



Traffic and Transport Assessment

Steeven's Lane ESB Substation

July 2026

SYSTRA

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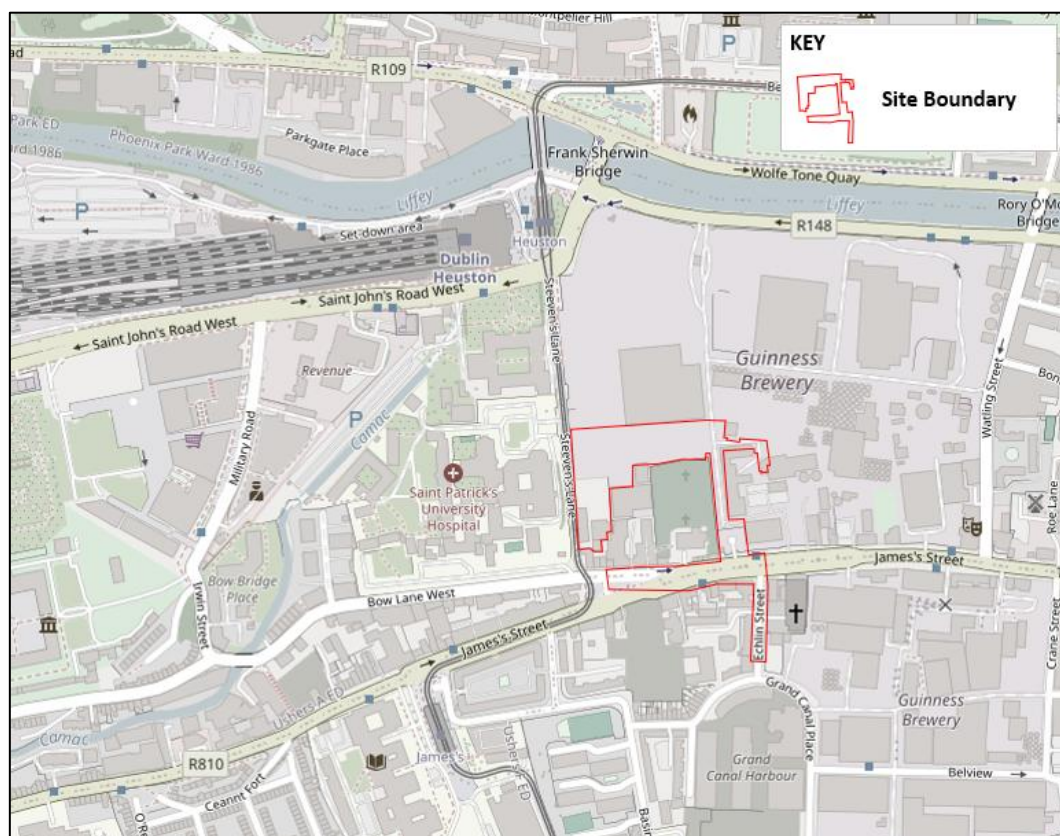
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1. INTRODUCTION

1.1 Overview

- 1.1.1 SYSTRA Ltd (SYSTRA) has been commissioned by MWP Ltd to produce a Traffic and Transport Assessment (TTA) in relation to the proposed development of a 110 kV Distribution substation at Steeven's Lane, located in the southwest of Dublin City Centre. The site location is shown in **Figure 1**.

Figure 1. Site Boundary



- 1.1.2 The substation site is situated within the Diageo-owned land at Steeven's Lane, adjacent to the Guinness Brewery. The application boundary also includes areas of public road where the installation of underground cabling will be required.

1.2 Purpose of Report

- 1.2.1 The TTA considers:
- The Traffic and Transport effects during construction, considering elements such as construction access, the type and number of construction vehicles that will be generated, and effects on pedestrian routes and safety; and
 - The Traffic and Transport effects during operation.
- 1.2.2 The TTA should be read in conjunction with the Outline Construction Traffic Management Plan (OCTMP), which forms part of the application package.

1.3 Policy and Guidance

1.3.1 The TTA has been produced in line, and with reference to, with the following guidance:

- Transport Infrastructure Ireland's (TII) 'Traffic and Transport Assessment Guidelines' (May 2014).
- The Design Manual for Urban Roads and Streets (DMURS)
- Transport for London's (TfL) *Pedestrian Comfort Guidance for London* (PCGFL) tool, which is used by Dublin City Council to assess pedestrian crowding.

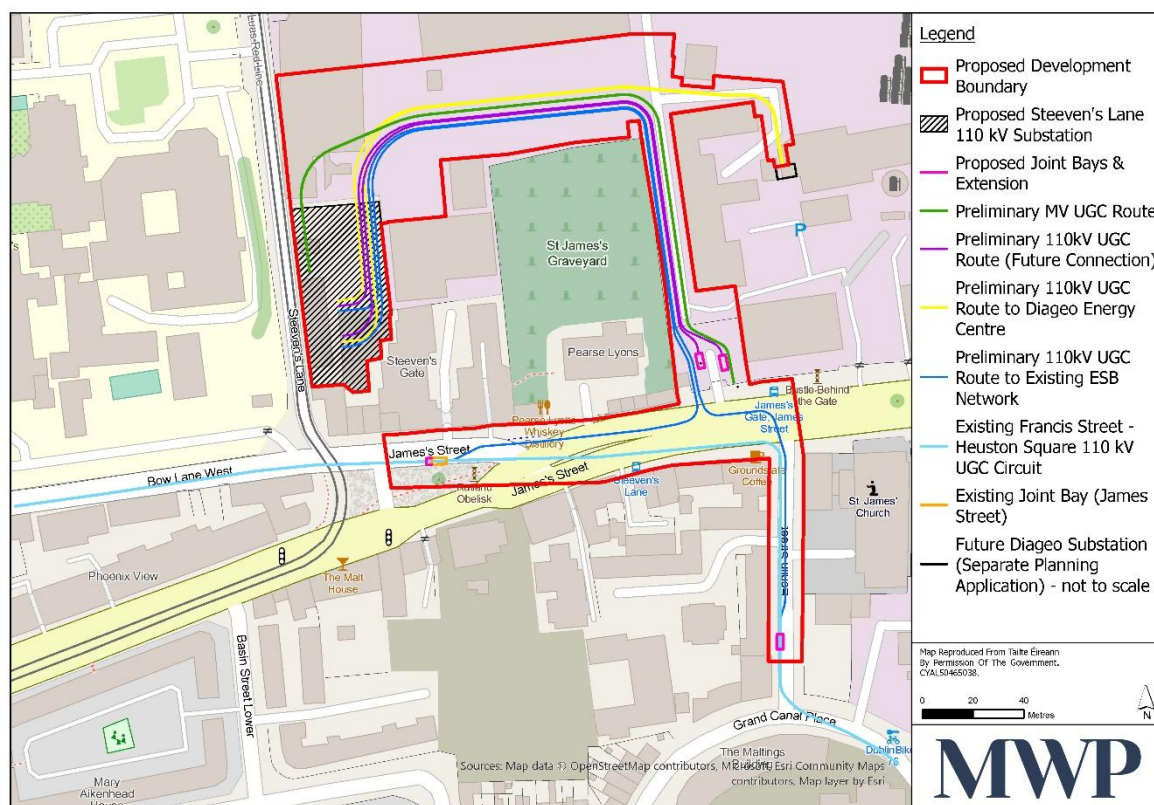
1.4 Overview of Construction Works

1.4.1 The works will comprise two main elements:

- Construction works relating to the **new ESB substation** itself, which will take place within a site within the current Diageo boundary. This construction site will be accessed solely through the Diageo site, via the existing main entrance on R148 Victoria Quay.
- Construction works relating to the **installation of underground cabling** on James's Street and Echlin Street, and within the Diageo site.

1.4.2 The extent of these works is shown by the red line site boundary in **Figure 2**.

Figure 2. Extent of Works



1.4.3 The traffic and transport effects during construction are assessed in **Section 4**.

1.5 Overview of Operational effects

- 1.5.1 During operation, access for routine maintenance and inspection will be via a new gated entrance on Steeven's Lane and will typically involve ESN standard yellow vans. Access via Victoria Quay through the Diageo site will be limited to major maintenance works requiring the delivery or removal of large equipment, such as transformers or switchgear, in accordance with the existing agreement with Diageo. This arrangement will continue to provide access for HGVs and abnormal loads into the site, should this be required.
- 1.5.2 As the facility will typically be unmanned, there will be visits to the site for scheduled and unscheduled inspections, maintenance and repairs as necessary. Typically, scheduled inspections and maintenance works would generate, on average, two to four visits a month.
- 1.5.3 As no car parking or cycle parking will be provided on site, and the number of vehicle trips generated during operation will be very low, the main considerations in terms of operational impacts relate to the safety and operation of the gated access on Steeven's Lane, and the interaction of ESB traffic with the LUAS line, and general traffic using Steeven's Lane.
- 1.5.4 The traffic and transport effects during operation are assessed in **Section 5**.

1.6 Consultation

- 1.6.1 A pre-planning consultation meeting with the **National Transport Authority (NTA)** took place on 28th May 2026, focusing on the proposed development's interaction with the Liffey Valley to City Centre Core Bus Corridor scheme. The outcomes of the meeting were:
 - The BusConnects works on St James's Street will be substantially completed prior to commencement of ESB works.
 - The most noticeable effect on Bus Connects services will occur during ESB's electrical works on James's Street, when traffic management measures will be in place on St James's Street.
 - Future coordination will be required between ESB and the NTA regarding interactions between bus gate operations and related infrastructure.
- 1.6.2 **Transport Infrastructure Ireland (TII)** was consulted regarding the application, and a pre-application meeting was held on Tuesday 21st April. The main transport-related points raised by TII were:
 - The Project Team confirmed that all site access during construction would be via Diageo's main entrance on R148 Victoria Quay, so there would be no interaction with the LUAS on Steeven's Lane.
 - TII highlighted Poor visibility from the current vehicle entrance on Steeven's Lane had resulted in several incidents with LUAS trams. The ESB Design team noted that the three existing accesses would be consolidated into one new access point, which would have compliant visibility splays, and would provide access into the site via a gate. The gate would be set back to allow vans to park off Steeven's Lane whilst the gate was opened.
 - The ESB Design Team confirmed that the eastern footway on Steeven's Lane would need to be closed during construction works to allow demolition of existing buildings on site. SYSTRA presented the results of a Pedestrian Comfort Level Assessment (PCLA), and set out proposals for the diversion of pedestrians onto the western footway whilst the closure was in place.

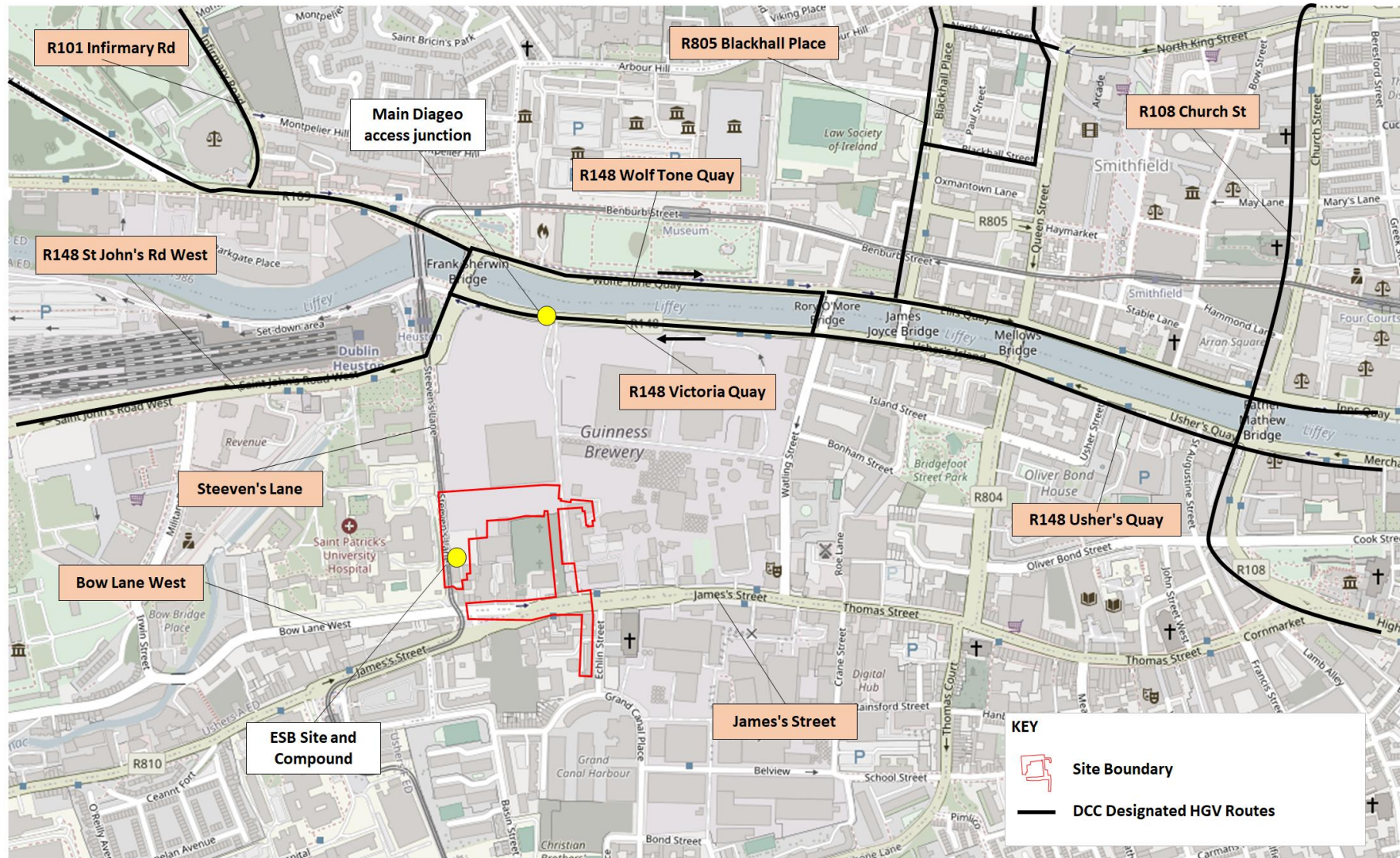
- 1.6.3 A Section 247 meeting was held with **Dublin City Council (DCC)** on Tuesday 9th June. At this meeting SYSTRA presented a summary of the work undertaken to date, and set out the proposed documents that would accompany the planning application (Transport Assessment and an Outline Construction Traffic Management Plan). At the time of writing, no formal S247 response has been issued by DCC.

2. BASELINE CONDITIONS

2.1 Road Network

- 2.1.1 **Figure 3** shows the Regional road network in the area around the site, along with Dublin City Council's Designated HGV Routes, which apply to HGVs with 5 or more axles.

Figure 3. Regional Road Network



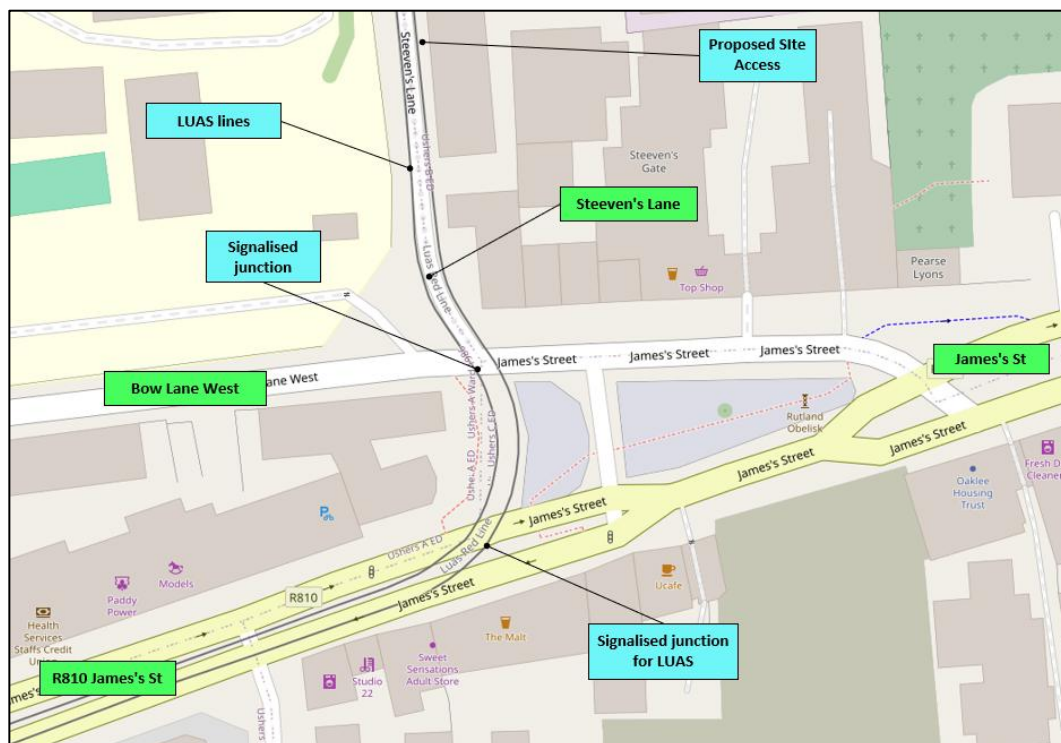
R148

- 2.1.2 The R148 provides access between the N4/M50 interchange to the west of the city, the city centre, and the M50 at the Dublin Tunnel. In the vicinity of the site, it runs along both the north and south banks of the River Liffey.
- 2.1.3 R148 Wolf Tone Quay, on the north side of the river, is one way in an eastbound direction. Between Frank Sherwin Bridge and Rory O'More Bridge it has two lanes for general traffic, with a further lane for buses. A two-way cycle track runs alongside the road. Some inbound construction traffic is likely to travel along R148 Wolf Tone Quay, and use Rory O'More Bridge to join R148 Victoria Quay to access the construction site through the Diageo entrance.

R148 Victoria Quay, to the south of the river, is one-way in a westbound direction. It comprises a single traffic lane, along with a dedicated bus lane. A segregated cycle lane runs between the bus lane and footway. R101

- 2.1.4 The R101 heads north-west from the city centre, providing access onto the R147, which joins the M50 at Blanchardstown. To the east of the site, the R108 runs north, intercepting the North Circular Road and continuing northwards towards the N1 at Ballymun.
- 2.1.5 **Figure 4** shows the road network around the Steeven's Lane / Bow Lane West / James's Street area in more detail.

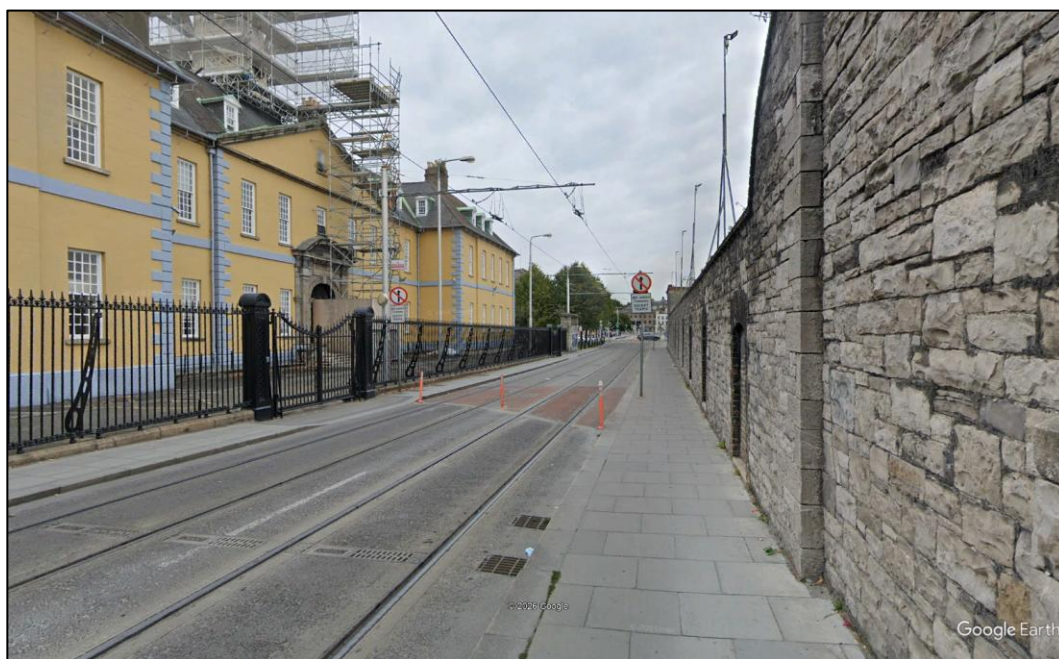
Figure 4. Local Road Network



Steeven's Lane

- 2.1.6 Steeven's Lane is accessed from a signalised junction with Bow Lane West to the south. It is closed to through-traffic, and provides access only to the site and the adjacent St. Patrick's University Hospital car park. As shown in **Figure 5**, bollards are present ~50m to the north of the St Patrick's University Hospital's vehicle access, which prevent the through-movement of vehicles between St John's Road west and Bow Lane West.

Figure 5. Bollards on Steeven's Lane



- 2.1.7 Steeven's Lane is subject to height restrictions of between 5.5m and 6m due to overhead lines of the LUAS Red Line, which operates in both directions.
- 2.1.8 The Red Line is a high frequency route with more than 14 trams per hour per direction on weekdays. Trams operate with the following frequencies in both directions:
- Weekday AM peak (07:00 – 10:00) – 3-4 minutes;
 - Weekday Off-Peak (10:00 – 16:00) – 3-4 minutes;
 - Weekday PM Peak (16:00 – 19:00) – 3-4 minutes; and
 - Saturday – 6–7 minutes.
- 2.1.9 The LUAS line on Steeven's Lane is shown in **Figure 6**.

