sharing database can be a map showing where Residents work, a database of car-sharers' details hosted on an organisations intranet site, or an on map-based matching website.
- 4.18 Car sharing often happens informally, however some participants often prefer a formal scheme which will normally generate a higher take-up for car sharing, and more efficiency in terms of increased occupancy rates. Car sharing is much easier promoted within a community such as is proposed here.
- 4.19 Encouraging more Residents to share car journeys to work rather than driving alone as well as encouraging more to set up and take part in car sharing/pooling would prove a very effective means of reducing daily car trips to and from the site.
- 4.20 The following initiatives and incentives can be used to encourage car sharing:
- Provide incentives to sign up to a car sharing scheme with preferential parking spaces in the most convenient location;
 - Draw up a car-sharing policy for how the scheme will operate, and issue car-sharing permits to those qualifying to use the car-sharing spaces;

- Highlight to drivers that they do not have to share with a person that doesn't suit them – allow choice based on gender, route, smoking or non-smoking;
- Clarify the financial implications of the scheme – those accepting a lift could contribute towards fuel costs.
- Use existing online databases for car sharing. For example, the development could set up its own private car sharing site using www.carsharing.ie.
- Allocate parking spaces for use solely by car sharers, for example near to building entrances.

Action Plan Summary Table

4.25 The Redevelopment Summary Action Plan is described in the Table below. Modal Split Targets will be determined following on from the first Residential survey shortly after full occupation, typically within the first six months. This will be part of the role of the Travel Plan Coordinator. This will show existing travel patterns with realistic targets set to improve the modal split of Residents.

	Initiative	Impact on Delivery	Difficulty Delivering	Current Modal Split	Target MS
Residents Initiatives	Walking	Medium	Low	TBC	TBC
	Cycling	Medium	Medium	TBC	TBC
	Public Transport	High	Low	TBC	TBC
	Other	Medium	Medium	TBC	TBC
	Car - Sharing	Medium	Medium	TBC	TBC
	Cars - 1 Passenger Only	High - Negative	High	TBC	TBC
Promoting the TP	Marketing the Plan	High	Low	Driven By TP Coordinator	
	Measuring Success	High	Medium	Annual Staff Surveys	

Action Plan Summary Table

5.0 IMPLEMENTING THE PLAN

Background

- 5.1 Setting realistic targets and a sustained approach to the promotion of the Travel Plan is important if the measures are to be successful. An 'anti-car' approach will be avoided at all costs. The objectives and benefits of the Plan will be made clear and broadcast during the full lifecycle of the Plan.
- 5.2 The implementation of a successful Travel plan will require the upfront investment of resources. As well as reviewing objectives and initiatives regularly, it is equally important to measure results. This provides an indication of any Plan's success, and ensures that the targets remain realistic.

The Travel Plan Coordinator

- 5.4 The key objective of this Travel Plan is to ensure that the traffic impacts associated with the operation of Redevelopment are minimised. Achieving this objective will result in a wide array of benefits for the development and its stakeholders.
- 5.5 To ensure the plan is effective it is essential for a Travel Plan Coordinator to be appointed for the Development upon 100% occupation. The nominated person and their contact details will be provided to the Planning Authority upon occupation of the development
- 5.6 It is envisaged that the Coordinator will work closely with residents to enthusiastically promote and market the Travel Plan. As Residents will be the focus of the plan; their involvement must be sought from the outset.
- 5.7 To support the Travel Plan Coordinator's efforts, the Management Company must ensure that they have sufficient time to carry out their duties. In addition, it is essential that the powers of decision making are bestowed upon him/her, along with a suitable budget and programme for implementation.

Promoting the Travel Plan

- 5.9 Active promotion and marketing is needed if the Travel Plan is to have a positive impact on stakeholder travel patterns to and from the site.
- 5.10 All marketing initiatives should be focused on areas where there is willingness to change. Such information has been extracted from the questionnaires and has been described in Section 3 of this Plan.
- **Identify the Aim** – e.g. to reduce low occupancy car commuting, school, and business travel & to promote active travel, public transport & alternatives to travelling by car.