Figure 6. LUAS Service on Steeven's Lane

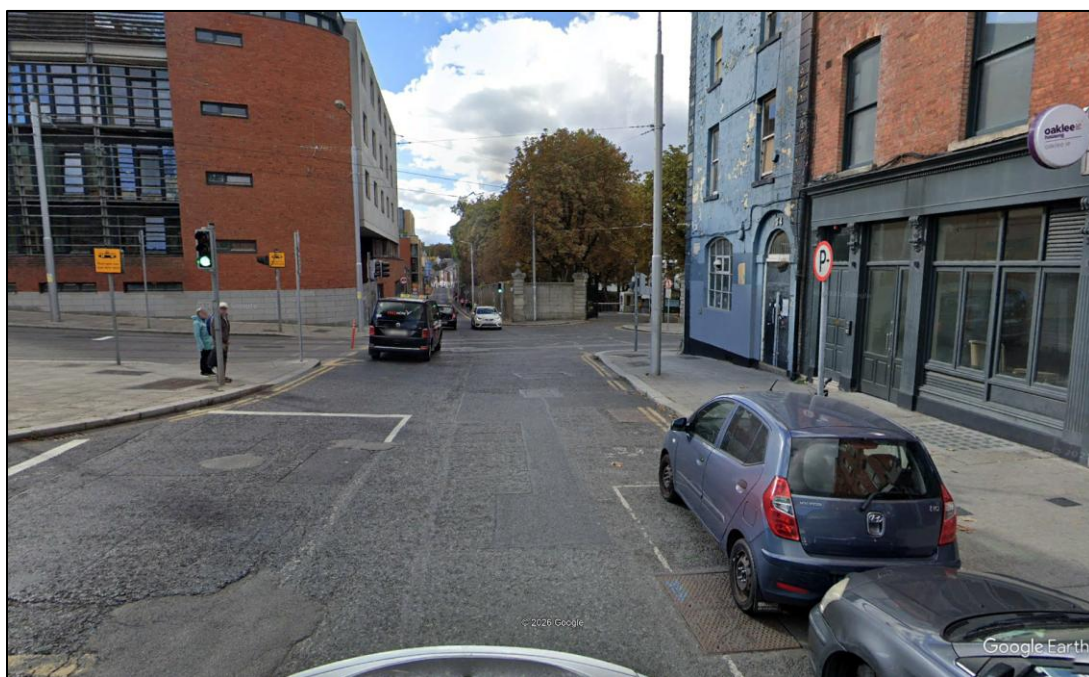
**R148**

- 2.1.10 The R148 (Chapelizod Bypass) is a dual carriageway that links the M50 to Dublin city centre and is subject to a 60km/h speed limit. The R148 has two lanes in each direction including a 24hr bus lane in each direction accommodating several high frequency bus services. Parking and loading are not permitted on the R148.

Bow Lane West

- 2.1.11 Bow Lane West is a narrow street with a speed limit of 30km/h and provides access to Steeven's Lane via a signalised junction, also used by the LUAS Red Line. Bow Lane West has a weight limit of 3.5 tonnes to the southwest of the site and there is a banned right turn at the priority junction with James Street (R810). There is a loading bay of approximately 10m in length that permits loading between 07:00-19:00 from Monday to Saturday.

Figure 7. Bow Lane West / Steeven's Lane signalised junction



R810 James's Street

- 2.1.12 James Street / Mount Brown is a single carriageway road, linking the Liberties in the City Centre with Kilmainham and is subject to a 50km/h speed limit. The LUAS Red Line operates on a small section of James Street in both directions, sharing a single lane with vehicle traffic in the westbound direction.

2.2 Traffic Flows

- 2.2.1 In order to establish baseline traffic flows in the vicinity of site, a series of traffic surveys was undertaken in March 2026. These comprised Junction Turning Count surveys (JTC) and Automatic Traffic Counts (ATC). Raw survey data is provided in **Appendix A**.
- 2.2.2 The survey locations are shown in **Figures 8 and 9**.

Figure 8. Traffic Survey Locations

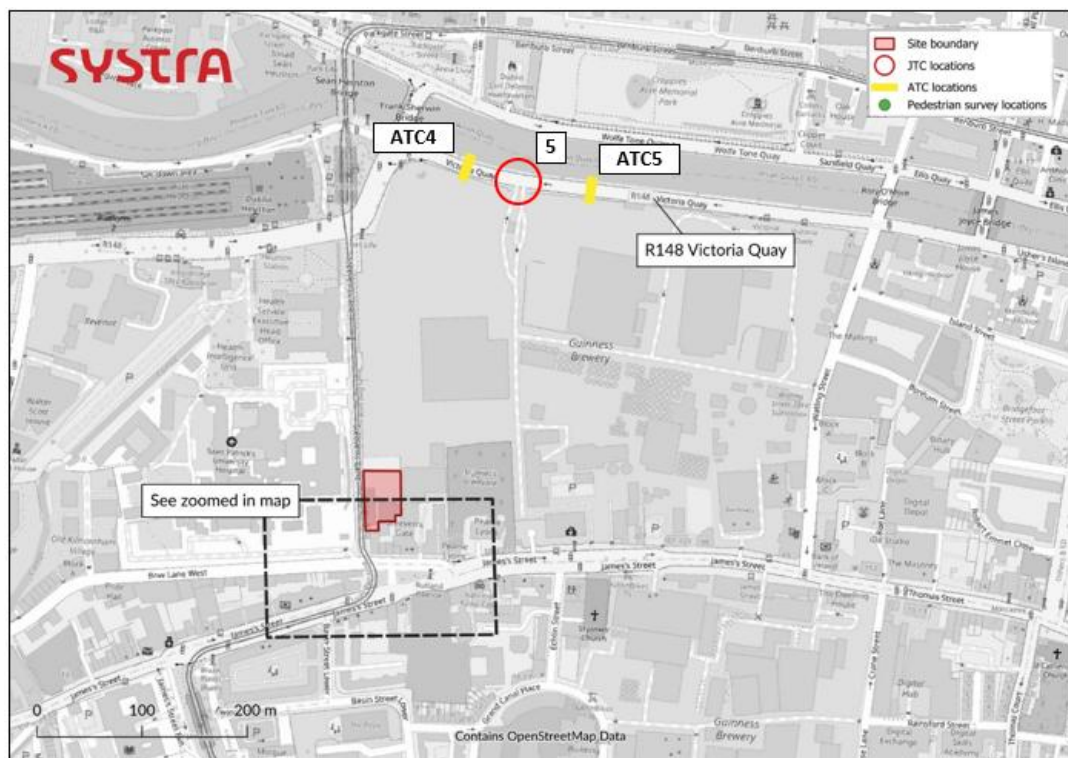
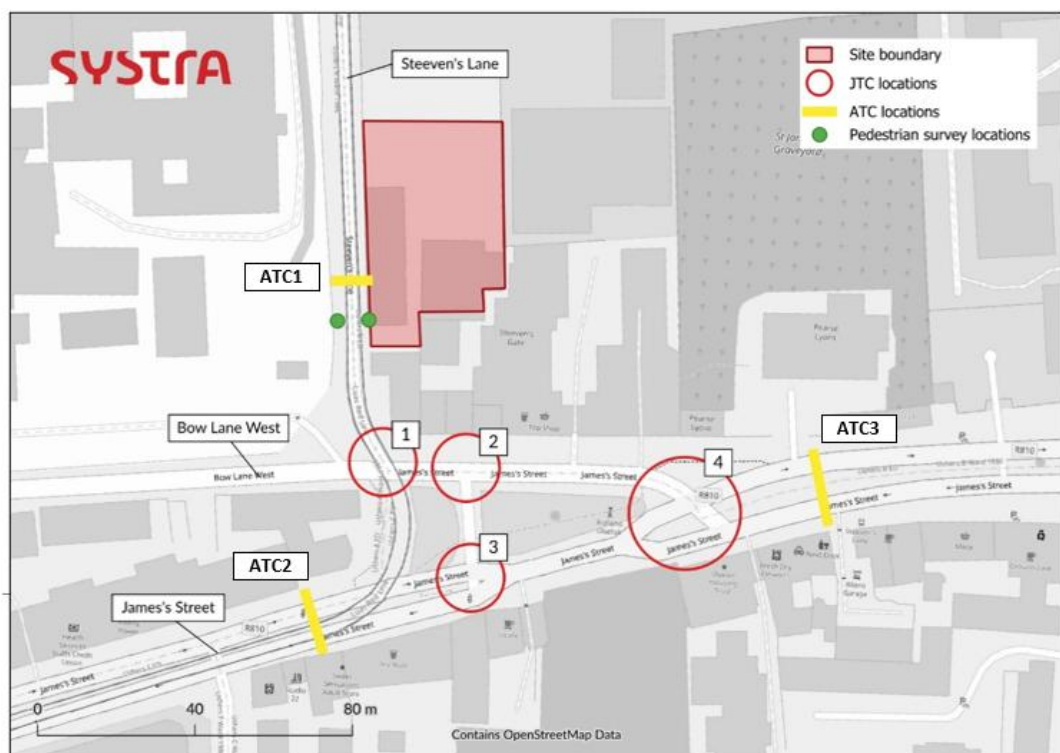


Figure 9. Zoomed in Traffic Survey Locations



Junction Turning Count surveys (JTC)

2.2.3 JTCs were undertaken at the following locations:

- Bow Lane West / Steeven's Lane / James's Street signalised junction.
- James's Street / Bow Bridge priority junction (north)
- James's Street / Bow Bridge priority junction (south)
- R810 James's Street / James's Street priority junction
- R148 Victoria Quay / Diageo priority junction

2.2.4 Surveys were undertaken during the following periods:

- Thursday 26th March, 07:00 – 10:00 and 15:30 to 18:30
- Saturday 28th March 10:00 – 16:00
- Classified turning counts were recorded at 15-minute intervals. The following peak hours were identified: AM Peak hour: 07:30 – 08:30
- PM peak hour 16:30 – 17:30
- Sat peak hour: 12:30 – 13:30

2.2.5 **Table 1** presents the recorded weekday peak hour flows on the surveyed links.

Table 1. Recorded Peak Hour Flows (Weekday and Saturday)

Junction	Location	Direction		AM (07:30 - 08:30)			PM (16:30 - 17:30)			Sat (12:30 - 13:30)		
		Dir 1	Dir 2	Dir 1	Dir 2	Total	Dir 1	Dir 2	Total	Dir 1	Dir 2	Total
1	Bow Lane West	EB	WB	224	260	484	134	572	706	87	331	418
	Steeven's Lane	NB	SB	51	48	99	68	44	112	18	24	42
	James's Street	EB	WB	241	303	544	156	589	745	94	333	427
2	James's Street west of Bow Bridge	EB	WB	581	370	951	453	330	783	450	333	783
	Bow Bridge	NB	SB	87	19	106	154	19	173	50	7	57
	James's Street east of Bow Bridge	EB	WB	726	562	1288	437	754	1191	486	603	1089
3	R148 James's Street west of Bow Bridge	EB	WB	581	370	951	453	330	783	450	333	783
	Bow Bridge	NB	SB	87	19	106	154	19	173	50	7	57
	R148 James's Street east of Bow Bridge	EB	WB	497	354	851	310	322	632	401	327	728
4	R810 James Street west of junction	EB	WB	497	348	845	310	326	636	401	324	725
	James's Street	NB	SB	216	230	446	430	130	560	280	88	368
	R810 James's Street east of junction	EB	WB	726	562	1288	437	754	1191	486	603	1089
5	R148 west of Diageo access	WB	-	1000		1000	1133	0	1133	1065	0	1065
	Diageo access	NB	SB	20	19	39	1	3	4	5	6	11
	R148 east of Diageo access	WN	-	999		999	1135	0	1135	1066	0	1066

2.2.6 The Weekday results show that:

- **Steeven's Lane** is lightly trafficked, with only 99 and 112 two-way movements recorded in the AM and PM peak hours respectively.
- Vehicle movements into the **Diageo site entrance** into the Diageo site are relatively low in the AM peak hour, with only 39 movements observed. Only 4 vehicle movements were observed in the PM peak hour.

2.2.7 The Saturday results show that Saturday peak hour flows on the R148, and on James's Street are similar to weekday peak levels. Flows on Steeven's Lane, are much lower on Saturdays than during the week.

Automatic Traffic Counts (ATC)

2.2.8 ATCs were in place for a 7-day period between 27th March and 2nd April 2026 on:

- ATC3: James's Street east
- ATC 4: R148 Victoria Quay to west of Diageo access
- ATC 5: R148 Victoria Quay to east of Diageo access

2.2.9 It was not possible to place physical ATCs on Steeven's Lane (ATC1), or on James's Street to the west of Bow Bridge (ATC2), due to the presence of the LUAS line. Instead, 24-hr traffic counts were undertaken on the day of the weekday traffic surveys, and used as a proxy for 5-day AADT flows. The 7-day AADT flows at these locations were factored using the observed proportions for the James's Street east site (ATC3 above).

2.2.10 **Table 2** presents a summary of the results.

Table 2. ATC Results

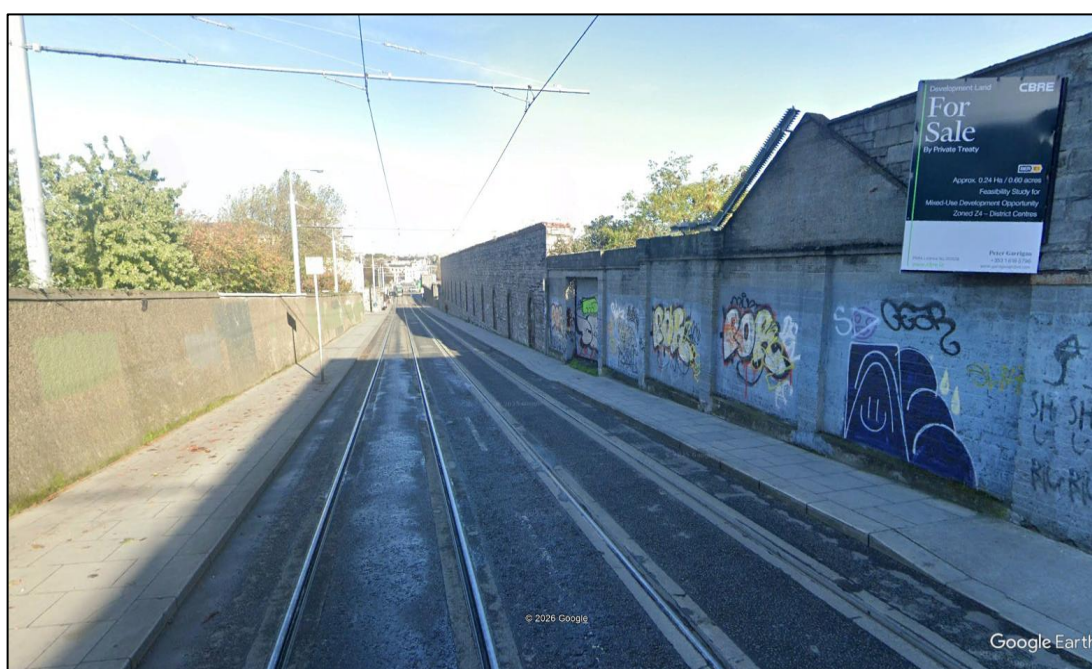
Ref	Location	5-day AADT	7-day AADT	Mean Speed (km/h)	85th percentile speed (km/h)
ATC 1*	Steeven's Lane	1,117	1,072	-	-
ATC 2*	R810 James's St west of Steeven's lane	14,292	13,710	-	-
ATC 3	R810 James's St east of James's St	17,348	16,642	34	44
ATC 4	R148 west of Diageo access	15,718	15,415	31	42
ATC 5	R148 east of Diageo access	17,341	16,963	41	53

*24hr weekday traffic count

2.3 Pedestrian Infrastructure

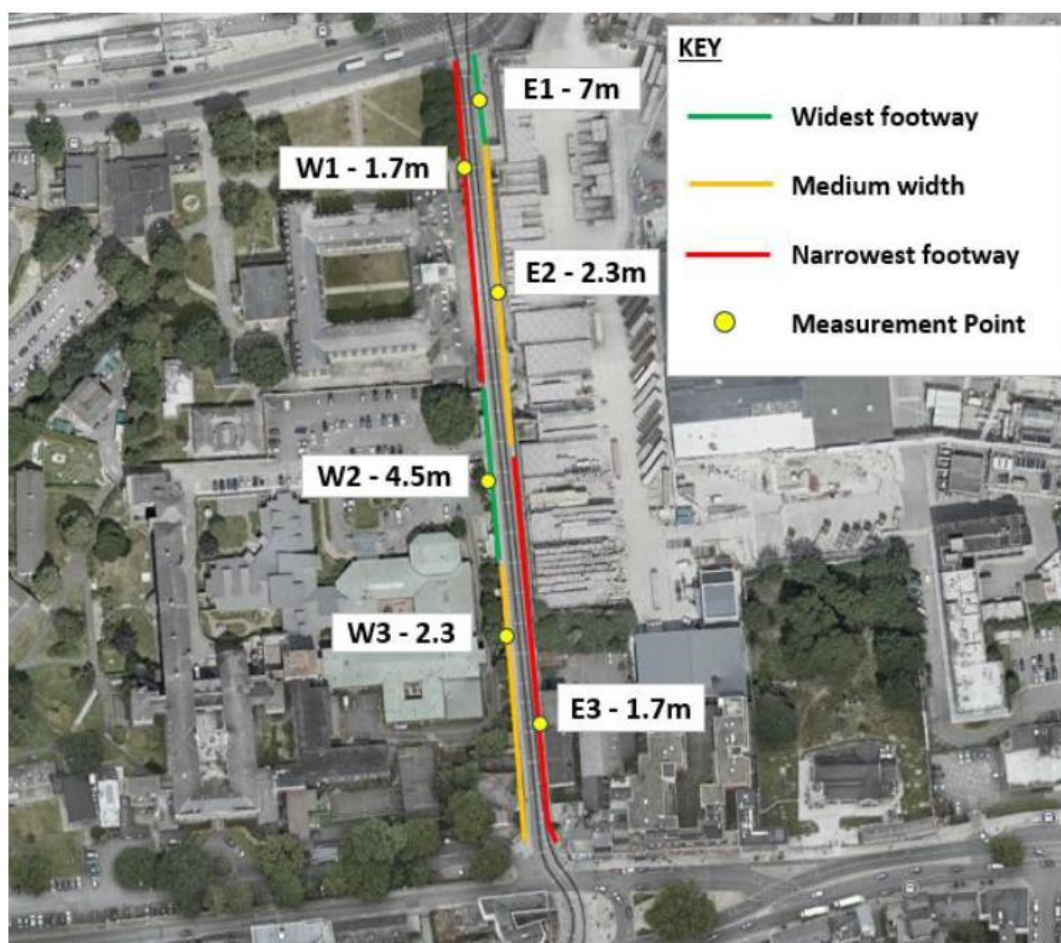
2.3.1 The pedestrian footways on either side of Steeven's Lane are shown in **Figure 10**.

Figure 10. Footways on Steeven's Lane



2.3.2 Footway widths on Steeven's Lane vary from ~1.7m to ~4.5m, as shown in **Figure 11**.

Figure 11. Footway Widths on Steeven's Lane



2.4 Pedestrian Flows

- 2.4.1 As part of the assessment, SYSTRA has undertaken a Pedestrian Comfort Level Assessment, primarily to assess the impacts of closing the eastern footway during the demolition phase of construction. This has informed the proposed temporary arrangements on Steeven's Lane set out in **Section 4.4**. The PCA is included as **Appendix B**.
- 2.4.2 The starting point for the PCA was a pedestrian survey, which was undertaken on Steeven's Lane which recorded the number and direction of pedestrian movements on each footway.
- 2.4.3 The surveys were undertaken on Thursday 26th March 2026 and Saturday 28th March 2026 from 07:00 to 19:00. Pedestrian movements were recorded at 15-minute intervals throughout the survey periods.
- 2.4.4 The locations of the pedestrian surveys are indicated by **Figure 12**.

Figure 12. Locations of Pedestrian Surveys



2.4.5 A summary of the hourly totals for pedestrian movements on the eastern and western footpaths on Thursday 26th March and Saturday 28th March is provided in **Table 3** and **Table 4**, respectively.

Table 3. Pedestrian Movements by Hour – Thursday 26th March

Hour	Western Footpath		Eastern Footpath	
	Northbound	Southbound	Northbound	Southbound
07:00-08:00	42	126	32	102
08:00-09:00	39	111	25	183
09:00-10:00	35	73	25	96
10:00-11:00	49	43	20	54
11:00-12:00	43	40	44	41
12:00-13:00	64	44	38	50
13:00-14:00	59	66	50	55
14:00-15:00	88	26	50	38
15:00-16:00	100	36	73	41
16:00-17:00	154	35	94	48
17:00-18:00	113	38	99	52
18:00-19:00	67	28	61	41
Total	853	666	611	801

2.4.6 **Table 3** shows that a total of ~1,500 northbound and ~1,500 southbound movements were observed throughout the day, split relatively evenly between the eastern and western footpaths.

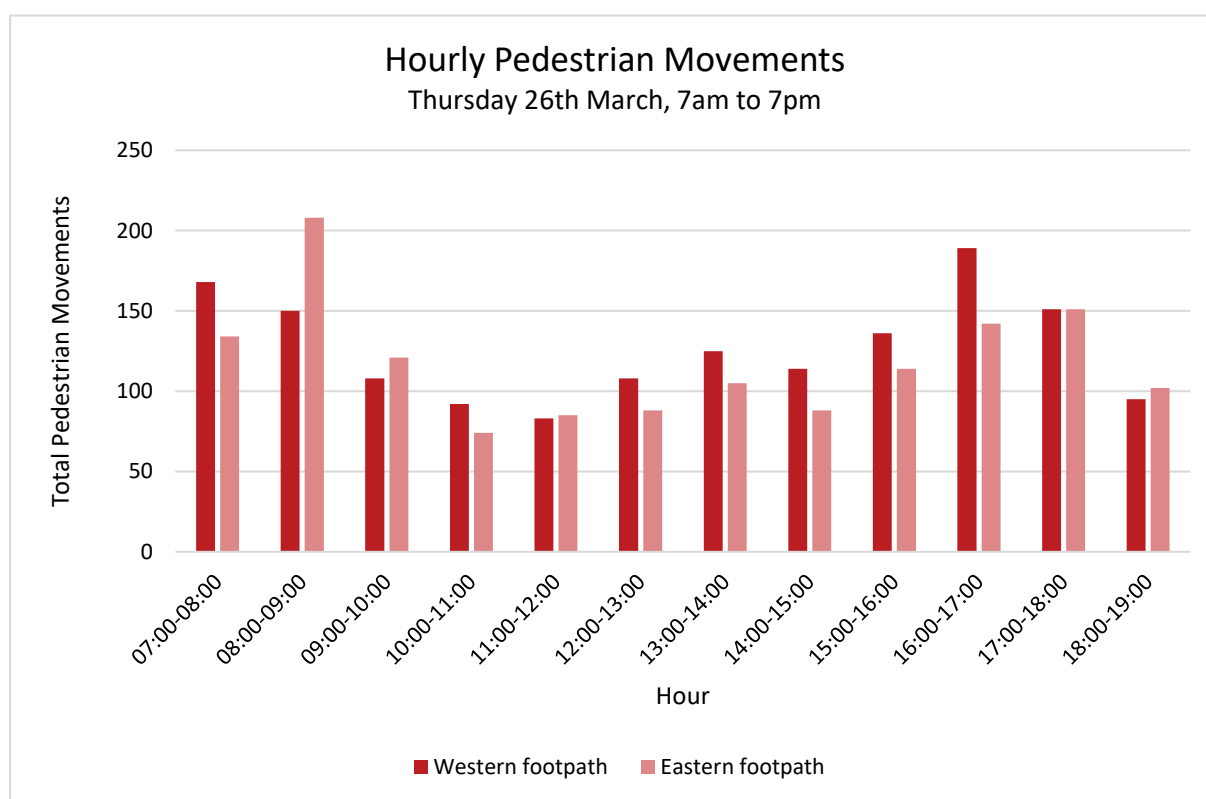
Table 4. Pedestrian Movements by Hour – Saturday 28th March

Hour	Western Footpath		Eastern Footpath	
	Northbound	Southbound	Northbound	Southbound
07:00-08:00	29	27	13	11
08:00-09:00	36	14	28	22
09:00-10:00	34	28	21	34
10:00-11:00	42	39	38	41
11:00-12:00	40	48	39	69
12:00-13:00	57	32	41	57
13:00-14:00	35	31	41	83
14:00-15:00	29	39	43	66
15:00-16:00	40	15	50	58
16:00-17:00	51	35	78	48
17:00-18:00	21	45	17	59
18:00-19:00	30	27	20	36
Total	444	380	429	584

2.4.8 **Table 4** shows that a total of ~850 northbound and ~950 southbound movements were observed throughout the Saturday survey period, which was noticeably lower than the weekday totals. Again, movements were split relatively evenly between the eastern and western footpaths.

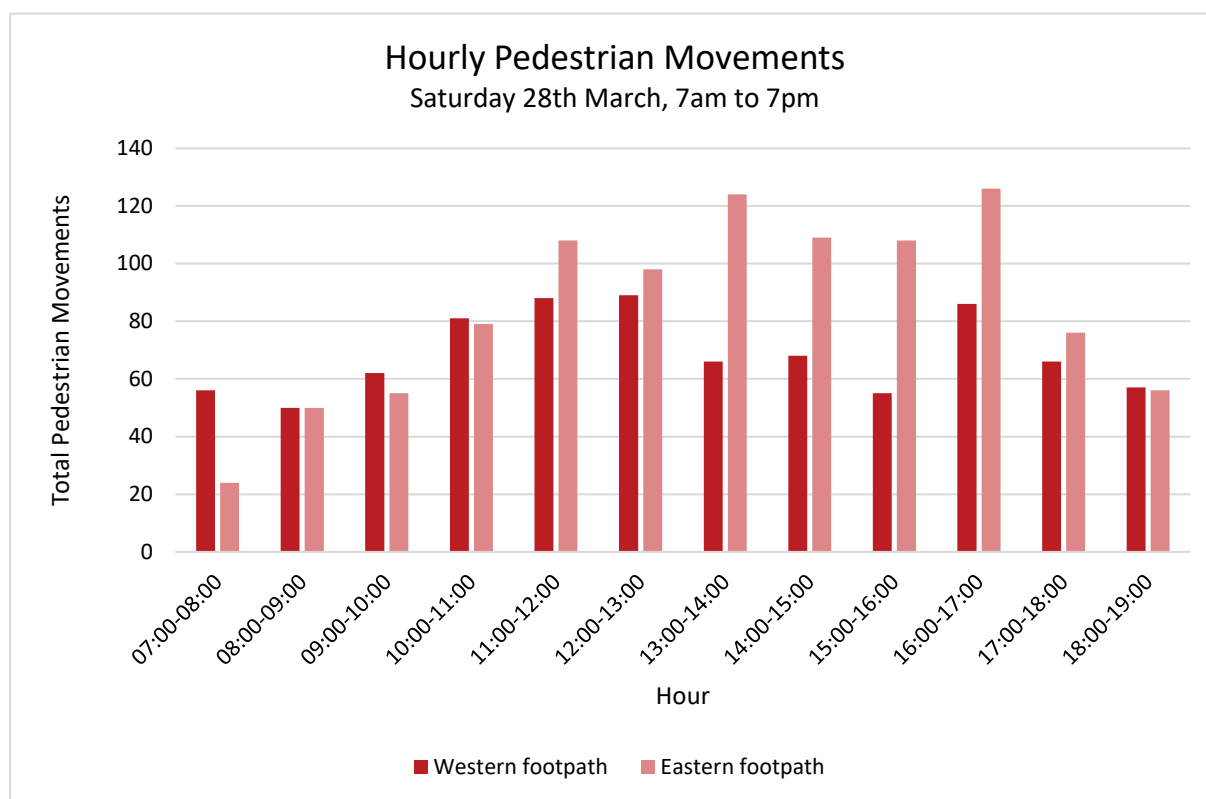
2.4.9 The flow of total pedestrian movements throughout the day is illustrated in **Figure 13** for Thursday 26th March and **Figure 14** for Saturday 28th March.

Figure 13. Pedestrian Movements by Hour – Thursday 26th March



2.4.10 Figure 13 indicates that the AM peak for pedestrian movements on the surveyed Thursday on Steeven's Lane occurred at 08:00 - 09:00 and the PM peak occurred at 16:00 -17:00.

Figure 14. Pedestrian Movements by Hour – Saturday 28th March

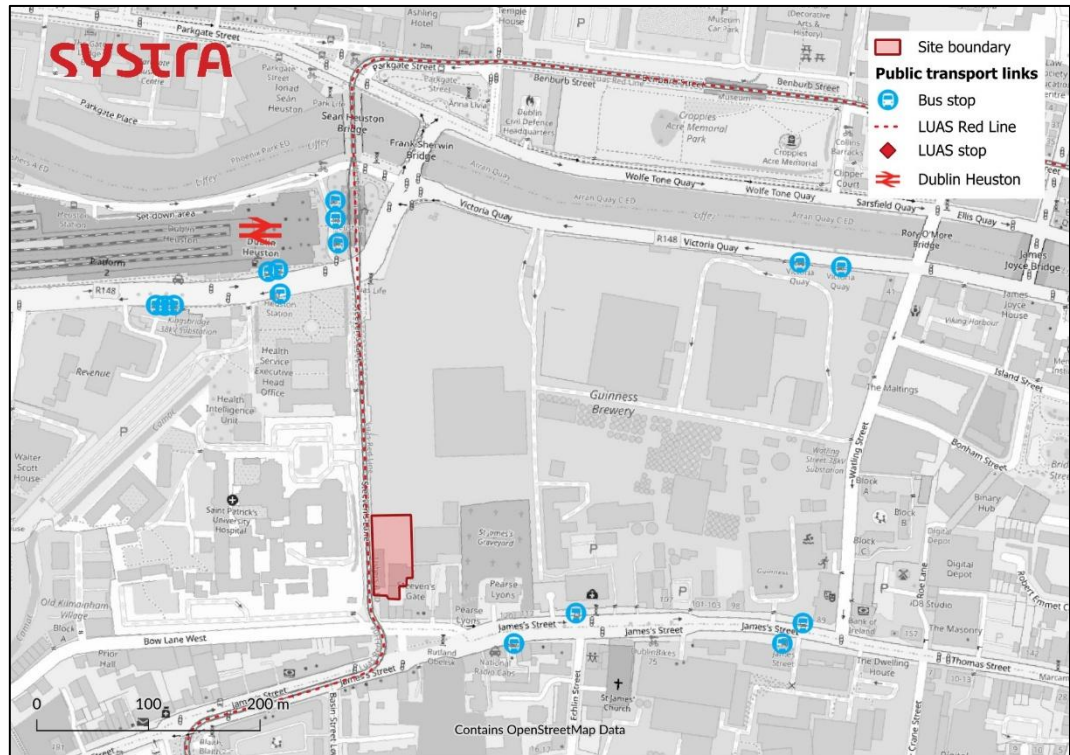


2.4.11 Figure 14 indicates that the AM peak for pedestrian movements on the surveyed Saturday on Steeven's Lane occurred at 11:00 -12:00 and the PM peak occurred at 16:00 -17:00.

2.5 Public Transport Infrastructure

2.5.1 The site is well-served by public transport. It is located close to a number of bus stops, the LUAS Red Line, and Dublin Heuston railway station. The locations of these public transport links are indicated by **Figure 15**.

Figure 15. Public Transport Facilities



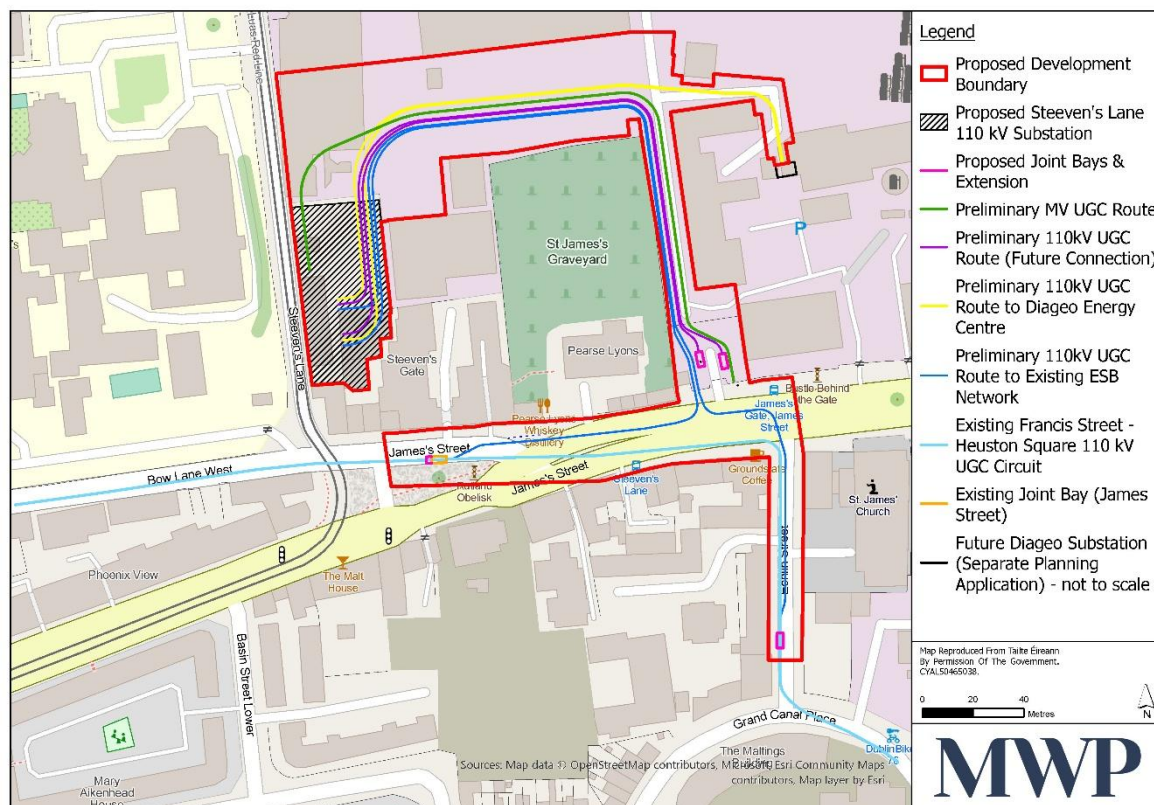
- 2.5.2 The nearest bus stops are located on the R810 James's Street, approximately 300m to the south of the site. These stops are served regularly by numerous bus services providing connections to Dublin City Centre and suburbs.

3. PROPOSED DEVELOPMENT

3.1 Introduction

- 3.1.1 **Figure 16** shows the Proposed Development footprint and illustrates the positions of the Proposed Development components and infrastructure within the development boundary.

Figure 16. Proposed Development Footprint



- 3.1.2 The characteristics of the Proposed Development are fully described in the Planning and Environmental Considerations Report (PECR) accompanying this planning application, and this TTA report should be read in conjunction with it. In addition, full details of the proposed design, layout, elevations, sections, and associated site development works are provided within the planning drawings.
- 3.1.3 A summary of the Proposed Development is provided in the section below to set the context and aid clarity.

3.2 Proposed Substation Development

- 3.2.1 The Proposed Development will consist of a 110 kV / MV electrical substation and will include the following elements:
- Demolition of all existing buildings on site including a former office building, warehouse and storage shed;
 - The construction of 110 kV / MV substation compound with the following electrical plant within the substation:

- A two storey 110 kV / MV Gas Insulated Switchgear (GIS) building (c. 559 m²; 14.1 m in height);
- Two banded 110 kV / MV transformers in transformer bays (c. 5.75 m in height) and surrounding fire walls (c.6.1 m high) and associated electrical equipment; and
- All associated and ancillary site development and infrastructural works, including site clearance, demolition of existing western boundary wall and gates, provision of new boundary treatments and gates along the western site boundary, replacement of the existing retaining wall along the northern and northeastern site boundary, provision of new boundary treatments along the southern and south eastern site boundary, site services including electrical circuits, lighting, telecommunications and drainage.

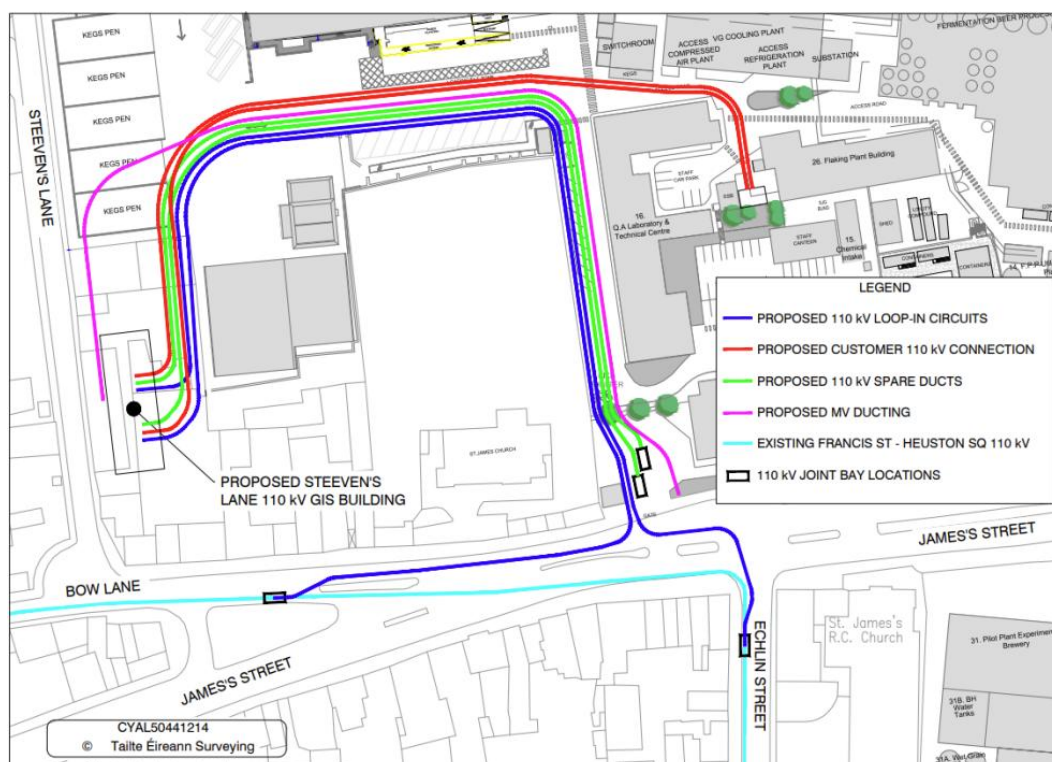
3.3 Proposed Connection to the Electricity Grid

3.3.1 The Proposed Development will also involve the installation of six 110 kV underground cable (UGC) circuits connecting the proposed Steeven's Lane 110 kV substation to key locations, including:

- Loop-in connection joint bays on the existing Francis Street – Heuston Square 110 kV circuit at Bow Lane West and Echlin Street/James's Street,
- Diageo's proposed 110 kV substation, (subject to separate and future consenting process), and
- Ducting for future use to be terminated in joint bays at St. James's Gate Medical car park, north of James's Street.
- The combined total length of the circuits is approximately 1.5 km, and they will be installed as either double or single circuits.
- And the installation of 14 circuit MV UGC between the proposed substation and new joint bays at St James's Gate Medical car park, north of James' Street.

3.3.2 The proposed indicative underground cable (UGC) routes are shown by **Figure 17**.

Figure 17. Proposed 110 kV and MV UGC Routes



- 3.3.3 Cable installation will predominantly utilise open-cut trenching within public roads. This will involve excavation of the trench, installation of ducting on a prepared bedding layer, placement of suitable surround and backfill materials, and provision of warning tape. Works will typically progress in short sections to minimise disruption, with temporary reinstatement undertaken as works advance.
- 3.3.4 Joint bays will be constructed at intervals along the route to facilitate cable installation and connection, along with associated communication chambers for fibre infrastructure. Following installation of ducts, cables will be pulled through between joint bays and jointed in controlled conditions prior to final reinstatement.
- 3.3.5 Where constraints are encountered, including existing utilities, road crossings or sensitive areas, alternative methods such as trenchless installation (e.g. horizontal directional drilling) may be employed. Appropriate clearances from third-party services will be maintained throughout

4. EFFECTS DURING CONSTRUCTION

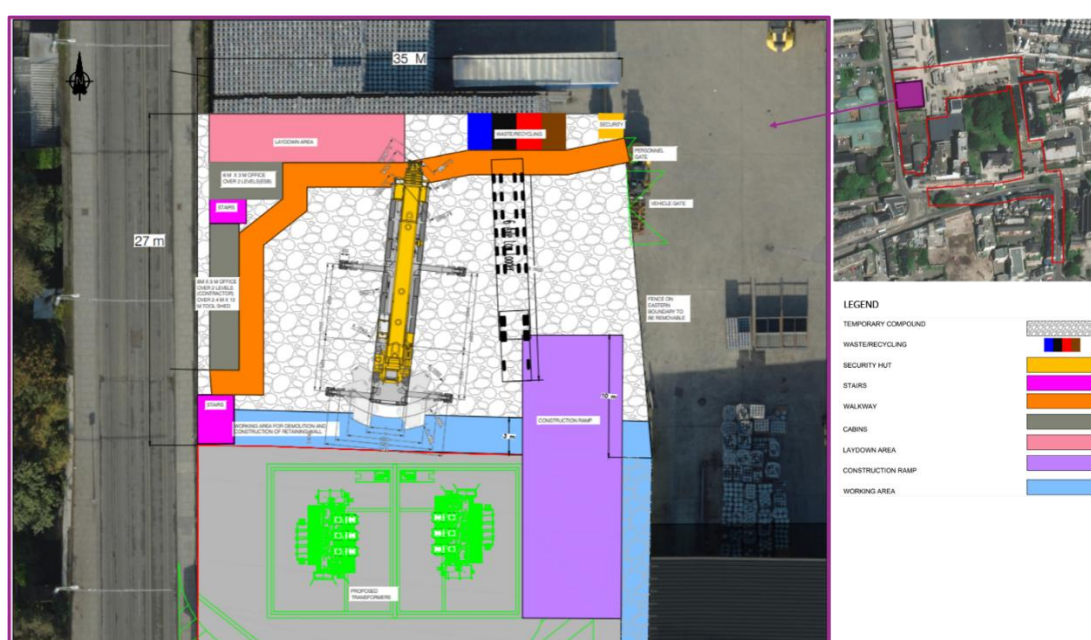
4.1 Outline Construction Traffic Management Plan

- 4.1.1 SYSTRA has produced an Outline Construction Traffic Management Plan (Ref:27057-ZZ-ZZZ-RP-MWP-EN-6019-CTMP), which forms part of the planning pack. This sets out the control and mitigation measures to be employed during the construction period.

4.2 Construction Compound

- 4.2.1 A construction compound will be constructed to the north of the ESB construction site, as shown in **Figure 18**.

Figure 18. Construction Compound



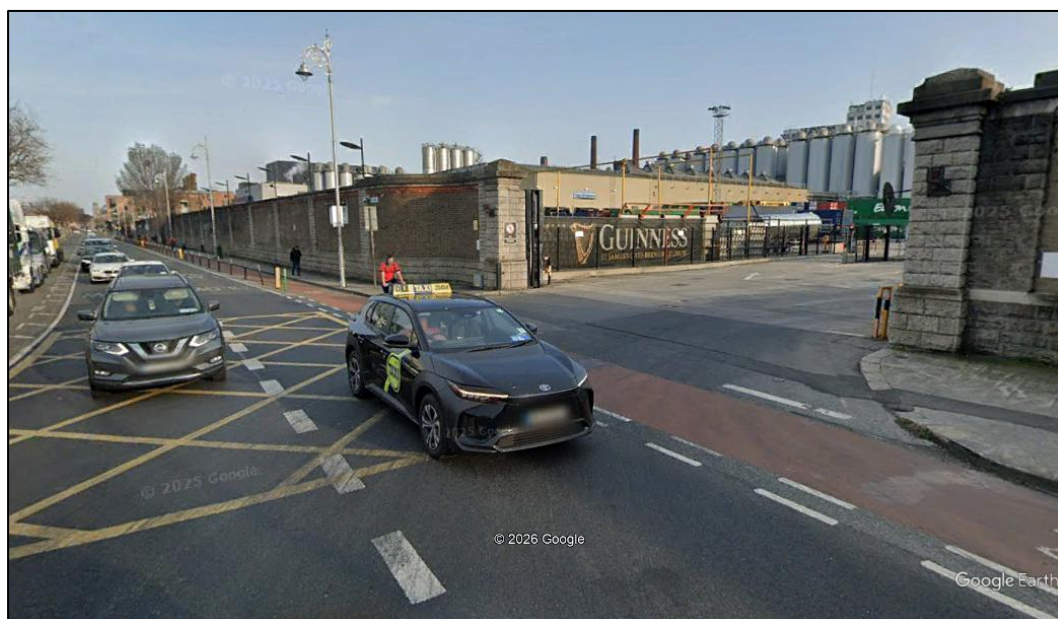
- 4.2.2 The compound will contain a laydown area, site offices and welfare facilities, and an area for the storage of waste and recycling.