- **Brand the Plan** – as part of communicating the Travel Plan, visually brand all work relating to it with a consistent look, slogan, identity or logo.
- **Identify the Target Audience** – 'segment the audience' (e.g. shift workers, school travel, sedentary workers, people travelling long/ short distances, mode used, members of a walking club or green team) so you can target the message and events towards these different groups.

- 5.11 As part of the marketing process, the Travel Plan coordinator can personalise a plan for the Development, drawing attention to the benefits of participation and support for its implementation.
- 5.12 The Coordinator can identify communication tools and networks used by the different audiences in the Residences, and use these to communicate about travel.
- 5.13 Promotional material regardless of its quality is only as good as its distribution network; material incentives assist greatly in introducing people to alternative modes of commuting.
- 5.14 The plan should not be anti-car - it should be about promoting equity among modes and offering choice and accessibility.
- 5.15 The Coordinator can promote positive messages associated with a plan, for example, reduced tax/PRSI payments, getting fit and active, reducing congestion, reducing CO2 emissions and so on, and encourage people to start small – changing one day per week for example, to explore their options.
- 5.16 Marketing drives which feature individual Residents who have reduced their car use can carry a strong message. This will serve to raise not only the profile of the Plan, but also send a clear message in relation to the Residents commitment to the Plan.

6.0 MONITORING AND REVIEW

- 6.1 The development forming the subject of this application accords fully with the principles of sustainable development, being located within an established town centre neighbourhood within clear and easy access to alternative modes of travel, employment and services. The Management Company, once the development is occupied, will utilise pragmatic measures that encourage safe and viable alternatives to the private car for accessing the development.
- 6.2 Good Travel Planning is not a one-off event, it is instead an ongoing iterative process requiring continued effort. This Preliminary report assists these efforts by forming an outline framework and providing guidance for its success. Monitoring and reviewing the initiatives set out within the plan will form a far greater part of the Final Travel Plan itself.
- 6.3 The key to the Plans success will be the appointment of a Travel Plan Coordinator for the development, once occupied. They will be vested with total responsibility for implementing the plan. They should be granted the authority and time to execute the Plan, and be provided with sufficient resources to realise the Plans success.
- 6.4 As Residents are the focus of the plan; their involvement should be sought from the outset following occupation. To this end, the Plan Coordinator should be assisted and supported by the Management Company and Residents. This will serve to spread the work load, and also give the Residents a valuable input into the operation of the Plan.
- 6.5 Successful Travel Plans require extensive marketing and regular review. The measures set out in the Action Plan Summary Table (Chapter 4) should form the basis of a sound, realistic Plan and should be clearly set out and be fully transparent to all users.
- 6.6 Residents also have an essential responsibility in terms of co-operating with, and taking an active part in the plan. They are, after all, the plan's primary focus.
- 6.7 It is recommended that the Final Travel Plan be set in motion at full occupation. The plan should evolve and develop with the development, taking into account changing Residents and their travel preferences and needs.
- 6.8 Annual reviews of the Plan should include a full stakeholder survey, providing valuable information for target setting and marketing target groups. It is emphasised that failing to meet initial targets should not be seen as failure, as the preliminary 12 to 18 months of the plan should be viewed as a calibration exercise for target setting.