4.3 Construction Traffic

Vehicle Access

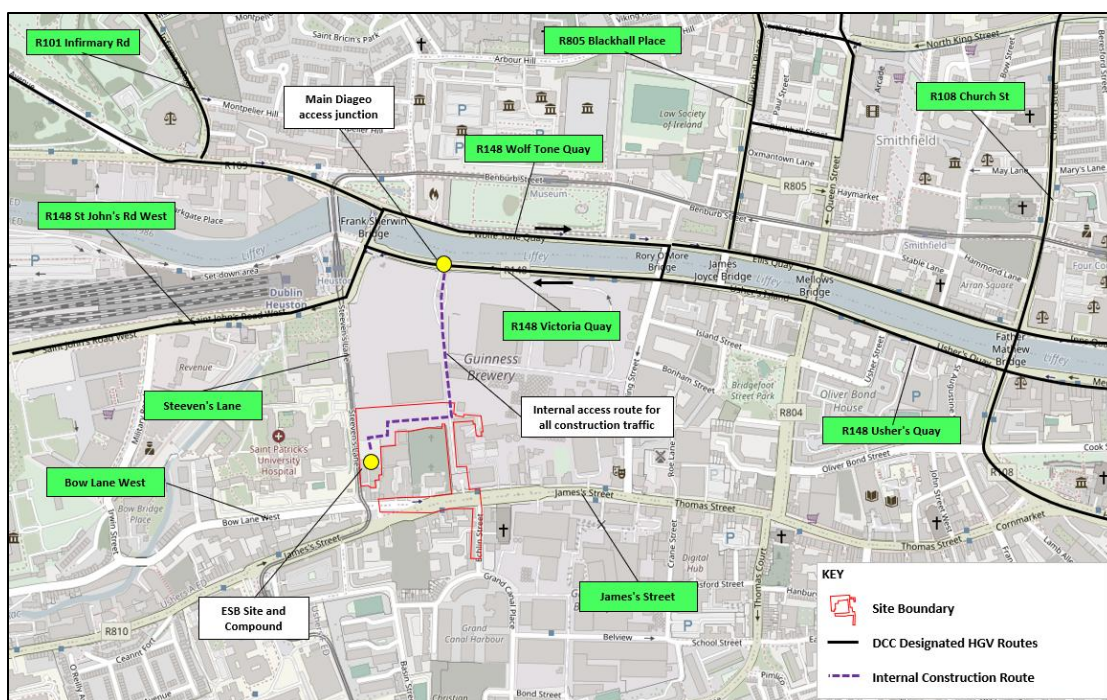
- 4.3.1 During the construction stage, all vehicle access into the site compound, and ESB construction site, will be through the existing Diageo facility via the main entrance on R148 Victoria Quay, which is shown in **Figure 19**.

Figure 19. Diageo Site Entrance on R148 Victoria Quay



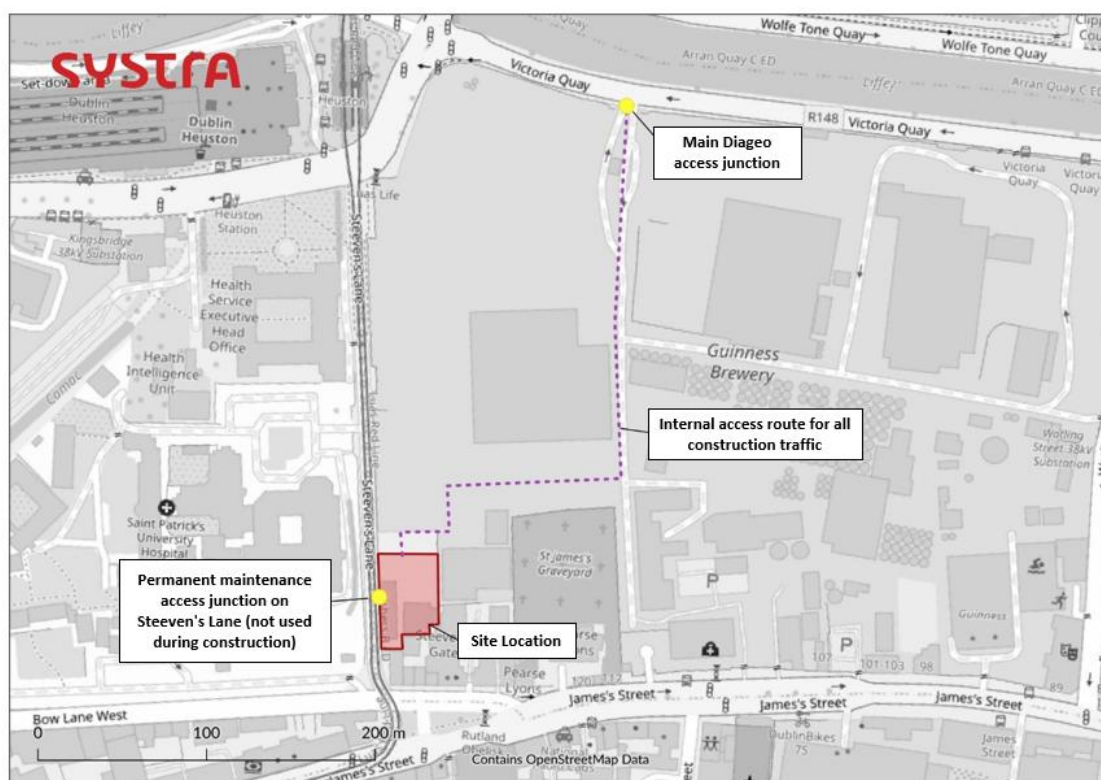
4.3.2 Figure 20 provides an overview of construction traffic routes to the Diageo access.

Figure 20. Overview of Construction Vehicle Access to Substation Compound



4.3.3 The route through the Diageo site to the site compound is shown in Figure 21.

Figure 21. Vehicular Site Access through Diageo Site



- 4.3.4 Vehicle access within the Diageo site is currently subject to on-site management controls, which would apply to ESB construction traffic. This includes a 'vehicle spotter' who is required to be on-site prior to the arrival and departure of all vehicles.
- 4.3.5 Construction traffic movements will need to comply with planning conditions attached to the planning consent for the Diageo site. Normal working hours during the construction period are expected to be Monday to Friday 07:00 to 18:00, and Saturday 08:00 to 14:00. During the development it may be necessary to carry out some work outside of normal working hours however, this will be kept to a minimum and only undertaken following approval from Dublin City Council.

Volume of Construction Traffic

- 4.3.6 The overall construction programme is anticipated to last for approximately 26 months. Construction traffic will comprise:
- Cars/Vans - contractor/operative vehicles;
 - Light Goods Vehicles (LGVs) – 7.5t panel vans; and
 - Heavy Goods Vehicles (HGVs) for transporting plant/machinery, construction materials, including concrete, stone, building materials, drainage/ducting materials, structural steel, cabling, site boundary wall material and electrical components.
 - Abnormal loads associated with the delivery of two 110kV / Mv transformers to site, comprising the Transformer Delivery Vehicles (TDV), and heavy-lift cranes which will be used to lift the transformers from the Diageo site into the construction site.
- 4.3.7 The construction phases and the type and number of vehicle trips in each stage is shown in **Table 5**.

Table 5. Total and Daily Construction Trips by Phase

Activity	Phase	Loads	Two-Way Vehicle Movements	Duration (months)	Duration (working days)	Average Two-Way Vehicle Movements Per Day
Building Demolition	Demolition	100	200	3	64	3
Retaining Wall Demolition	Demolition	16	32	1	21	2
Site excavation (cut)	Civils	725	1450	9	191	8
Road material import	Civils	4	8	1	21	0
Building material import	Civils	122	244	3	64	4
Footpath construction	Civils	3	6	1	21	0
Compound formation (FFL)	Civils	480	960	3	64	15
Transformer bund	Civils	75	150	2	43	4
Retaining wall reconstruction	Civils	16	32	2	43	1
Temporary ramp	Civils	15	30	1	21	1
Delivery of Equipment	Electrical Installation works	30	60	3	64	1
Delivery of Ancillary Items	Electrical Installation works	50	100	3	64	2
Abnormal Load (girder-frame trailer)	Electrical Installation works	2	4	3	64	0
Abnormal Load (mobile cranes)	Electrical Installation works	2	4	3	64	0
Excavation works	Cable Routing	100	200	3	64	3
Material Deliveries	Cable Routing	40	80	3	64	1
Reinstatement Works	Cable Routing	345	690	3	64	11
TOTAL		2125	4250			

- 4.3.8 Construction traffic will vary throughout the programme, with the highest levels expected during demolition and early civil works, when the removal of material and delivery of bulk construction materials will occur.
- 4.3.9 Peak HGV movements are estimated to be in the order of 30 trips per day¹, with total HGV movements over the duration of the works estimated at approximately 4,250. These movements will be temporary in nature and largely confined to the initial stages of the programme.

Worker Vehicle Trips

- 4.3.10 A peak construction workforce of approximately 30 personnel is anticipated on site. Given the site's central location and accessibility by public transport, walking and cycling will be encouraged and staff vehicle movements are expected to be limited. Based on typical construction travel patterns and vehicle occupancy rates, staff-related vehicle movements are estimated to be in the order of approximately 10-20 trips per day, with higher levels possible during peak periods.
- 4.3.11 No car parking will be provided within the site compound, due to space constraints. Any workers choosing to drive to site must park in publicly available spaces in the local area.

Overall Traffic Impact During Construction

- 4.3.12 **Table 6** summarises the percentage impact of construction traffic, during the peak construction period on R148 Victoria Quay, in the vicinity of the Diageo entrance.

Table 6. Traffic Impact During Peak Construction

Ref	Location	5-day AADT	Peak Construction Traffic			% impact
			HGV	Site Workers	TOTAL	
ATC 4	R148 west of Diageo access	15,718	30	20	50	0.3%
ATC 5	R148 east of Diageo access	17,341	20	20	40	0.2%

- 4.3.13 Table 6 demonstrates that the predicted increase in traffic is 0.2% and 0.3%. This is well below the threshold of 5% set out in TII's Traffic and Transportation Assessment Guidelines, above which a detailed assessment of impact is required. On this basis, no further assessment of traffic impacts is required.

On-site Vehicle Types

- 4.3.14 Typical plant and machinery required during demolition and construction of the substation will include excavators, tipper trucks, concrete mixers, cranes and general site plant associated with demolition, earthworks, structural construction and electrical installation activities.
- 4.3.15 The number and type of vehicles / plant that will be required on site in each Phase is shown in **Table 7**.

¹ Table 5 shows the calculated **average** two-way movements per day. Peak movements per day may be slightly higher than the average.

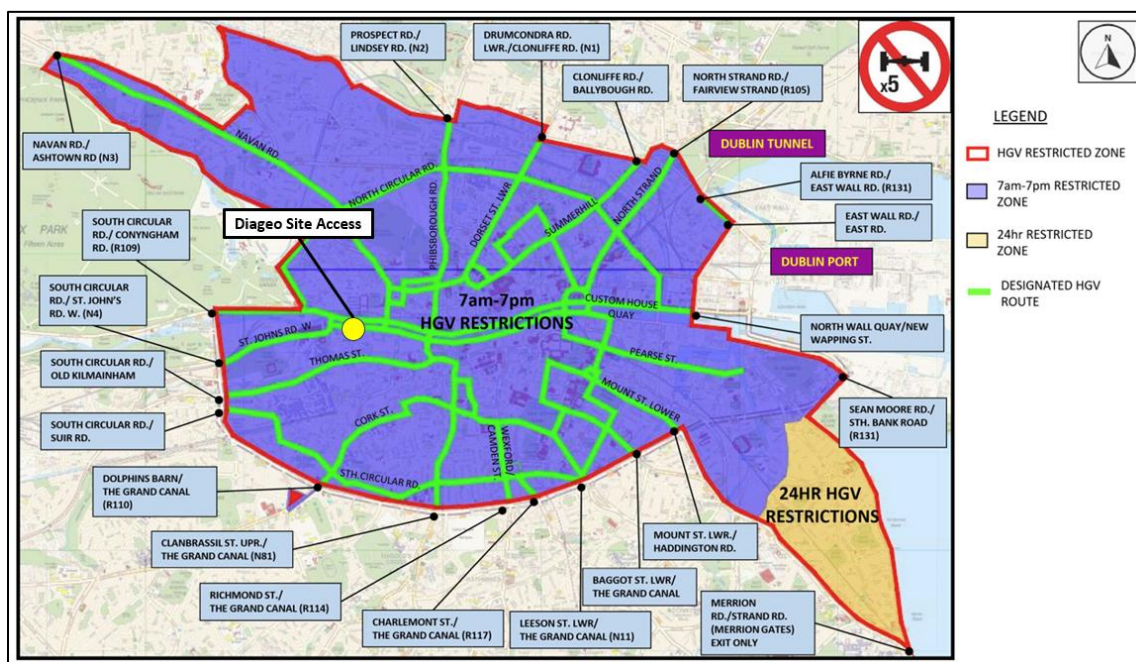
Table 7. Construction Vehicle Types by Phase

Plant and Machinery	Demolition Phase	Civils Construction Stage	Electrical Installation Stage	Total Construction Vehicles	Duration (months)
Long-Reach Excavator demolition excavator	1	0	0	1	3
Standard tracked excavator for piece-meal masonry demolition	1	0	0	1	3
Excavator-mounted hydraulic breaker	1	0	0	1	3
Telescopic Handler	1	0	1	2	5
Mobile Crane	0	1	1	2	5
15-30T Excavator	0	3	2	5	17
12T Roller	0	2	1	3	8
Tractor & Trailer	0	0	1	1	3
3-10T mini digger	0	2	0	2	10
Diesel Generator	0	1	2	3	17
CFA Piling Rig	0	1	0	1	1
Total	4	10	8	20	20

Construction Traffic Routeing

4.3.16 **Figure 22** shows DCC's 'Designated HGV Route' network within the city centre.

Figure 22. Designated HGV Routes



4.3.17 Restrictions on these routes only apply to HGVs with 5 or more axles, meaning that the majority of HGV traffic associated with the ESB site (with the likely exception of 16.5m max legal HGVs) would not be subject to these restrictions. Nevertheless, **Figure 22** provides a useful overview of the most suitable routes for HGVs in the city centre, which encompasses all of the routes that ESB HGV construction vehicles are likely to use.

4.3.18 This network includes R148 Victoria Quay, from which the Diageo site (and hence the ESB site) takes access.

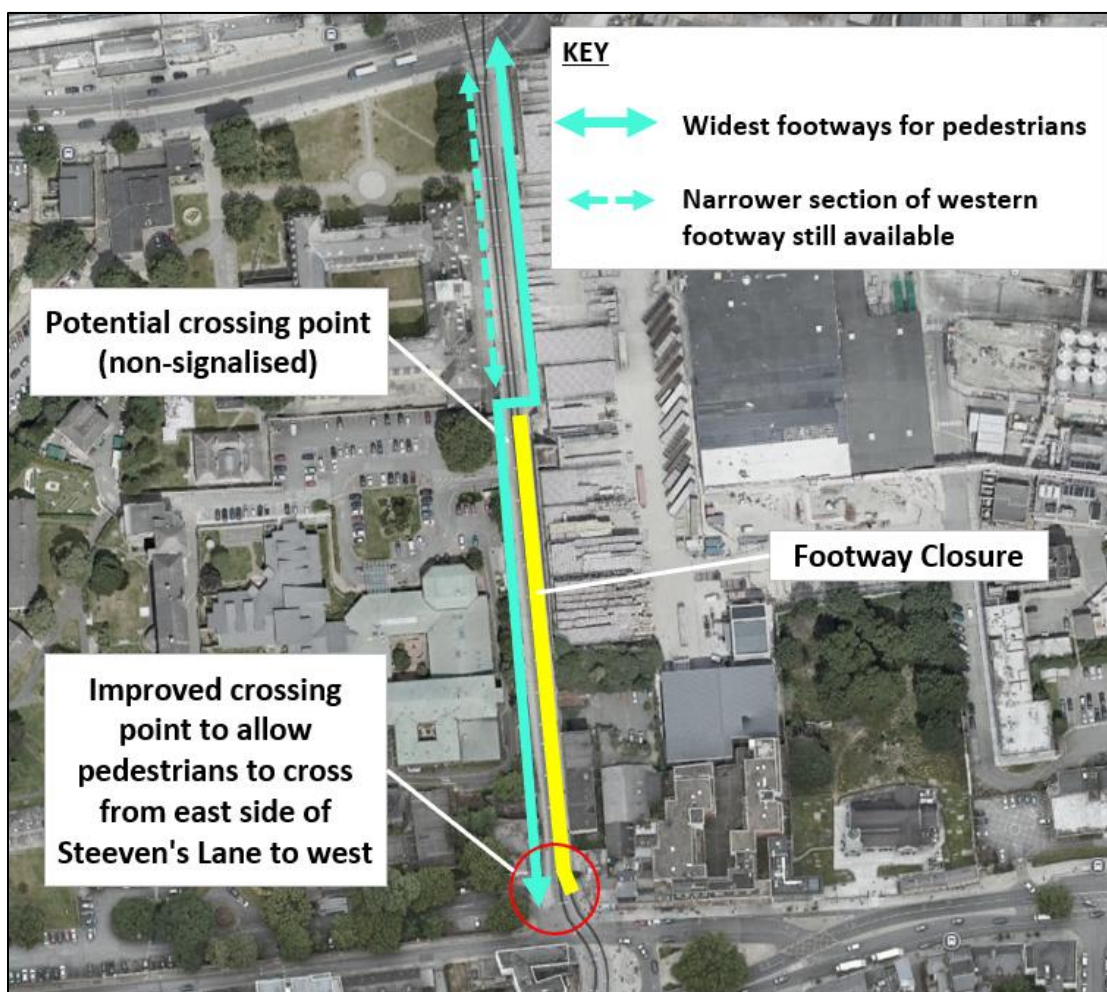
Abnormal Loads

- 4.3.19 As set out in Table 7, two 110 kV/MV transformers will be delivered to site during the electrical installation phase. These units constitute abnormal loads and will be transported by specialist haulage contractors using a specialised girder-frame trailer.
- 4.3.20 Transformer delivery will be required via the Diageo entrance on R148 Victoria Quay, after which the units will be lifted up to the Steeven's Lane site using a heavy-lift mobile crane. A crane of approximately 500 t capacity (or larger) is likely to be required, positioned within the temporary construction compound located in Diageo's Keg Storage Area. These heavy-lift cranes may also constitute abnormal loads.
- 4.3.21 All GIS equipment and associated electrical components will be delivered using standard HGVs and will not be classified as abnormal loads.
- 4.3.22 While the precise load configuration and delivery methodology will be confirmed following the construction tender stage, 110 kV transformers typically weigh between 60–70 tonnes during transport. As such, specific traffic-management measures and localised delivery arrangements will be developed through an Abnormal Load Assessment undertaken by the appointed Contractor. The Contractor will liaise with An Garda Síochána and Dublin City Council to secure the necessary permits, determine whether a Garda escort is required, and agree an appropriate delivery window.
- 4.3.23 Where practical, abnormal loads will be transported, by specialist haulage contractors, overnight, and it is therefore, in conjunction with the low number of movements, probable that associated disruption to road network operation will be negligible.

4.4 Steeven's Lane Footway Closure

- 4.4.1 A temporary footway closure on the eastern side of Steeven's Lane, in front of the site, will be required during the planned demolition and construction works for a period of around six months.
- 4.4.2 SYSTRA's recommended strategy, which has been informed by a Pedestrian Comfort Level Assessment, is shown in **Figure 23**.

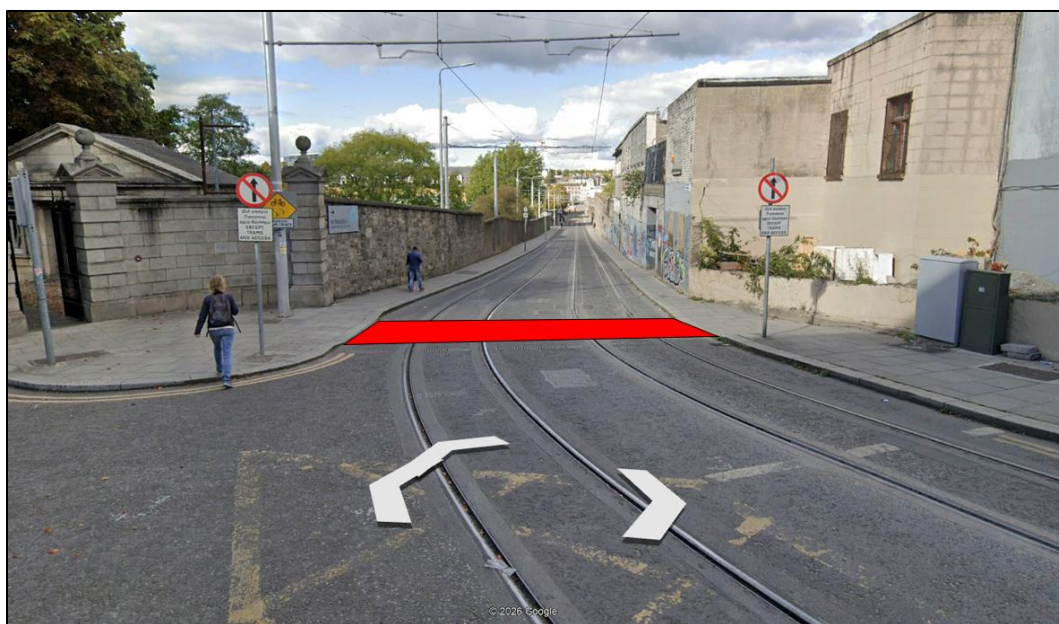
Figure 23. Steeven's Lane Pedestrian Arrangements During Construction



4.4.3 The proposed strategy is that:

- The eastern footway is closed along the extent of the site boundary. All pedestrians will use the western footway on this section.
- A suitably signed crossing point is provided to the north of the site, to enable pedestrians to cross between the two footways. This will allow use of the wider northern section of the eastern footway to be retained and reduce pressure on the narrowest northern section of the western footway.
- Temporary signs and potentially enhanced road markings are provided at the existing dropped kerb crossing across the south end of Steeven's Lane (see **Figure 24**), to allow pedestrians to cross from east to west.

Figure 24. Enhanced Crossing Location on Steeven's Lane

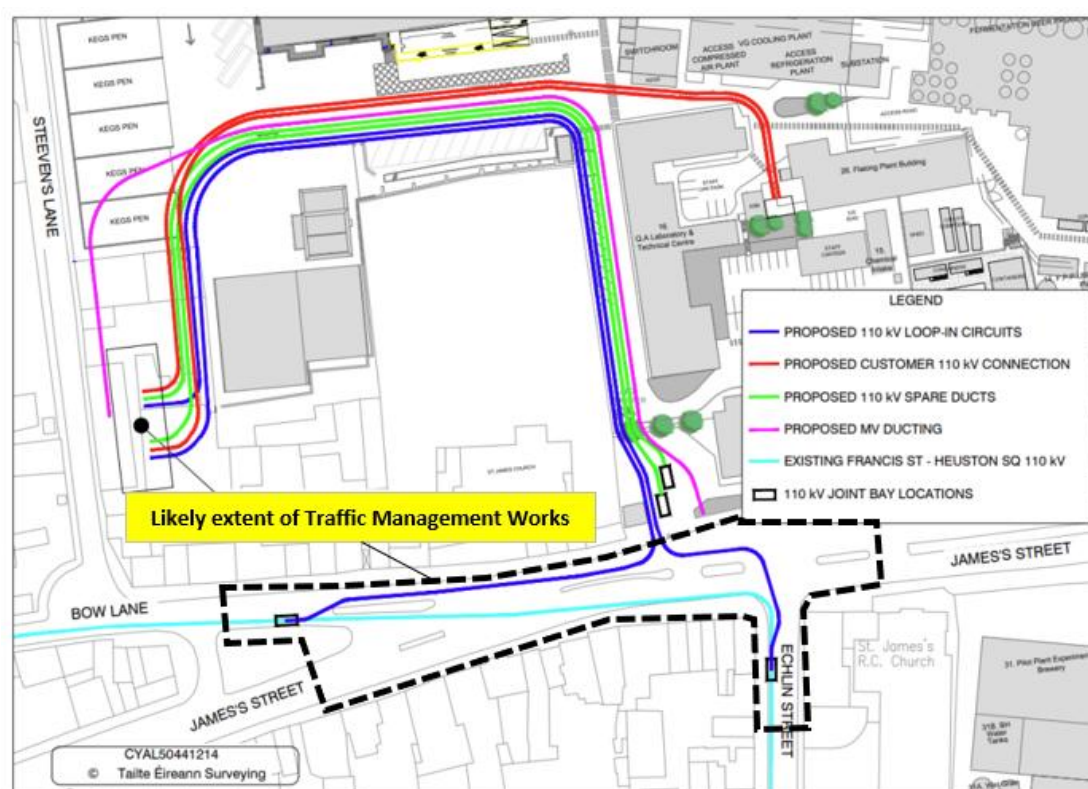


- 4.4.4 The PCA (Appendix B) demonstrates that the sections of western footpath on Steeven's Lane to the south of the proposed crossing, and the section of eastern footpath on Steeven's Lane to the north of the proposed crossing, will have sufficient capacity to accommodate pedestrian flows when the footway closure is in place.
- 4.4.5 It is anticipated that exact arrangements will be finalised by the Contractor as part of the detailed design process.

4.5 Traffic Management During Electrical Works

- 4.5.1 A description of the Electrical Works that will be undertaken is provided in **Section 3.3**.
- 4.5.2 Temporary traffic management will be required in the James's Street, Bow Lane West and Echlin Street area, for a period of around 3 months. The likely extent of these works is shown in **Figure 25**.

Figure 25. Likely Extent of Traffic Management Works



- 4.5.3 All road traffic management measures will adhere to the relevant documentation; “Guidance for the Control and Management of Traffic at Road Works” and “Chapter 8 - Temporary Traffic Measures and Signs for Roadworks”.
- 4.5.4 All works along the public road will be subject to a Road Opening License (ROL). The application for the ROL will include a full traffic management plan, the details of which will be agreed with Dublin City Council prior to the submission of the ROL application
- 4.5.5 The traffic management system will most likely involve the use of a stop/go system, or temporary traffic lights, with a single lane of traffic in operation. A full road closure will be not required but lane closures will be required. Works may be required to be carried out at night to limit traffic disruption and this will be agreed with DCC during the road opening licence approval
- 4.5.6 Appropriate signage will be erected for all works. This will include temporary signage indicating site access, general information signage to inform road users of the nature and location of the works. Signage will be checked regularly to ensure it remains in place and is secure.
- 4.5.7 The cable route will be divided into sections and traffic management measures will only be installed along sections of road which works are being carried out on.
- 4.5.8 The impact of these measures on general traffic will be short-lived, and temporary in nature. They are likely to increase slightly increase journey times along R810 James’s Street, and some traffic may re-route around the area.

4.6 Summary of Impacts During the Construction Stage.

4.6.1 The assessment has found that:

- The volume of vehicle trips that will be generated during the construction stage is small, and limited to around 30 two-way HGV movements, and 20 two way car / van movements during the peak construction period. This is predicted to result in very small percentage increases on the public road network, well below the TII threshold of 5% at which further assessment and potentially mitigation is required.
- Construction traffic will access the site compound through the Diageo site, meaning that the LUAS line on Steeven's Lane will be unaffected.
- One of the key effects during this period will result from the closure of a portion of the footway on the eastern side of Steeven's Lane. SYSTRA has undertaken a Pedestrian Comfort Level Assessment on Steeven's Lane, which has been informed by a pedestrian survey. The PCLA has been used to inform the proposed pedestrian strategy on Steeven's Lane whereby pedestrians will use the western footway for the length of the closure of the eastern footway, and then be provided with a crossing point to allow them to use the eastern footway beyond this point (should they wish). The PCLA demonstrates that this provides sufficient capacity to accommodate pedestrian flows when the footway closure is in place.
- Traffic Management measures will be required in James's Street, Bow Lane West and Echlin Street area, for a period of around 3 months, whilst electrical works are completed. The impact of these measures on general traffic will be short-lived, and temporary in nature.

5. EFFECTS DURING OPERATION

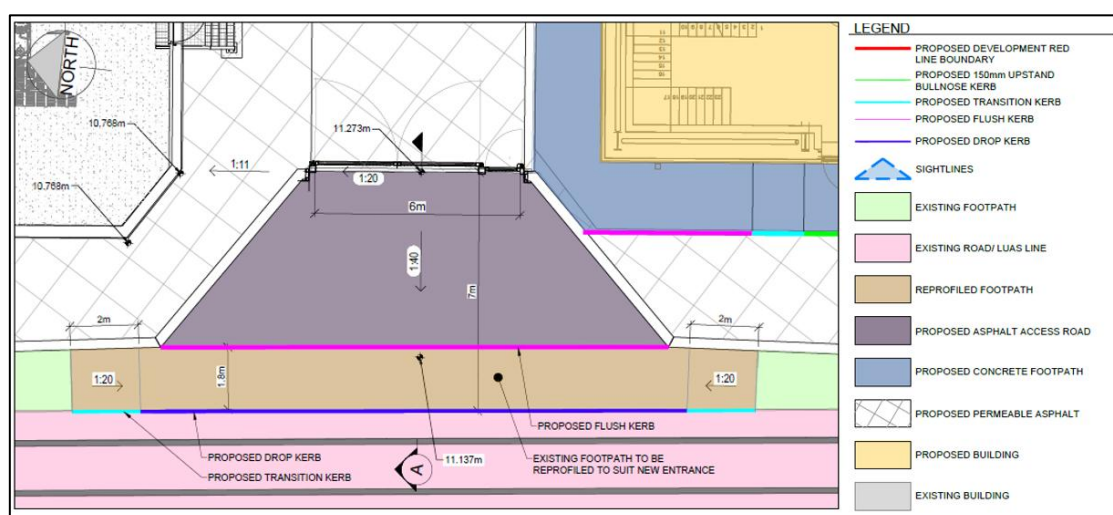
5.1 Introduction

- 5.1.1 As the facility will typically be unmanned, there will be visits to the site for scheduled and unscheduled inspections, maintenance and repairs as necessary. Typically, scheduled inspections and maintenance works would generate, on average, two to four visits a month.
- 5.1.2 As no car parking or cycle parking will be provided on site, and the number of vehicle trips generated during operation will be very low, the main considerations in terms of operational impacts relate to the safety and operation of the gated access on Steeven's Lane, and the interaction of ESB traffic with the LUAS line, and general traffic using Steeven's Lane.

5.2 Standard Maintenance Access

- 5.2.1 The proposed access layout is shown in Drawing 27057-00-DTM-MWP-CE-0150, which is provided in **Appendix C**.

Figure 26. Site Access



- 5.2.2 The proposed junction has been designed as a pedestrian priority junction in accordance with the overarching principles of DMURS, active travel policy and the objective of creating a low-speed environment where pedestrian movement takes precedence over vehicular movement.
- 5.2.3 The features of the new access are:
- It provides compliant visibility splays of 2m x 45m, as per DMURS Section 4.4.5 'Visibility Splays'. The 'y' distance has been calculated based upon the speed limit of 50km/h on Steeven's Lane. The 'absolute minimum' 'x' distance of 2m has been applied, taking into account the very infrequent use of the access.
 - It allows sufficient set-back space for a van to park off road in front of the entrance gates, whilst these are unlocked. This removes the risk of blocking vehicles or trams on Steeven's Lane.
 - The eastern footway will cross the entrance at level. A ramp will be provided to allow vehicles to cross the footway into the site. This will ensure that pedestrians have priority, and a level surface, across the entrance. The vertical deflection and

continuous footway arrangement provide a clear indication to all road users that pedestrians have priority and that drivers must negotiate the space at reduced speeds.

- 5.2.4 A 'Tram Crossing' warning sign will be installed inside the substation entrance for vehicles exiting the site, to alert / remind them of the presence of the LUAS line on Steeven's Lane.

Figure 27. W124 'Tram Crossing' Sign



5.3 Access for HGVs and Abnormal Loads

- 5.3.1 Occasional access to the substation may be required for large maintenance works, which require the delivery or removal of large equipment, such as transformers or switchgear. These works might potentially involve HGVs and / or abnormal loads. On these occasions, for these vehicle types, access will be taken from R148 Victoria Quay through the Diageo site, as per the main construction stage.
- 5.3.2 As per the Construction Stage, in these instances the Contractor will liaise with An Garda Síochána and Dublin City Council to secure the necessary permits, determine whether a Garda escort is required, and agree an appropriate delivery window.

5.4 Summary of Operational Impacts

- 5.4.1 The assessment has found that:
- **Operational traffic levels will be very low**, and typically limited to 2-4 maintenance trips per month, which are likely to be undertaken in ESNB vans. This will have a negligible impact on traffic flows, and the LUAS line on Steeven's Lane, and falls well below the TII threshold of 5%, above which further assessment and mitigation may be required.
 - **A compliant access into the substation will be provided on Steeven's Lane**, which will provide access for all 'typical' maintenance visits. The proposed design provides pedestrian priority across the access, ensures that vehicles crossing the footway do so at appropriate speeds, and ensures sufficient visibility so that drivers exiting the site can see pedestrians, vehicles and trams on Steeven's Lane. It also allows space for vans entering the site to park off the carriageway, whilst the compound gate is unlocked.
 - **Occasional access to the substation may be required for large maintenance works**, which require the delivery or removal of large equipment, such as transformers or switchgear. On these occasions, access for HGVs and / or abnormal loads will be taken from R148 Victoria Quay through the Diageo site, as per the main construction stage.

6. SUMMARY AND CONCLUSION

6.1 Introduction

- 6.1.1 SYSTRA Ltd has been commissioned by MWP Ltd to produce a Transport Assessment in relation to the proposed development of a 110 kV Distribution substation at Steeven's Lane, located in the southwest of Dublin City Centre.

6.2 Consultation

- 6.2.1 Both TII (regarding the LUAS line), and the NTA (regarding the Liffey valley to City Centre Core Bus Corridor project) have been consulted regarding the proposals. TII's main concerns related to the provision of a suitable permanent access junction into the site on Steeven's Lane, which has been incorporated into the design. Dialogue with the NTA established that the Bus Connects works are likely to be substantially complete prior to build-out of the substation, but continued dialogue will be required to keep both parties informed.

6.3 Effects During Construction Stage

- 6.3.1 During the Construction stage, all vehicular site access will be via the Diageo main access junction on R148 Victoria Quay. No vehicles will access via Steeven's Lane.
- 6.3.2 The assessment has found that:
- The volume of vehicle trips that will be generated during the construction stage is small, and limited to around 30 two-way HGV movements, and 20 two-way car / van movements during the peak construction period. This is predicted to result in very small percentage increases on the public road network, well below the TII threshold of 5% at which further assessment and potentially mitigation is required.
 - Construction traffic will access the site compound through the Diageo site, meaning that the LUAS line on Steeven's Lane will be unaffected.
 - One of the key effects during this period will result from the closure of a portion of the footway on the eastern side of Steeven's Lane. SYSTRA has undertaken a Pedestrian Comfort Level Assessment on Steeven's Lane, which has been informed by a pedestrian survey. The PCLA has been used to inform the proposed pedestrian strategy on Steeven's Lane whereby pedestrians will use the western footway for the length of the closure of the eastern footway, and then be provided with a crossing point to allow them to use the eastern footway beyond this point (should they wish). The PCLA demonstrates that this provides sufficient capacity to accommodate pedestrian flows when the footway closure is in place.
 - Traffic Management measures will be required in James's Street, Bow Lane West and Echlin Street area, for a period of around 3 months, whilst electrical works are completed. The impact of these measures on general traffic will be short-lived, and temporary in nature.
- 6.3.3 SYSTRA has produced an Outline Construction Traffic Management Plan (Ref:27057-ZZ-ZZZ-RP-MWP-EN-6019-CTMP), which forms part of the planning pack. This sets out the control and mitigation measures to be employed during the construction period.

6.4 Operational Effects

- 6.4.1 The assessment has found that:

- **Operational traffic levels will be very low**, and typically limited to 2-4 maintenance trips per month, which are likely to be undertaken in ESNB vans. This will have a negligible impact on traffic flows, and the LUAS line on Steeven's Lane, and falls well below the TII threshold of 5%, above which further assessment and mitigation may be required.
- **A compliant access into the substation will be provided on Steeven's Lane**, which will provide access for all 'typical' maintenance visits. The proposed design provides pedestrian priority across the access, ensures that vehicles crossing the footway do so at appropriate speeds, and ensures sufficient visibility so that drivers exiting the site can see pedestrians, vehicles and trams on Steeven's Lane. It also allows space for vans entering the site to park off the carriageway, whilst the compound gate is unlocked.
- **Occasional access to the substation may be required for large maintenance works**, which require the delivery or removal of large equipment, such as transformers or switchgear. On these occasions, access for HGVs and / or abnormal loads will be taken from R148 Victoria Quay through the Diageo site, as per the main construction stage.

6.5 Conclusion

- 6.5.1 The transport effects of the ESB proposals have been carefully assessed. The traffic generation of the proposals during both the construction and operational stages will be negligible, meaning that the main considerations within the assessment have related to pedestrian and road user safety, interaction with the LUAS line on Steeven's Lane, and ensuring that the construction is undertaken safely and efficiently.
- 6.5.2 The impacts of these factors have either been addressed and mitigated through the project design, and will be further mitigated through the implementation of the Construction Traffic Management Plan, and the final detailed design of pedestrian measures on Steeven's Lane, and the Traffic Management measures required during the required cabling works in the James's Street area.

APPENDIX A - TRAFFIC SURVEY DATA

Site No. 1
Location Steeven's Lane / Bow Lane West
Date 26 March 2026

Time	A to E							Total	A to D							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
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	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	1	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	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
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	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	1	0	0	0	0	1	19	4	0	0	0	0	0	23

Peak Hour 08:15 to 09:15

08:15	0	0	1	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	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	3	2	0	0	0	0	0	5

Time	A to E							Total	A to D							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
15:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	1	6
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	1	6
16:15	0	1	0	0	0	0	0	1	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	6	1	0	0	0	0	1	8
17:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
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	3	0	0	0	0	0	0	3
17:45	0	0	0	0	0	0	0	0	3	1	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	2	0	0	0	0	0	0	2
P/TOT	0	1	0	0	0	0	0	1	39	2	0	0	0	0	3	44

Peak Hour 16:45 to 17:45

16:45	0	0	0	0	0	0	0	0	6	1	0	0	0	0	1	8
17:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
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	3	0	0	0	0	0	0	3
H/TOT	0	0	0	0	0	0	0	0	22	1	0	0	0	0	1	24

Site No. 1
Location Steeven's Lane / Bow Lane West
Date 26 March 2026

Time	A to C							Total	A to B							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	0	0	0	0	0	0	1	1	2	0	0	0	0	0	4	6
07:15	0	0	0	0	0	0	1	1	4	0	0	0	0	0	3	7
07:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	8
07:45	0	0	0	0	0	0	3	3	0	0	0	0	0	0	4	4
08:00	0	0	0	0	0	0	4	4	1	0	0	0	0	0	3	4
08:15	0	0	0	0	0	0	2	2	0	1	0	0	0	0	9	10
08:30	0	0	0	0	0	0	3	3	0	0	0	0	0	0	10	10
08:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	8	9
09:00	0	0	0	0	0	0	5	5	0	1	0	0	0	0	6	7
09:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	5	5
09:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	1	4
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	20	20	14	3	0	0	0	0	57	74

Peak Hour 08:15 to 09:15

08:15	0	0	0	0	0	0	2	2	0	1	0	0	0	0	9	10
08:30	0	0	0	0	0	0	3	3	0	0	0	0	0	0	10	10
08:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	8	9
09:00	0	0	0	0	0	0	5	5	0	1	0	0	0	0	6	7
H/TOT	0	0	0	0	0	0	10	10	1	2	0	0	0	0	33	36

Time	A to C							Total	A to B							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
15:30	0	0	0	0	0	0	1	1	2	1	0	0	0	0	1	4
15:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
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	1	1	3	0	0	0	0	0	2	5
16:30	0	0	0	0	0	0	1	1	1	0	1	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	1	6
17:00	0	0	0	0	0	0	5	5	5	0	0	0	0	0	2	7
17:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	2	5
17:30	0	0	0	0	0	0	1	1	3	0	0	0	0	0	1	4
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
18:00	0	0	0	0	0	0	2	2	4	0	0	0	0	0	2	6
18:15	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2
P/TOT	0	0	0	0	0	0	13	13	28	1	1	0	0	0	16	46

Peak Hour 16:45 to 17:45

16:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	1	6
17:00	0	0	0	0	0	0	5	5	5	0	0	0	0	0	2	7
17:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	2	5
17:30	0	0	0	0	0	0	1	1	3	0	0	0	0	0	1	4
H/TOT	0	0	0	0	0	0	6	6	16	0	0	0	0	0	6	22

Site No. 1
Location Steeven's Lane / Bow Lane West
Date 26 March 2026

Time	A to A							Total	B to A							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	0	0	0	0	0	0	0	0	9	0	0	0	0	0	2	11
07:15	0	0	0	0	0	0	0	0	16	0	0	0	0	0	2	18
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	2	0	0	0	0	0	1	3
08:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	2	6
08:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	4	7
08:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3	5
08:45	0	0	0	0	0	0	0	0	10	1	0	0	0	0	2	13
09:00	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
09:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3
09:30	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	3
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
P/TOT	0	0	0	0	0	0	0	0	59	3	1	0	0	0	20	83

Peak Hour 08:15 to 09:15

08:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	4	7
08:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3	5
08:45	0	0	0	0	0	0	0	0	10	1	0	0	0	0	2	13
09:00	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
H/TOT	0	0	0	0	0	0	0	0	23	2	0	0	0	0	9	34

Time	A to A							Total	B to A							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
15:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	5	6
15:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3
16:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	6	7
16:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	9	12
16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	1	7	9
16:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	4	6
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	15
17:15	0	0	0	0	0	0	0	0	3	1	0	0	0	0	10	14
17:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	10	11
17:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	11	16
18:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	16	17
18:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	7	10
P/TOT	0	0	0	0	0	0	0	0	21	3	0	0	0	1	101	126

Peak Hour 16:45 to 17:45

16:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	4	6
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	15
17:15	0	0	0	0	0	0	0	0	3	1	0	0	0	0	10	14
17:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	10	11
H/TOT	0	0	0	0	0	0	0	0	5	2	0	0	0	0	39	46

Site No. 1
Location Steeven's Lane / Bow Lane West
Date 26 March 2026

Time	B to E							Total	B to D							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	11	2	0	0	0	0	0	13	26	8	0	0	1	0	0	35
07:15	12	0	0	0	0	0	0	12	26	3	0	0	0	0	0	29
07:30	6	1	1	0	0	0	0	8	34	5	0	0	1	0	0	40
07:45	4	0	0	0	0	0	0	4	38	7	0	0	0	0	1	46
08:00	3	0	1	0	0	0	0	4	44	4	0	0	0	0	2	50
08:15	3	0	0	0	0	0	0	3	53	5	1	0	1	0	0	60
08:30	3	0	0	0	0	0	0	3	57	7	0	0	2	1	1	68
08:45	8	1	0	0	0	0	0	9	63	8	1	0	1	1	1	75
09:00	3	0	0	0	0	0	0	3	50	8	0	0	0	0	2	60
09:15	4	0	1	0	0	0	1	6	40	6	1	0	0	0	1	48
09:30	2	0	0	0	0	0	0	2	35	5	2	0	2	0	2	46
09:45	1	1	0	0	0	0	0	2	41	7	2	0	2	0	0	52
P/TOT	60	5	3	0	0	0	1	69	507	73	7	0	10	2	10	609

Peak Hour 08:15 to 09:15

08:15	3	0	0	0	0	0	0	3	53	5	1	0	1	0	0	60
08:30	3	0	0	0	0	0	0	3	57	7	0	0	2	1	1	68
08:45	8	1	0	0	0	0	0	9	63	8	1	0	1	1	1	75
09:00	3	0	0	0	0	0	0	3	50	8	0	0	0	0	2	60
H/TOT	17	1	0	0	0	0	0	18	223	28	2	0	4	2	4	263