RECEIVED: 30/01/2026

DMURS Statement of Consistency

consulting
engineers

NRB

**DMURS Design
Compliance Statement
Technical Note**
Appendix G

For

**Proposed Residential
Apartment Development.**

at

***St Teresa's, Temple Rd, Blackrock,
Co. Dublin.***

SUBMISSION ISSUE

1.0 INTRODUCTION

- 1.1 It is NRB's opinion that the proposed residential development is consistent with both the principles and guidance outlined within the *Design Manual for Urban Roads and Streets* (DMURS) 2013 as amended in 2019. The scheme proposals are the outcome of an integrated design approach by the entire Design Team, to address the integration of the residential development into this area. This approach sought to implement a sustainable community connected by well-designed links, layout and accesses - which combined deliver attractive, convenient and safe access in addition to promoting modal shift and viable alternatives to car based journeys.
- 1.2 The following section discusses design features which are incorporated within the proposed residential scheme with the objective of delivering a design that is consistent with the principles of DMURS.

2.0 DESIGN ATTRIBUTES

- 2.1 The proposed layout strategy seeks to maximise connectivity between key local destinations through the provision of a high level of **permeability and legibility** for all journeys, particularly for sustainable forms of travel (cycling and walking). The proposed apartment development delivers greater mode & route choices along direct, attractive and safe linkages to local amenities and schools/service destinations.
- 2.2 High Quality Connections link the development and the local roads and public transport services as set out in the preliminary Travel Plan. The external perimeter setting itself been designed to deliver a hierarchy which provides safe access within / across the proposed new residential community. The external perimeter design serves to link the site & community with the established and proposed local network. Safe well -designed routes are provided for pedestrians and for cyclists, with easy access to Blackrock and the City Centre.
- 2.3 As part of the development, the movement function is designed to respect the different levels of motorised traffic whilst optimising access to/from alternative transport and catering for higher number of pedestrians & cyclists. In parallel, the adopted design philosophy has sought to consider the context / place status of the scheme in terms of level of connectivity provided, the quality of the proposed design, the level of pedestrian / cyclists activity and vulnerable users requirements, whilst also identifying appropriate

'transition' solutions particularly internally and at the main intersection at Temple Road, including the future NTA upgrade of the junction as part of BusConnects.

2.4 The layout of the proposed development seeks to maximise permeability and enhances legibility, and the design of appropriately sized blocks actively contributes to a highly permeable and accessible community for both pedestrians and cyclists.

2.5 The proposed layout seeks to successfully create an appropriate balance between the functional requirements of different network users whilst enhancing the 'sense of place'. Design attributes of the proposed layout which contribute to achieving this **DMURS objective** include:

- a) Internal traffic calmed shared streets and dedicated facilities linking to the traffic signals on Temple Hill,
- b) With the landscaped plans for the site it offers a well-connected and permeable network to link to the footpaths and cycle networks passing the site.
- c) The main access road is proposed as a narrow single carriageway, with a single lane approach to the traffic signals, to help reduce vehicle speeds.
- d) Vehicular traffic internally will be directed immediately to the dedicated basement car parking areas,
- e) Footpaths no less than 1.8m (generally 2.0m or wider) will be provided throughout the scheme with connections and tie-ins to existing external pedestrian networks.
- f) The design deliberately seeks to specify minimal signage and line markings on the internal layout, with such treatments used sensitively throughout and predominately at key nodes and 'transition' areas.
- g) Appropriate clear unobstructed visibility splays, as per DMURS requirements, are provided at the site access junctions to the external road network, and internally within the site.

- h) Well designed and frequent pedestrian crossing facilities will be provided along key travel desire lines throughout the scheme, consistent with DMURS, with flush kerbing provided throughout.
- i) With the objective of encouraging low vehicle speeds and maximising pedestrian safety and convenience, corner radii will be 3m where swept path analysis permits and are further reduced radii where feasible in line with DMURS guidance.
- j) In the event of any upstand kerbs are required, heights will be typically 60mm in accordance with the objectives of DMURS.
- k) Within the development, as required, cyclists will share the carriageway with other street users as per the National Cycle Manual guidance for such situations and best practice for residential streets of this nature.
- l) Any required street signage and road markings will be in accordance with the Department of Transport Traffic Signs Manual, and the location and form will be agreed in advance with DLRCC.