Time	B to E							Total	B to D							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
15:30	0	0	0	0	0	0	0	0	104	32	1	0	3	2	1	143
15:45	1	0	0	0	0	0	0	1	126	36	0	0	0	0	2	164
16:00	0	0	0	0	0	0	0	0	91	25	2	0	3	3	4	128
16:15	0	0	0	0	0	0	0	0	139	18	0	0	2	1	8	168
16:30	0	0	0	0	0	0	0	0	56	16	3	0	1	2	4	82
16:45	0	0	0	0	0	0	0	0	114	23	2	1	3	2	4	149
17:00	0	0	0	0	0	0	0	0	122	15	1	0	4	2	4	148
17:15	0	0	0	0	0	0	0	0	91	12	0	0	2	1	9	115
17:30	0	0	0	0	0	0	0	0	114	9	0	0	3	1	8	135
17:45	0	0	0	0	0	0	0	0	97	8	0	0	1	2	12	120
18:00	0	0	0	0	0	0	0	0	110	14	0	0	1	2	10	137
18:15	0	0	0	0	0	0	0	0	101	9	1	0	3	1	6	121
P/TOT	1	0	0	0	0	0	0	1	1265	217	10	1	26	19	72	1610

Peak Hour 16:45 to 17:45

16:45	0	0	0	0	0	0	0	0	114	23	2	1	3	2	4	149
17:00	0	0	0	0	0	0	0	0	122	15	1	0	4	2	4	148
17:15	0	0	0	0	0	0	0	0	91	12	0	0	2	1	9	115
17:30	0	0	0	0	0	0	0	0	114	9	0	0	3	1	8	135
H/TOT	0	0	0	0	0	0	0	0	441	59	3	1	12	6	25	547

Site No. 1
Location Steeven's Lane / Bow Lane West
Date 26 March 2026

Time	B to C							Total	B to B							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	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	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	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	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
P/TOT	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1

Peak Hour 08:15 to 09:15

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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Time	B to C							Total	B to B							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour 16:45 to 17:45

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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site No. 1
Location Steeven's Lane / Bow Lane West
Date 26 March 2026

Time	C to B							Total	C to A							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
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	1	0	0	0	0	5	6
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
P/TOT	0	0	0	0	0	0	0	0	0	1	0	0	0	0	23	24

Peak Hour 08:15 to 09:15

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	1	0	0	0	0	5	6
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	1	0	0	0	0	8	9

Time	C to B							Total	C to A							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
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	7	7
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	43

Peak Hour 16:45 to 17:45

16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	24

Site No. 1
Location Steeven's Lane / Bow Lane West
Date 26 March 2026

Time	C to E							Total	C to D							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	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	1	1
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	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
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1

Peak Hour 08:15 to 09:15

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	1	1
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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1

Time	C to E							Total	C to D							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
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	1	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
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	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
P/TOT	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	6

Peak Hour 16:45 to 17:45

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	2	2
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	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	4

Site No. 1
Location Steeven's Lane / Bow Lane West
Date 26 March 2026

Time	C to C							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

Peak Hour 08:15 to 09:15

08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0

Time	C to C							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

Peak Hour 16:45 to 17:45

16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0

Site No. 1
Location Steeven's Lane / Bow Lane West
Date 26 March 2026

Time	D to C							Total	D to B							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	0	0	0	0	0	0	0	0	21	1	1	0	1	1	3	28
07:15	0	0	0	0	0	0	0	0	10	7	0	0	1	0	7	25
07:30	0	0	0	0	0	0	0	0	36	8	1	0	0	0	7	52
07:45	0	0	0	0	0	0	0	0	26	4	2	0	0	0	6	38
08:00	0	0	0	0	0	0	0	0	33	6	0	0	1	0	9	49
08:15	0	0	0	0	0	0	0	0	23	8	0	0	1	0	12	44
08:30	0	0	0	0	0	0	0	0	42	8	1	0	0	0	17	68
08:45	0	0	0	0	0	0	0	0	23	4	0	0	1	0	18	46
09:00	0	0	0	0	0	0	0	0	26	6	0	0	0	1	14	47
09:15	0	0	0	0	0	0	0	0	22	2	1	0	1	0	8	34
09:30	0	0	0	0	0	0	0	0	24	5	1	0	0	0	3	33
09:45	0	0	0	0	0	0	0	0	16	3	0	0	0	0	5	24
P/TOT	0	0	0	0	0	0	0	0	302	62	7	0	6	2	109	488

Peak Hour 08:15 to 09:15

08:15	0	0	0	0	0	0	0	0	23	8	0	0	1	0	12	44
08:30	0	0	0	0	0	0	0	0	42	8	1	0	0	0	17	68
08:45	0	0	0	0	0	0	0	0	23	4	0	0	1	0	18	46
09:00	0	0	0	0	0	0	0	0	26	6	0	0	0	1	14	47
H/TOT	0	0	0	0	0	0	0	0	114	26	1	0	2	1	61	205

Time	D to C							Total	D to B							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
15:30	0	0	0	0	0	0	0	0	13	0	0	0	0	1	5	19
15:45	0	0	0	0	0	0	0	0	18	2	1	0	0	0	5	26
16:00	0	0	0	0	0	0	0	0	17	0	0	0	0	2	1	20
16:15	0	0	0	0	0	0	0	0	23	3	1	0	0	1	2	30
16:30	0	0	0	0	0	0	0	0	22	3	0	0	1	2	5	33
16:45	0	0	0	0	0	0	0	0	33	2	0	0	1	0	4	40
17:00	0	0	0	0	0	0	1	1	18	1	0	0	0	0	3	22
17:15	0	0	0	0	0	0	0	0	20	1	0	0	1	0	7	29
17:30	0	0	0	0	0	0	0	0	26	1	0	0	1	0	2	30
17:45	0	0	0	0	0	0	0	0	19	0	0	0	0	0	3	22
18:00	0	0	0	0	0	0	0	0	17	1	0	0	1	1	6	26
18:15	0	0	0	0	0	0	0	0	23	0	1	0	1	0	3	28
P/TOT	0	0	0	0	0	0	1	1	249	14	3	0	6	7	46	325

Peak Hour 16:45 to 17:45

16:45	0	0	0	0	0	0	0	0	33	2	0	0	1	0	4	40
17:00	0	0	0	0	0	0	1	1	18	1	0	0	0	0	3	22
17:15	0	0	0	0	0	0	0	0	20	1	0	0	1	0	7	29
17:30	0	0	0	0	0	0	0	0	26	1	0	0	1	0	2	30
H/TOT	0	0	0	0	0	0	1	1	97	5	0	0	3	0	16	121

Site No. 1
Location Steeven's Lane / Bow Lane West
Date 26 March 2026

Time	D to A							Total	D to E							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
07:15	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
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	1	0	0	0	0	0	0	1
08:00	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1
08:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
08:30	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
08:45	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
09:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
09:15	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1
09:30	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
09:45	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
P/TOT	29	3	0	0	0	0	0	32	12	0	0	0	0	0	0	12

Peak Hour 08:15 to 09:15

08:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
08:30	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
08:45	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
09:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	8	0	0	0	0	0	0	8	5	0	0	0	0	0	0	5

Time	D to A							Total	D to E							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
15:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
15:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:15	2	0	1	0	0	0	0	3	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	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0
17:00	1	0	0	0	0	0	1	2	1	0	0	0	0	0	0	1
17:15	1	0	0	0	0	0	1	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	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
18:00	1	0	0	0	0	0	1	2	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
P/TOT	14	0	1	0	0	0	4	19	3	0	0	0	0	0	0	3

Peak Hour 16:45 to 17:45

16:45	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0
17:00	1	0	0	0	0	0	1	2	1	0	0	0	0	0	0	1
17:15	1	0	0	0	0	0	1	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
H/TOT	3	0	0	0	0	0	3	6	1	0	0	0	0	0	0	1

Site No. 1
Location Steeven's Lane / Bow Lane West
Date 26 March 2026

Time	D to D							Total	E to D							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
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	1	1	0	0	0	0	0	2
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
P/TOT	1	0	0	0	0	0	0	1	2	2	0	0	0	0	0	4

Peak Hour 08:15 to 09:15

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	1	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2

Time	D to D							Total	E to D							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
16:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	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	0	0	1	0	0	0	0	0	0	1
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	2	0	0	0	0	0	0	2
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	0	0
18:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
P/TOT	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	19

Peak Hour 16:45 to 17:45

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	1	0	0	0	0	0	0	1
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	2	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5

Site No. 1
Location Steeven's Lane / Bow Lane West
Date 26 March 2026

Time	E to C							Total	E to B							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
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	1	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	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	1	0	0	0	0	1
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	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
P/TOT	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	3

Peak Hour 08:15 to 09:15

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	1	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1

Time	E to C							Total	E to B							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
16:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	3
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	5	0	0	0	0	0	0	5
17:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
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	3	0	0	0	0	0	0	3
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	1	0	0	0	0	0	0	1
P/TOT	0	0	0	0	0	0	0	0	16	4	0	0	0	0	2	22

Peak Hour 16:45 to 17:45

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	5	0	0	0	0	0	0	5
17:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	6	0	0	0	0	0	1	7

Site No. 1
Location Steeven's Lane / Bow Lane West
Date 26 March 2026

Time	E to A							Total	E to E							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
08:00	0	1	0	0	0	0	0	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	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	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
P/TOT	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0

Peak Hour 08:15 to 09:15

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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Time	E to A							Total	E to E							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	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	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	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
P/TOT	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0

Peak Hour 16:45 to 17:45

16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0

Site No. 1
Location Steeven's Lane / Bow Lane West
Date 26 March 2026

Time	To Arm A							Total	From Arm A							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	13	0	0	0	0	0	4	17	3	0	0	0	0	0	5	8
07:15	19	0	0	0	0	0	4	23	8	0	0	0	0	0	4	12
07:30	3	0	0	0	0	0	3	6	8	0	0	0	0	0	4	12
07:45	4	0	1	0	0	0	3	8	3	0	0	0	0	0	7	10
08:00	5	3	0	0	0	0	4	12	1	0	0	0	0	0	7	8
08:15	5	0	0	0	0	0	4	9	0	1	1	0	0	0	11	13
08:30	5	0	0	0	0	0	3	8	0	0	0	0	0	0	13	13
08:45	11	2	0	0	0	0	7	20	4	2	0	0	0	0	8	14
09:00	10	1	0	0	0	0	3	14	0	1	0	0	0	0	11	12
09:15	4	1	0	0	0	0	2	7	3	1	0	0	0	0	6	10
09:30	5	1	1	0	0	0	3	10	3	2	0	0	0	0	1	6
09:45	4	0	0	0	0	0	3	7	0	0	0	0	0	0	0	0
P/TOT	88	8	2	0	0	0	43	141	33	7	1	0	0	0	77	118

Peak Hour 08:15 to 09:15

08:15	5	0	0	0	0	0	4	9	0	1	1	0	0	0	11	13
08:30	5	0	0	0	0	0	3	8	0	0	0	0	0	0	13	13
08:45	11	2	0	0	0	0	7	20	4	2	0	0	0	0	8	14
09:00	10	1	0	0	0	0	3	14	0	1	0	0	0	0	11	12
H/TOT	31	3	0	0	0	0	17	51	4	4	1	0	0	0	43	52

Time	To Arm A							Total	From Arm A							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
15:30	3	1	0	0	0	0	6	10	7	1	0	0	0	0	3	11
15:45	3	0	0	0	0	0	5	8	1	0	0	0	0	0	1	2
16:00	2	0	0	0	0	0	10	12	6	0	0	0	0	0	1	7
16:15	5	0	1	0	0	0	11	17	3	1	0	0	0	0	3	7
16:30	1	0	0	0	0	1	10	12	2	0	1	0	0	0	1	4
16:45	2	1	0	0	0	0	12	15	11	1	0	0	0	0	2	14
17:00	2	0	0	0	0	0	22	24	12	0	0	0	0	0	7	19
17:15	4	1	0	0	0	0	16	21	9	0	0	0	0	0	2	11
17:30	1	0	0	0	0	0	16	17	6	0	0	0	0	0	2	8
17:45	10	0	0	0	0	0	13	23	3	1	0	0	0	0	2	6
18:00	2	0	0	0	0	0	19	21	5	0	0	0	0	0	4	9
18:15	3	0	0	0	0	0	8	11	2	0	0	0	0	0	4	6
P/TOT	38	3	1	0	0	1	148	191	67	4	1	0	0	0	32	104

Peak Hour 16:45 to 17:45

16:45	2	1	0	0	0	0	12	15	11	1	0	0	0	0	2	14
17:00	2	0	0	0	0	0	22	24	12	0	0	0	0	0	7	19
17:15	4	1	0	0	0	0	16	21	9	0	0	0	0	0	2	11
17:30	1	0	0	0	0	0	16	17	6	0	0	0	0	0	2	8
H/TOT	9	2	0	0	0	0	66	77	38	1	0	0	0	0	13	52

Site No. 1
Location Steeven's Lane / Bow Lane West
Date 26 March 2026

Time	To Arm B							Total	From Arm B							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	23	1	1	0	1	1	7	34	46	10	0	0	1	0	2	59
07:15	14	8	0	0	1	0	10	33	54	3	0	0	0	0	2	59
07:30	40	8	1	0	0	0	11	60	43	6	1	0	1	0	1	52
07:45	26	5	3	0	0	0	10	44	44	8	0	0	0	0	2	54
08:00	34	6	0	0	1	0	12	53	50	5	1	0	0	0	4	60
08:15	23	9	0	0	1	0	21	54	59	5	1	0	1	0	4	70
08:30	42	8	1	0	0	0	27	78	62	7	0	0	2	1	4	76
08:45	24	4	1	0	1	0	26	56	81	10	1	0	1	1	3	97
09:00	26	7	0	0	0	1	20	54	61	9	0	0	0	0	2	72
09:15	22	2	1	0	1	0	13	39	46	6	2	0	0	0	3	57
09:30	26	6	1	0	0	0	4	37	38	5	3	0	2	0	3	51
09:45	16	3	0	0	0	0	5	24	42	8	2	0	2	0	1	55
P/TOT	316	67	9	0	6	2	166	566	626	82	11	0	10	2	31	762

Peak Hour 08:15 to 09:15

08:15	23	9	0	0	1	0	21	54	59	5	1	0	1	0	4	70
08:30	42	8	1	0	0	0	27	78	62	7	0	0	2	1	4	76
08:45	24	4	1	0	1	0	26	56	81	10	1	0	1	1	3	97
09:00	26	7	0	0	0	1	20	54	61	9	0	0	0	0	2	72
H/TOT	115	28	2	0	2	1	94	242	263	31	2	0	4	2	13	315

Time	To Arm B							Total	From Arm B							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
15:30	15	1	0	0	0	1	6	23	104	33	1	0	3	2	6	149
15:45	21	4	1	0	0	0	6	32	129	36	0	0	0	0	3	168
16:00	19	1	0	0	0	2	1	23	92	25	2	0	3	3	10	135
16:15	28	3	1	0	0	1	4	37	142	18	0	0	2	1	17	180
16:30	24	4	1	0	1	2	6	38	57	16	3	0	1	3	11	91
16:45	38	2	0	0	1	0	6	47	115	24	2	1	3	2	8	155
17:00	28	1	0	0	0	0	5	34	122	15	1	0	4	2	19	163
17:15	24	1	0	0	1	0	9	35	94	13	0	0	2	1	19	129
17:30	29	1	0	0	1	0	3	34	115	9	0	0	3	1	18	146
17:45	22	0	0	0	0	0	5	27	102	8	0	0	1	2	23	136
18:00	21	1	0	0	1	1	8	32	111	14	0	0	1	2	26	154
18:15	24	0	1	0	1	0	5	31	104	9	1	0	3	1	13	131
P/TOT	293	19	4	0	6	7	64	393	1287	220	10	1	26	20	173	1737

Peak Hour 16:45 to 17:45

16:45	38	2	0	0	1	0	6	47	115	24	2	1	3	2	8	155
17:00	28	1	0	0	0	0	5	34	122	15	1	0	4	2	19	163
17:15	24	1	0	0	1	0	9	35	94	13	0	0	2	1	19	129
17:30	29	1	0	0	1	0	3	34	115	9	0	0	3	1	18	146
H/TOT	119	5	0	0	3	0	23	150	446	61	3	1	12	6	64	593

Site No. 1
Location Steeven's Lane / Bow Lane West
Date 26 March 2026

Time	To Arm C							Total	From Arm C							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	2
07:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	2
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
07:45	0	0	0	0	0	0	3	3	0	0	0	0	0	0	2	2
08:00	0	0	0	0	0	0	4	4	0	0	0	0	0	0	2	2
08:15	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	3	3	0	0	0	0	0	0	1	1
08:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	5	6
09:00	0	0	0	0	0	0	5	5	0	0	0	0	0	0	3	3
09:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
P/TOT	0	0	0	0	0	0	20	20	0	1	0	0	0	0	24	25

Peak Hour 08:15 to 09:15

08:15	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	3	3	0	0	0	0	0	0	1	1
08:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	5	6
09:00	0	0	0	0	0	0	5	5	0	0	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	10	10	0	1	0	0	0	0	9	10

Time	To Arm C							Total	From Arm C							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
15:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
16:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	4	6
16:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	2
16:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	3	3
16:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	7	8
17:00	0	0	0	0	0	0	6	6	0	0	0	0	0	0	8	8
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
17:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	6	6
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
18:00	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2
18:15	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	1
P/TOT	0	0	0	0	0	0	14	14	3	0	0	0	0	0	46	49

Peak Hour 16:45 to 17:45

16:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	7	8
17:00	0	0	0	0	0	0	6	6	0	0	0	0	0	0	8	8
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
17:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	6	6
H/TOT	0	0	0	0	0	0	7	7	1	0	0	0	0	0	27	28

Site No. 1
Location Steeven's Lane / Bow Lane West
Date 26 March 2026

Time	To Arm D							Total	From Arm D							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	27	8	0	0	1	0	0	36	25	1	1	0	1	1	3	32
07:15	30	3	0	0	0	0	0	33	16	7	0	0	1	0	7	31
07:30	38	5	0	0	1	0	0	44	36	8	1	0	0	0	7	52
07:45	41	7	0	0	0	0	1	49	29	4	2	0	0	0	6	41
08:00	45	4	0	0	0	0	2	51	37	7	0	0	1	0	9	54
08:15	53	5	1	0	1	0	0	60	26	8	0	0	1	0	12	47
08:30	57	7	0	0	2	1	2	69	46	8	1	0	0	0	17	72
08:45	66	11	1	0	1	1	1	81	27	4	0	0	1	0	18	50
09:00	51	8	0	0	0	0	2	61	28	6	0	0	0	1	14	49
09:15	44	8	1	0	0	0	1	54	25	3	1	0	1	0	8	38
09:30	36	6	2	0	2	0	2	48	28	6	1	0	0	0	3	38
09:45	41	7	2	0	2	0	0	52	21	3	0	0	0	0	5	29
P/TOT	529	79	7	0	10	2	11	638	344	65	7	0	6	2	109	533

Peak Hour 08:15 to 09:15

08:15	53	5	1	0	1	0	0	60	26	8	0	0	1	0	12	47
08:30	57	7	0	0	2	1	2	69	46	8	1	0	0	0	17	72
08:45	66	11	1	0	1	1	1	81	27	4	0	0	1	0	18	50
09:00	51	8	0	0	0	0	2	61	28	6	0	0	0	1	14	49
H/TOT	227	31	2	0	4	2	5	271	127	26	1	0	2	1	61	218

Time	To Arm D							Total	From Arm D							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
15:30	109	32	1	0	3	2	2	149	16	0	0	0	0	1	5	22
15:45	128	36	0	0	0	0	2	166	19	2	1	0	0	0	5	27
16:00	100	25	2	0	3	3	5	138	18	0	0	0	0	2	1	21
16:15	141	18	0	0	2	1	8	170	25	3	2	0	0	1	2	33
16:30	60	16	3	0	1	2	4	86	22	3	0	0	1	2	5	33
16:45	121	24	2	1	3	2	5	158	34	2	0	0	1	0	5	42
17:00	130	15	1	0	4	2	6	158	20	1	0	0	0	0	5	26
17:15	99	12	0	0	2	1	10	124	21	1	0	0	1	0	8	31
17:30	119	9	0	0	3	1	8	140	26	1	0	0	1	0	2	30
17:45	101	9	0	0	1	2	12	125	23	0	0	0	0	0	3	26
18:00	111	14	0	0	1	2	10	138	18	1	0	0	1	1	7	28
18:15	107	9	1	0	3	1	6	127	24	0	1	0	1	0	3	29
P/TOT	1326	219	10	1	26	19	78	1679	266	14	4	0	6	7	51	348

Peak Hour 16:45 to 17:45

16:45	121	24	2	1	3	2	5	158	34	2	0	0	1	0	5	42
17:00	130	15	1	0	4	2	6	158	20	1	0	0	0	0	5	26
17:15	99	12	0	0	2	1	10	124	21	1	0	0	1	0	8	31
17:30	119	9	0	0	3	1	8	140	26	1	0	0	1	0	2	30
H/TOT	469	60	3	1	12	6	29	580	101	5	0	0	3	0	20	129

Site No. 1
Location Steeven's Lane / Bow Lane West
Date 26 March 2026

Time	To Arm E							Total	From Arm E							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	11	2	0	0	0	0	0	13	0	0	0	0	0	0	0	0
07:15	15	0	0	0	0	0	0	15	0	1	0	0	0	0	0	1
07:30	6	1	1	0	0	0	0	8	0	0	0	0	0	0	0	0
07:45	5	0	0	0	0	0	0	5	0	0	2	0	0	0	0	2
08:00	4	0	1	0	0	0	0	5	0	1	0	0	0	0	0	1
08:15	4	0	1	0	0	0	0	5	0	0	0	0	0	0	0	0
08:30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
08:45	11	1	0	0	0	0	0	12	0	1	1	0	0	0	0	2
09:00	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
09:15	5	0	1	0	0	0	1	7	1	1	0	0	0	0	0	2
09:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
09:45	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
P/TOT	72	5	4	0	0	0	1	82	2	4	3	0	0	0	0	9

Peak Hour 08:15 to 09:15

08:15	4	0	1	0	0	0	0	5	0	0	0	0	0	0	0	0
08:30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
08:45	11	1	0	0	0	0	0	12	0	1	1	0	0	0	0	2
09:00	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
H/TOT	22	1	1	0	0	0	0	24	1	1	1	0	0	0	0	3

Time	To Arm E							Total	From Arm E							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	1	0	0	0	0	0	0	1	4	2	0	0	0	0	0	6
16:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
16:15	0	1	0	0	0	0	0	1	4	0	0	0	0	0	0	4
16:30	0	0	0	0	0	0	0	0	4	1	0	0	0	0	1	6
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:00	1	0	0	0	0	0	0	1	7	0	0	0	0	0	0	7
17:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
17:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
17:45	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	6
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	5	0	0	0	0	0	0	5
P/TOT	4	1	0	0	0	0	0	5	38	4	0	0	0	0	2	44

Peak Hour 16:45 to 17:45

16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:00	1	0	0	0	0	0	0	1	7	0	0	0	0	0	0	7
17:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
17:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	1	0	0	0	0	0	0	1	12	0	0	0	0	0	1	13

Site No. 2
Location Bow Lane West / Bow Bridge
Date 26 March 2026

Time	A to C							Total	A to B							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	27	6	0	0	0	0	2	35	0	0	0	0	0	0	0	0
07:15	27	1	0	0	0	0	2	30	1	0	0	0	0	0	0	1
07:30	29	5	1	0	0	0	1	36	0	0	0	0	0	0	0	0
07:45	29	5	0	0	0	0	1	35	0	0	0	0	0	0	0	0
08:00	30	5	1	0	0	0	3	39	0	0	0	0	0	0	0	0
08:15	40	4	1	0	0	0	4	49	1	0	0	0	0	0	0	1
08:30	45	6	0	0	1	1	3	56	0	0	0	0	0	0	0	0
08:45	58	7	1	0	0	1	3	70	0	0	0	0	0	0	0	0
09:00	36	7	0	0	0	0	2	45	0	1	0	0	0	0	0	1
09:15	34	5	1	0	0	0	3	43	0	0	0	0	0	0	0	0
09:30	27	4	3	0	1	0	3	38	1	0	0	0	0	0	0	1
09:45	29	4	2	0	2	0	1	38	0	1	0	0	0	0	0	1
P/TOT	411	59	10	0	4	2	28	514	3	2	0	0	0	0	0	5

Peak Hour 08:15 to 09:15

08:15	40	4	1	0	0	0	4	49	1	0	0	0	0	0	0	1
08:30	45	6	0	0	1	1	3	56	0	0	0	0	0	0	0	0
08:45	58	7	1	0	0	1	3	70	0	0	0	0	0	0	0	0
09:00	36	7	0	0	0	0	2	45	0	1	0	0	0	0	0	1
H/TOT	179	24	2	0	1	2	12	220	1	1	0	0	0	0	0	2

Time	A to C							Total	A to B							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
15:30	80	29	1	0	3	2	6	121	0	0	0	0	0	0	0	0
15:45	98	32	0	0	0	0	3	133	0	0	0	0	0	0	0	0
16:00	70	17	0	0	3	3	12	105	0	0	0	0	0	0	0	0
16:15	94	12	0	0	1	1	18	126	0	0	0	0	0	0	0	0
16:30	44	13	2	0	1	2	9	71	0	0	0	0	0	0	0	0
16:45	79	20	1	0	3	1	9	113	0	0	0	0	0	0	0	0
17:00	94	13	0	0	3	2	16	128	0	0	0	0	0	0	0	0
17:15	71	12	0	0	1	1	20	105	0	0	0	0	0	0	0	0
17:30	95	8	0	0	3	1	15	122	0	1	0	0	0	0	0	1
17:45	81	9	0	0	0	2	21	113	0	0	0	0	0	0	0	0
18:00	88	12	0	0	0	1	26	127	0	0	0	0	0	0	0	0
18:15	80	7	0	0	2	1	14	104	1	0	0	0	0	0	0	1
P/TOT	974	184	4	0	20	17	169	1368	1	1	0	0	0	0	0	2

Peak Hour 15:30 to 16:30

15:30	80	29	1	0	3	2	6	121	0	0	0	0	0	0	0	0
15:45	98	32	0	0	0	0	3	133	0	0	0	0	0	0	0	0
16:00	70	17	0	0	3	3	12	105	0	0	0	0	0	0	0	0
16:15	94	12	0	0	1	1	18	126	0	0	0	0	0	0	0	0
H/TOT	342	90	1	0	7	6	39	485	0	0	0	0	0	0	0	0

Site No. 2
Location Bow Lane West / Bow Bridge
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Time	B to A							Total	B to C							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	1	0	0	0	0	0	0	1	19	4	0	0	1	0	0	24
07:15	0	0	0	0	0	0	0	0	27	2	0	0	0	0	0	29
07:30	0	0	0	0	0	0	0	0	14	1	0	0	1	0	0	16
07:45	0	0	0	0	0	0	0	0	16	3	0	0	0	0	1	20
08:00	0	0	0	0	0	0	0	0	20	0	0	0	0	0	1	21
08:15	0	0	0	0	0	0	0	0	18	1	0	0	1	0	0	20
08:30	0	0	0	0	0	0	0	0	16	1	0	0	1	0	1	19
08:45	0	0	0	0	0	0	0	0	23	3	0	0	1	0	0	27
09:00	0	0	0	0	0	0	0	0	25	2	0	0	0	0	0	27
09:15	0	2	0	0	0	0	0	2	12	1	1	0	0	0	0	14
09:30	1	0	0	0	0	0	0	1	12	1	0	0	1	0	0	14
09:45	0	0	0	0	0	0	0	0	12	4	0	0	0	0	0	16
P/TOT	2	2	0	0	0	0	0	4	214	23	1	0	6	0	3	247

Peak Hour 08:15 to 09:15

08:15	0	0	0	0	0	0	0	0	18	1	0	0	1	0	0	20
08:30	0	0	0	0	0	0	0	0	16	1	0	0	1	0	1	19
08:45	0	0	0	0	0	0	0	0	23	3	0	0	1	0	0	27
09:00	0	0	0	0	0	0	0	0	25	2	0	0	0	0	0	27
H/TOT	0	0	0	0	0	0	0	0	82	7	0	0	3	0	1	93

Time	B to A							Total	B to C							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
15:30	0	0	0	0	0	0	0	0	23	4	0	0	0	0	0	27
15:45	1	0	0	0	0	0	0	1	32	4	0	0	0	0	0	36
16:00	0	0	0	0	0	0	1	1	21	8	2	0	0	0	0	31
16:15	0	0	0	0	0	0	0	0	48	6	0	0	1	0	0	55
16:30	0	0	0	0	0	0	0	0	17	3	1	0	0	1	0	22
16:45	0	0	0	0	0	0	0	0	35	4	1	1	0	1	1	43
17:00	0	0	0	0	0	0	0	0	30	2	1	0	1	0	0	34
17:15	0	0	0	0	0	0	0	0	19	2	0	0	1	0	0	22
17:30	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	20
17:45	1	0	0	0	0	0	0	1	20	0	0	0	1	0	0	21
18:00	0	0	0	0	0	0	0	0	25	1	0	0	1	1	0	28
18:15	0	0	0	0	0	0	0	0	24	1	1	0	1	0	0	27
P/TOT	2	0	0	0	0	0	1	3	313	36	6	1	6	3	1	366

Peak Hour 15:30 to 16:30

15:30	0	0	0	0	0	0	0	0	23	4	0	0	0	0	0	27
15:45	1	0	0	0	0	0	0	1	32	4	0	0	0	0	0	36
16:00	0	0	0	0	0	0	1	1	21	8	2	0	0	0	0	31
16:15	0	0	0	0	0	0	0	0	48	6	0	0	1	0	0	55
H/TOT	1	0	0	0	0	0	1	2	124	22	2	0	1	0	0	149

Site No. 2
Location Bow Lane West / Bow Bridge
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Time	C to B							Total	C to A							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	1	0	1	0	1	0	0	3	22	1	0	0	0	1	7	31
07:15	5	0	0	0	1	0	0	6	9	8	0	0	0	0	10	27
07:30	0	0	0	0	0	0	0	0	39	7	1	0	0	0	10	57
07:45	0	1	0	0	0	0	0	1	27	5	2	0	0	0	9	43
08:00	3	1	1	0	1	0	1	7	30	5	0	0	0	0	12	47
08:15	1	2	0	0	1	0	2	6	23	7	0	0	0	0	20	50
08:30	0	1	0	0	0	0	1	2	41	6	1	0	0	0	26	74
08:45	1	0	0	0	1	0	1	3	24	5	1	0	0	0	25	55
09:00	1	2	0	0	0	0	7	10	25	5	0	0	0	1	13	44
09:15	1	0	0	0	1	0	1	3	19	2	1	0	0	0	11	33
09:30	1	1	0	0	0	0	0	2	26	5	1	0	0	0	5	37
09:45	1	0	0	0	0	0	0	1	16	3	0	0	0	0	5	24
P/TOT	15	8	2	0	6	0	13	44	301	59	7	0	0	2	153	522

Peak Hour 08:15 to 09:15

08:15	1	2	0	0	1	0	2	6	23	7	0	0	0	0	20	50
08:30	0	1	0	0	0	0	1	2	41	6	1	0	0	0	26	74
08:45	1	0	0	0	1	0	1	3	24	5	1	0	0	0	25	55
09:00	1	2	0	0	0	0	7	10	25	5	0	0	0	1	13	44
H/TOT	3	5	0	0	2	0	11	21	113	23	2	0	0	1	84	223

Time	C to B							Total	C to A							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
15:30	1	0	0	0	0	0	1	2	15	0	0	0	0	1	5	21
15:45	1	0	0	0	0	0	0	1	19	4	1	0	0	0	6	30
16:00	1	0	0	0	0	0	0	1	18	2	0	0	0	2	1	23
16:15	6	0	0	0	0	0	0	6	22	3	1	0	0	1	4	31
16:30	1	0	0	0	1	0	1	3	23	4	1	0	0	2	5	35
16:45	5	0	0	0	1	0	0	6	31	2	0	0	0	0	6	39
17:00	3	0	0	0	0	0	1	4	26	1	0	0	0	0	4	31
17:15	2	0	0	0	1	0	0	3	22	1	0	0	0	0	9	32
17:30	2	0	0	0	1	0	1	4	26	1	0	0	0	0	2	29
17:45	3	0	0	0	0	0	0	3	20	0	0	0	0	0	5	25
18:00	3	0	0	0	1	0	1	5	19	1	0	0	0	1	6	27
18:15	5	0	0	0	1	0	1	7	19	0	1	0	0	0	5	25
P/TOT	33	0	0	0	6	0	6	45	260	19	4	0	0	7	58	348

Peak Hour 15:30 to 16:30

15:30	1	0	0	0	0	0	1	2	15	0	0	0	0	1	5	21
15:45	1	0	0	0	0	0	0	1	19	4	1	0	0	0	6	30
16:00	1	0	0	0	0	0	0	1	18	2	0	0	0	2	1	23
16:15	6	0	0	0	0	0	0	6	22	3	1	0	0	1	4	31
H/TOT	9	0	0	0	0	0	1	10	74	9	2	0	0	4	16	105

Site No. 2
Location Bow Lane West / Bow Bridge
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Time	To Arm A							Total	From Arm A							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	23	1	0	0	0	1	7	32	27	6	0	0	0	0	2	35
07:15	9	8	0	0	0	0	10	27	28	1	0	0	0	0	2	31
07:30	39	7	1	0	0	0	10	57	29	5	1	0	0	0	1	36
07:45	27	5	2	0	0	0	9	43	29	5	0	0	0	0	1	35
08:00	30	5	0	0	0	0	12	47	30	5	1	0	0	0	3	39
08:15	23	7	0	0	0	0	20	50	41	4	1	0	0	0	4	50
08:30	41	6	1	0	0	0	26	74	45	6	0	0	1	1	3	56
08:45	24	5	1	0	0	0	25	55	58	7	1	0	0	1	3	70
09:00	25	5	0	0	0	1	13	44	36	8	0	0	0	0	2	46
09:15	19	4	1	0	0	0	11	35	34	5	1	0	0	0	3	43
09:30	27	5	1	0	0	0	5	38	28	4	3	0	1	0	3	39
09:45	16	3	0	0	0	0	5	24	29	5	2	0	2	0	1	39
P/TOT	303	61	7	0	0	2	153	526	414	61	10	0	4	2	28	519

Peak Hour 08:15 to 09:15

08:15	23	7	0	0	0	0	20	50	41	4	1	0	0	0	4	50
08:30	41	6	1	0	0	0	26	74	45	6	0	0	1	1	3	56
08:45	24	5	1	0	0	0	25	55	58	7	1	0	0	1	3	70
09:00	25	5	0	0	0	1	13	44	36	8	0	0	0	0	2	46
H/TOT	113	23	2	0	0	1	84	223	180	25	2	0	1	2	12	222

Time	To Arm A							Total	From Arm A							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
15:30	15	0	0	0	0	1	5	21	80	29	1	0	3	2	6	121
15:45	20	4	1	0	0	0	6	31	98	32	0	0	0	0	3	133
16:00	18	2	0	0	0	2	2	24	70	17	0	0	3	3	12	105
16:15	22	3	1	0	0	1	4	31	94	12	0	0	1	1	18	126
16:30	23	4	1	0	0	2	5	35	44	13	2	0	1	2	9	71
16:45	31	2	0	0	0	0	6	39	79	20	1	0	3	1	9	113
17:00	26	1	0	0	0	0	4	31	94	13	0	0	3	2	16	128
17:15	22	1	0	0	0	0	9	32	71	12	0	0	1	1	20	105
17:30	26	1	0	0	0	0	2	29	95	9	0	0	3	1	15	123
17:45	21	0	0	0	0	0	5	26	81	9	0	0	0	2	21	113
18:00	19	1	0	0	0	1	6	27	88	12	0	0	0	1	26	127
18:15	19	0	1	0	0	0	5	25	81	7	0	0	2	1	14	105
P/TOT	262	19	4	0	0	7	59	351	975	185	4	0	20	17	169	1370

Peak Hour 15:30 to 16:30

15:30	15	0	0	0	0	1	5	21	80	29	1	0	3	2	6	121
15:45	20	4	1	0	0	0	6	31	98	32	0	0	0	0	3	133
16:00	18	2	0	0	0	2	2	24	70	17	0	0	3	3	12	105
16:15	22	3	1	0	0	1	4	31	94	12	0	0	1	1	18	126
H/TOT	75	9	2	0	0	4	17	107	342	90	1	0	7	6	39	485

Site No. 2
Location Bow Lane West / Bow Bridge
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Time	To Arm B							Total	From Arm B							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	1	0	1	0	1	0	0	3	20	4	0	0	1	0	0	25
07:15	6	0	0	0	1	0	0	7	27	2	0	0	0	0	0	29
07:30	0	0	0	0	0	0	0	0	14	1	0	0	1	0	0	16
07:45	0	1	0	0	0	0	0	1	16	3	0	0	0	0	1	20
08:00	3	1	1	0	1	0	1	7	20	0	0	0	0	0	1	21
08:15	2	2	0	0	1	0	2	7	18	1	0	0	1	0	0	20
08:30	0	1	0	0	0	0	1	2	16	1	0	0	1	0	1	19
08:45	1	0	0	0	1	0	1	3	23	3	0	0	1	0	0	27
09:00	1	3	0	0	0	0	7	11	25	2	0	0	0	0	0	27
09:15	1	0	0	0	1	0	1	3	12	3	1	0	0	0	0	16
09:30	2	1	0	0	0	0	0	3	13	1	0	0	1	0	0	15
09:45	1	1	0	0	0	0	0	2	12	4	0	0	0	0	0	16
P/TOT	18	10	2	0	6	0	13	49	216	25	1	0	6	0	3	251

Peak Hour 08:15 to 09:15

08:15	2	2	0	0	1	0	2	7	18	1	0	0	1	0	0	20
08:30	0	1	0	0	0	0	1	2	16	1	0	0	1	0	1	19
08:45	1	0	0	0	1	0	1	3	23	3	0	0	1	0	0	27
09:00	1	3	0	0	0	0	7	11	25	2	0	0	0	0	0	27
H/TOT	4	6	0	0	2	0	11	23	82	7	0	0	3	0	1	93

Time	To Arm B							Total	From Arm B							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
15:30	1	0	0	0	0	0	1	2	23	4	0	0	0	0	0	27
15:45	1	0	0	0	0	0	0	1	33	4	0	0	0	0	0	37
16:00	1	0	0	0	0	0	0	1	21	8	2	0	0	0	1	32
16:15	6	0	0	0	0	0	0	6	48	6	0	0	1	0	0	55
16:30	1	0	0	0	1	0	1	3	17	3	1	0	0	1	0	22
16:45	5	0	0	0	1	0	0	6	35	4	1	1	0	1	1	43
17:00	3	0	0	0	0	0	1	4	30	2	1	0	1	0	0	34
17:15	2	0	0	0	1	0	0	3	19	2	0	0	1	0	0	22
17:30	2	1	0	0	1	0	1	5	19	1	0	0	0	0	0	20
17:45	3	0	0	0	0	0	0	3	21	0	0	0	1	0	0	22
18:00	3	0	0	0	1	0	1	5	25	1	0	0	1	1	0	28
18:15	6	0	0	0	1	0	1	8	24	1	1	0	1	0	0	27
P/TOT	34	1	0	0	6	0	6	47	315	36	6	1	6	3	2	369

Peak Hour 15:30 to 16:30

15:30	1	0	0	0	0	0	1	2	23	4	0	0	0	0	0	27
15:45	1	0	0	0	0	0	0	1	33	4	0	0	0	0	0	37
16:00	1	0	0	0	0	0	0	1	21	8	2	0	0	0	1	32
16:15	6	0	0	0	0	0	0	6	48	6	0	0	1	0	0	55
H/TOT	9	0	0	0	0	0	1	10	125	22	2	0	1	0	1	151

Site No. 2
Location Bow Lane West / Bow Bridge
Date 26 March 2026

Time	To Arm C							Total	From Arm C							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	46	10	0	0	1	0	2	59	23	1	1	0	1	1	7	34
07:15	54	3	0	0	0	0	2	59	14	8	0	0	1	0	10	33
07:30	43	6	1	0	1	0	1	52	39	7	1	0	0	0	10	57
07:45	45	8	0	0	0	0	2	55	27	6	2	0	0	0	9	44
08:00	50	5	1	0	0	0	4	60	33	6	1	0	1	0	13	54
08:15	58	5	1	0	1	0	4	69	24	9	0	0	1	0	22	56
08:30	61	7	0	0	2	1	4	75	41	7	1	0	0	0	27	76
08:45	81	10	1	0	1	1	3	97	25	5	1	0	1	0	26	58
09:00	61	9	0	0	0	0	2	72	26	7	0	0	0	1	20	54
09:15	46	6	2	0	0	0	3	57	20	2	1	0	1	0	12	36
09:30	39	5	3	0	2	0	3	52	27	6	1	0	0	0	5	39
09:45	41	8	2	0	2	0	1	54	17	3	0	0	0	0	5	25
P/TOT	625	82	11	0	10	2	31	761	316	67	9	0	6	2	166	566

Peak Hour 08:15 to 09:15

08:15	58	5	1	0	1	0	4	69	24	9	0	0	1	0	22	56
08:30	61	7	0	0	2	1	4	75	41	7	1	0	0	0	27	76
08:45	81	10	1	0	1	1	3	97	25	5	1	0	1	0	26	58
09:00	61	9	0	0	0	0	2	72	26	7	0	0	0	1	20	54
H/TOT	261	31	2	0	4	2	13	313	116	28	2	0	2	1	95	244

Time	To Arm C							Total	From Arm C							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
15:30	103	33	1	0	3	2	6	148	16	0	0	0	0	1	6	23
15:45	130	36	0	0	0	0	3	169	20	4	1	0	0	0	6	31
16:00	91	25	2	0	3	3	12	136	19	2	0	0	0	2	1	24
16:15	142	18	0	0	2	1	18	181	28	3	1	0	0	1	4	37
16:30	61	16	3	0	1	3	9	93	24	4	1	0	1	2	6	38
16:45	114	24	2	1	3	2	10	156	36	2	0	0	1	0	6	45
17:00	124	15	1	0	4	2	16	162	29	1	0	0	0	0	5	35
17:15	90	14	0	0	2	1	20	127	24	1	0	0	1	0	9	35
17:30	114	9	0	0	3	1	15	142	28	1	0	0	1	0	3	33
17:45	101	9	0	0	1	2	21	134	23	0	0	0	0	0	5	28
18:00	113	13	0	0	1	2	26	155	22	1	0	0	1	1	7	32
18:15	104	8	1	0	3	1	14	131	24	0	1	0	1	0	6	32
P/TOT	1287	220	10	1	26	20	170	1734	293	19	4	0	6	7	64	393

Peak Hour 15:30 to 16:30

15:30	103	33	1	0	3	2	6	148	16	0	0	0	0	1	6	23
15:45	130	36	0	0	0	0	3	169	20	4	1	0	0	0	6	31
16:00	91	25	2	0	3	3	12	136	19	2	0	0	0	2	1	24
16:15	142	18	0	0	2	1	18	181	28	3	1	0	0	1	4	37
H/TOT	466	112	3	0	8	6	39	634	83	9	2	0	0	4	17	115

Site No. 3
Location R810 / Bow Bridge
Date 26 March 2026

Time	A to C							Total	A to B							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	1	0	1	0	1	0	0	3	0	0	0	0	0	0	0	0
07:15	4	0	0	0	1	0	0	5	2	0	0	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:00	2	1	1	0	1	0	1	6	1	0	0	0	0	0	0	1
08:15	1	2	0	0	1	0	2	6	1	0	0	0	0	0	0	1
08:30	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0
08:45	1	0	0	0	1	0	1	3	0	0	0	0	0	0	0	0
09:00	1	2	0	0	0	0	7	10	0	1	0	0	0	0	0	1
09:15	1	0	0	0	1	0	1	3	0	0	0	0	0	0	0	0
09:30	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1
09:45	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
P/TOT	13	8	2	0	6	0	13	42	5	2	0	0	0	0	0	7

Peak Hour 07:30 to 08:30

07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:00	2	1	1	0	1	0	1	6	1	0	0	0	0	0	0	1
08:15	1	2	0	0	1	0	2	6	1	0	0	0	0	0	0	1
H/TOT	3	4	1	0	2	0	3	13	2	0	0	0	0	0	0	2

Time	A to C							Total	A to B							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
15:30	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0
15:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:15	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
16:30	1	0	0	0	1	0	1	3	0	0	0	0	0	0	0	0
16:45	4	0	0	0	0	0	0	4	1	0	0	0	1	0	0	2
17:00	3	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	1	1	0	0	0	1	0	0	2
17:30	2	0	0	0	0	0	1	3	0	1	0	0	1	0	0	2
17:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
18:00	3	0	0	0	1	0	1	5	0	0	0	0	0	0	0	0
18:15	5	0	0	0	1	0	1	7	1	0	0	0	0	0	0	1
P/TOT	31	0	0	0	3	0	6	40	3	1	0	0	3	0	0	7

Peak Hour 16:45 to 17:45

16:45	4	0	0	0	0	0	0	4	1	0	0	0	1	0	0	2
17:00	3	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	1	1	0	0	0	1	0	0	2
17:30	2	0	0	0	0	0	1	3	0	1	0	0	1	0	0	2
H/TOT	10	0	0	0	0	0	2	12	2	1	0	0	3	0	0	6

Site No. 3
Location R810 / Bow Bridge
Date 26 March 2026

Time	B to A							Total	B to C							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	0	0	0	0	0	0	0	0	57	7	2	0	8	0	9	83
07:15	0	0	0	0	0	0	0	0	43	6	2	1	8	0	6	66
07:30	0	0	0	0	0	0	0	0	47	12	1	1	4	1	9	75
07:45	0	0	0	0	0	0	0	0	64	10	0	0	5	0	11	90
08:00	0	0	0	0	0	0	0	0	58	9	1	1	7	2	8	86
08:15	0	0	0	0	0	0	0	0	68	13	0	0	9	0	7	97
08:30	0	0	0	0	0	0	0	0	51	13	2	1	6	2	8	83
08:45	0	1	0	0	0	0	0	1	51	10	2	0	8	0	16	87
09:00	0	0	0	0	0	0	0	0	52	15	2	1	6	0	5	81
09:15	0	0	0	0	0	0	0	0	55	11	1	0	5	0	5	77
09:30	0	0	0	0	0	0	0	0	49	16	0	0	6	1	2	74
09:45	0	0	0	0	0	0	0	0	42	14	2	2	12	0	4	76
P/TOT	0	1	0	0	0	0	0	1	637	136	15	7	84	6	90	975

Peak Hour 07:30 to 08:30

07:30	0	0	0	0	0	0	0	0	47	12	1	1	4	1	9	75
07:45	0	0	0	0	0	0	0	0	64	10	0	0	5	0	11	90
08:00	0	0	0	0	0	0	0	0	58	9	1	1	7	2	8	86
08:15	0	0	0	0	0	0	0	0	68	13	0	0	9	0	7	97
H/TOT	0	0	0	0	0	0	0	0	237	44	2	2	25	3	35	348

Time	B to A							Total	B to C							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
15:30	1	0	0	0	0	0	0	1	67	10	0	0	6	1	9	93
15:45	1	0	0	0	0	0	0	1	59	6	0	0	5	0	7	77
16:00	0	0	0	0	0	0	0	0	57	11	0	0	4	1	12	85
16:15	2	2	0	0	0	0	0	4	48	7	1	0	7	3	8	74
16:30	2	0	0	0	0	0	0	2	53	14	0	0	6	0	4	77
16:45	2	0	0	0	0	0	0	2	51	6	0	0	7	2	11	77
17:00	1	0	0	0	0	0	0	1	63	5	0	0	5	4	8	85
17:15	1	0	0	0	0	0	0	1	56	9	1	0	5	4	12	87
17:30	1	0	0	0	0	0	0	1	79	1	2	0	6	1	10	99
17:45	0	0	0	0	0	0	0	0	44	10	0	0	5	0	12	71
18:00	1	0	0	0	0	0	0	1	61	8	2	0	6	2	17	96
18:15	0	0	0	0	0	0	0	0	75	1	0	0	8	1	21	106
P/TOT	12	2	0	0	0	0	0	14	713	88	6	0	70	19	131	1027

Peak Hour 16:45 to 17:45

16:45	2	0	0	0	0	0	0	2	51	6	0	0	7	2	11	77
17:00	1	0	0	0	0	0	0	1	63	5	0	0	5	4	8	85
17:15	1	0	0	0	0	0	0	1	56	9	1	0	5	4	12	87
17:30	1	0	0	0	0	0	0	1	79	1	2	0	6	1	10	99
H/TOT	5	0	0	0	0	0	0	5	249	21	3	0	23	11	41	348

Site No. 3
Location R810 / Bow Bridge
Date 26 March 2026

Time	C to B							Total	C to A							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	80	19	1	1	5	0	4	110	20	4	0	0	1	0	0	25
07:15	104	29	2	0	5	1	6	147	27	2	0	0	0	0	0	29
07:30	86	30	6	0	8	0	6	136	14	1	0	0	1	0	0	16
07:45	89	20	2	0	7	1	7	126	16	3	0	0	0	0	1	20
08:00	91	14	2	0	8	3	10	128	20	0	0	0	0	0	1	21
08:15	94	18	3	0	5	2	13	135	18	1	0	0	1	0	0	20
08:30	63	22	8	0	8	1	19	121	16	1	0	0	1	0	1	19
08:45	62	17	1	0	8	1	22	111	23	2	0	0	1	0	0	26
09:00	53	8	4	0	8	0	13	86	25	2	0	0	0	0	0	27
09:15	70	26	3	2	7	0	8	116	12	3	1	0	0	0	0	16
09:30	70	22	5	0	8	1	7	113	13	1	0	0	1	0	0	15
09:45	98	21	2	1	6	3	8	139	12	4	0	0	0	0	0	16
P/TOT	960	246	39	4	83	13	123	1468	216	24	1	0	6	0	3	250

Peak Hour 07:30 to 08:30

07:30	86	30	6	0	8	0	6	136	14	1	0	0	1	0	0	16
07:45	89	20	2	0	7	1	7	126	16	3	0	0	0	0	1	20
08:00	91	14	2	0	8	3	10	128	20	0	0	0	0	0	1	21
08:15	94	18	3	0	5	2	13	135	18	1	0	0	1	0	0	20
H/TOT	360	82	13	0	28	6	36	525	68	5	0	0	2	0	2	77

Time	C to B							Total	C to A							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
15:30	40	6	0	0	2	0	5	53	22	4	0	0	0	0	0	26
15:45	54	2	0	1	9	1	6	73	32	4	0	0	0	0	0	36
16:00	24	9	0	0	1	1	5	40	21	8	2	0	0	0	1	32
16:15	63	9	4	0	10	1	8	95	46	4	0	0	1	0	0	51
16:30	18	3	0	0	5	0	8	34	15	3	1	0	0	1	0	20
16:45	73	9	0	0	7	3	8	100	33	4	1	1	0	1	1	41
17:00	52	5	1	0	9	3	9	79	29	2	1	0	1	0	0	33
17:15	46	7	0	0	8	1	12	74	18	2	0	0	1	0	0	21
17:30	51	5	0	0	4	0	5	65	18	1	0	0	0	0	0	19
17:45	49	9	0	0	9	0	7	74	21	0	0	0	1	0	0	22
18:00	62	6	0	0	6	5	6	85	24	1	0	0	1	1	0	27
18:15	56	4	0	0	6	3	14	83	24	1	1	0	1	0	0	27
P/TOT	588	74	5	1	76	18	93	855	303	34	6	1	6	3	2	355

Peak Hour 16:45 to 17:45

16:45	73	9	0	0	7	3	8	100	33	4	1	1	0	1	1	41
17:00	52	5	1	0	9	3	9	79	29	2	1	0	1	0	0	33
17:15	46	7	0	0	8	1	12	74	18	2	0	0	1	0	0	21
17:30	51	5	0	0	4	0	5	65	18	1	0	0	0	0	0	19
H/TOT	222	26	1	0	28	7	34	318	98	9	2	1	2	1	1	114

Site No. 3
Location R810 / Bow Bridge
Date 26 March 2026

Time	To Arm A							Total	From Arm A							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	20	4	0	0	1	0	0	25	1	0	1	0	1	0	0	3
07:15	27	2	0	0	0	0	0	29	6	0	0	0	1	0	0	7
07:30	14	1	0	0	1	0	0	16	0	0	0	0	0	0	0	0
07:45	16	3	0	0	0	0	1	20	0	1	0	0	0	0	0	1
08:00	20	0	0	0	0	0	1	21	3	1	1	0	1	0	1	7
08:15	18	1	0	0	1	0	0	20	2	2	0	0	1	0	2	7
08:30	16	1	0	0	1	0	1	19	0	1	0	0	0	0	1	2
08:45	23	3	0	0	1	0	0	27	1	0	0	0	1	0	1	3
09:00	25	2	0	0	0	0	0	27	1	3	0	0	0	0	7	11
09:15	12	3	1	0	0	0	0	16	1	0	0	0	1	0	1	3
09:30	13	1	0	0	1	0	0	15	2	1	0	0	0	0	0	3
09:45	12	4	0	0	0	0	0	16	1	1	0	0	0	0	0	2
P/TOT	216	25	1	0	6	0	3	251	18	10	2	0	6	0	13	49

Peak Hour 07:30 to 08:30

07:30	14	1	0	0	1	0	0	16	0	0	0	0	0	0	0	0
07:45	16	3	0	0	0	0	1	20	0	1	0	0	0	0	0	1
08:00	20	0	0	0	0	0	1	21	3	1	1	0	1	0	1	7
08:15	18	1	0	0	1	0	0	20	2	2	0	0	1	0	2	7
H/TOT	68	5	0	0	2	0	2	77	5	4	1	0	2	0	3	15

Time	To Arm A							Total	From Arm A							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
15:30	23	4	0	0	0	0	0	27	1	0	0	0	0	0	1	2
15:45	33	4	0	0	0	0	0	37	1	0	0	0	0	0	0	1
16:00	21	8	2	0	0	0	1	32	1	0	0	0	0	0	0	1
16:15	48	6	0	0	1	0	0	55	6	0	0	0	0	0	0	6
16:30	17	3	1	0	0	1	0	22	1	0	0	0	1	0	1	3
16:45	35	4	1	1	0	1	1	43	5	0	0	0	1	0	0	6
17:00	30	2	1	0	1	0	0	34	3	0	0	0	0	0	1	4
17:15	19	2	0	0	1	0	0	22	2	0	0	0	1	0	0	3
17:30	19	1	0	0	0	0	0	20	2	1	0	0	1	0	1	5
17:45	21	0	0	0	1	0	0	22	3	0	0	0	0	0	0	3
18:00	25	1	0	0	1	1	0	28	3	0	0	0	1	0	1	5
18:15	24	1	1	0	1	0	0	27	6	0	0	0	1	0	1	8
P/TOT	315	36	6	1	6	3	2	369	34	1	0	0	6	0	6	47

Peak Hour 16:45 to 17:45

16:45	35	4	1	1	0	1	1	43	5	0	0	0	1	0	0	6
17:00	30	2	1	0	1	0	0	34	3	0	0	0	0	0	1	4
17:15	19	2	0	0	1	0	0	22	2	0	0	0	1	0	0	3
17:30	19	1	0	0	0	0	0	20	2	1	0	0	1	0	1	5
H/TOT	103	9	2	1	2	1	1	119	12	1	0	0	3	0	2	18

Site No. 3
Location R810 / Bow Bridge
Date 26 March 2026

Time	To Arm B							Total	From Arm B							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	80	19	1	1	5	0	4	110	57	7	2	0	8	0	9	83
07:15	106	29	2	0	5	1	6	149	43	6	2	1	8	0	6	66
07:30	86	30	6	0	8	0	6	136	47	12	1	1	4	1	9	75
07:45	89	20	2	0	7	1	7	126	64	10	0	0	5	0	11	90
08:00	92	14	2	0	8	3	10	129	58	9	1	1	7	2	8	86
08:15	95	18	3	0	5	2	13	136	68	13	0	0	9	0	7	97
08:30	63	22	8	0	8	1	19	121	51	13	2	1	6	2	8	83
08:45	62	17	1	0	8	1	22	111	51	11	2	0	8	0	16	88
09:00	53	9	4	0	8	0	13	87	52	15	2	1	6	0	5	81
09:15	70	26	3	2	7	0	8	116	55	11	1	0	5	0	5	77
09:30	71	22	5	0	8	1	7	114	49	16	0	0	6	1	2	74
09:45	98	22	2	1	6	3	8	140	42	14	2	2	12	0	4	76
P/TOT	965	248	39	4	83	13	123	1475	637	137	15	7	84	6	90	976

Peak Hour 07:30 to 08:30

07:30	86	30	6	0	8	0	6	136	47	12	1	1	4	1	9	75
07:45	89	20	2	0	7	1	7	126	64	10	0	0	5	0	11	90
08:00	92	14	2	0	8	3	10	129	58	9	1	1	7	2	8	86
08:15	95	18	3	0	5	2	13	136	68	13	0	0	9	0	7	97
H/TOT	362	82	13	0	28	6	36	527	237	44	2	2	25	3	35	348

Time	To Arm B							Total	From Arm B							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
15:30	40	6	0	0	2	0	5	53	68	10	0	0	6	1	9	94
15:45	54	2	0	1	9	1	6	73	60	6	0	0	5	0	7	78
16:00	24	9	0	0	1	1	5	40	57	11	0	0	4	1	12	85
16:15	63	9	4	0	10	1	8	95	50	9	1	0	7	3	8	78
16:30	18	3	0	0	5	0	8	34	55	14	0	0	6	0	4	79
16:45	74	9	0	0	8	3	8	102	53	6	0	0	7	2	11	79
17:00	52	5	1	0	9	3	9	79	64	5	0	0	5	4	8	86
17:15	47	7	0	0	9	1	12	76	57	9	1	0	5	4	12	88
17:30	51	6	0	0	5	0	5	67	80	1	2	0	6	1	10	100
17:45	49	9	0	0	9	0	7	74	44	10	0	0	5	0	12	71
18:00	62	6	0	0	6	5	6	85	62	8	2	0	6	2	17	97
18:15	57	4	0	0	6	3	14	84	75	1	0	0	8	1	21	106
P/TOT	591	75	5	1	79	18	93	862	725	90	6	0	70	19	131	1041

Peak Hour 16:45 to 17:45

16:45	74	9	0	0	8	3	8	102	53	6	0	0	7	2	11	79
17:00	52	5	1	0	9	3	9	79	64	5	0	0	5	4	8	86
17:15	47	7	0	0	9	1	12	76	57	9	1	0	5	4	12	88
17:30	51	6	0	0	5	0	5	67	80	1	2	0	6	1	10	100
H/TOT	224	27	1	0	31	7	34	324	254	21	3	0	23	11	41	353

Site No. 3
Location R810 / Bow Bridge
Date 26 March 2026

Time	To Arm C							Total	From Arm C							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	58	7	3	0	9	0	9	86	100	23	1	1	6	0	4	135
07:15	47	6	2	1	9	0	6	71	131	31	2	0	5	1	6	176
07:30	47	12	1	1	4	1	9	75	100	31	6	0	9	0	6	152
07:45	64	11	0	0	5	0	11	91	105	23	2	0	7	1	8	146
08:00	60	10	2	1	8	2	9	92	111	14	2	0	8	3	11	149
08:15	69	15	0	0	10	0	9	103	112	19	3	0	6	2	13	155
08:30	51	14	2	1	6	2	9	85	79	23	8	0	9	1	20	140
08:45	52	10	2	0	9	0	17	90	85	19	1	0	9	1	22	137
09:00	53	17	2	1	6	0	12	91	78	10	4	0	8	0	13	113
09:15	56	11	1	0	6	0	6	80	82	29	4	2	7	0	8	132
09:30	50	17	0	0	6	1	2	76	83	23	5	0	9	1	7	128
09:45	43	14	2	2	12	0	4	77	110	25	2	1	6	3	8	155
P/TOT	650	144	17	7	90	6	103	1017	1176	270	40	4	89	13	126	1718

Peak Hour 07:30 to 08:30

07:30	47	12	1	1	4	1	9	75	100	31	6	0	9	0	6	152
07:45	64	11	0	0	5	0	11	91	105	23	2	0	7	1	8	146
08:00	60	10	2	1	8	2	9	92	111	14	2	0	8	3	11	149
08:15	69	15	0	0	10	0	9	103	112	19	3	0	6	2	13	155
H/TOT	240	48	3	2	27	3	38	361	428	87	13	0	30	6	38	602

Time	To Arm C							Total	From Arm C							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
15:30	68	10	0	0	6	1	10	95	62	10	0	0	2	0	5	79
15:45	60	6	0	0	5	0	7	78	86	6	0	1	9	1	6	109
16:00	58	11	0	0	4	1	12	86	45	17	2	0	1	1	6	72
16:15	54	7	1	0	7	3	8	80	109	13	4	0	11	1	8	146
16:30	54	14	0	0	7	0	5	80	33	6	1	0	5	1	8	54
16:45	55	6	0	0	7	2	11	81	106	13	1	1	7	4	9	141
17:00	66	5	0	0	5	4	9	89	81	7	2	0	10	3	9	112
17:15	57	9	1	0	5	4	12	88	64	9	0	0	9	1	12	95
17:30	81	1	2	0	6	1	11	102	69	6	0	0	4	0	5	84
17:45	47	10	0	0	5	0	12	74	70	9	0	0	10	0	7	96
18:00	64	8	2	0	7	2	18	101	86	7	0	0	7	6	6	112
18:15	80	1	0	0	9	1	22	113	80	5	1	0	7	3	14	110
P/TOT	744	88	6	0	73	19	137	1067	891	108	11	2	82	21	95	1210

Peak Hour 16:45 to 17:45

16:45	55	6	0	0	7	2	11	81	106	13	1	1	7	4	9	141
17:00	66	5	0	0	5	4	9	89	81	7	2	0	10	3	9	112
17:15	57	9	1	0	5	4	12	88	64	9	0	0	9	1	12	95
17:30	81	1	2	0	6	1	11	102	69	6	0	0	4	0	5	84
H/TOT	259	21	3	0	23	11	43	360	320	35	3	1	30	8	35	432

Site No. 4
Location R810 / Bow Lane West
Date 26 March 2026

Time	A to C							Total	A to B							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	29	6	0	0	0	0	2	37	57	8	2	0	8	0	9	84
07:15	27	1	0	0	0	0	2	30	41	6	2	1	8	0	6	64
07:30	28	6	1	0	0	0	2	37	50	11	1	1	4	1	9	77
07:45	27	6	0	0	0	0	1	34	67	10	0	0	6	0	11	94
08:00	32	5	1	0	0	0	4	42	59	9	1	1	7	2	8	87
08:15	43	5	1	0	0	0	4	53	64	13	0	0	8	0	7	92
08:30	39	4	0	0	1	1	2	47	49	16	2	1	6	2	8	84
08:45	60	8	1	0	0	1	2	72	49	9	2	0	8	0	17	85
09:00	40	8	0	0	0	0	2	50	53	14	2	1	6	0	4	80
09:15	30	6	1	0	0	0	3	40	56	11	1	0	5	0	6	79
09:30	26	2	3	0	1	0	2	34	50	16	0	0	6	1	1	74
09:45	28	4	2	0	2	0	1	37	42	14	2	2	12	0	4	76
P/TOT	409	61	10	0	4	2	27	513	637	137	15	7	84	6	90	976

Peak Hour 08:00 to 09:00

08:00	32	5	1	0	0	0	4	42	59	9	1	1	7	2	8	87
08:15	43	5	1	0	0	0	4	53	64	13	0	0	8	0	7	92
08:30	39	4	0	0	1	1	2	47	49	16	2	1	6	2	8	84
08:45	60	8	1	0	0	1	2	72	49	9	2	0	8	0	17	85
H/TOT	174	22	3	0	1	2	12	214	221	47	5	2	29	4	40	348

Time	A to C							Total	A to B							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
15:30	86	29	1	0	3	2	6	127	64	10	0	0	6	1	6	87
15:45	101	27	0	0	0	0	3	131	64	6	1	0	6	1	6	84
16:00	67	22	0	0	3	3	12	107	55	11	0	0	3	0	13	82
16:15	88	14	0	0	1	1	18	122	51	9	0	0	7	3	5	75
16:30	40	14	2	0	3	2	11	72	59	14	0	0	6	0	5	84
16:45	71	18	1	0	1	1	8	100	52	6	0	0	7	2	12	79
17:00	99	15	0	0	3	2	15	134	65	5	0	0	5	4	9	88
17:15	70	9	0	0	1	1	20	101	60	9	1	0	8	4	11	93
17:30	93	8	0	0	3	1	15	120	76	1	2	0	3	1	12	95
17:45	87	8	0	0	0	2	21	118	47	10	0	0	6	0	16	79
18:00	88	14	0	0	0	1	26	129	63	8	2	0	5	2	18	98
18:15	83	7	0	0	2	1	15	108	69	1	0	0	8	1	20	99
P/TOT	973	185	4	0	20	17	170	1369	725	90	6	0	70	19	133	1043

Peak Hour 17:30 to 18:30

17:30	93	8	0	0	3	1	15	120	76	1	2	0	3	1	12	95
17:45	87	8	0	0	0	2	21	118	47	10	0	0	6	0	16	79
18:00	88	14	0	0	0	1	26	129	63	8	2	0	5	2	18	98
18:15	83	7	0	0	2	1	15	108	69	1	0	0	8	1	20	99
H/TOT	351	37	0	0	5	5	77	475	255	20	4	0	22	4	66	371

Site No. 4
Location R810 / Bow Lane West
Date 26 March 2026

Time	B to A							Total	B to C							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	80	19	1	1	5	0	3	109	0	0	0	0	0	0	0	0
07:15	105	29	2	0	5	1	7	149	0	0	0	0	0	0	0	0
07:30	87	29	6	0	8	0	6	136	0	0	0	0	0	0	0	0
07:45	87	21	2	0	7	1	7	125	1	0	0	0	0	0	0	1
08:00	93	14	2	0	8	3	10	130	0	0	0	0	0	0	0	0
08:15	95	18	3	0	5	2	13	136	0	0	0	0	0	0	0	0
08:30	59	22	7	0	8	1	18	115	1	0	0	0	0	0	0	1
08:45	64	17	2	0	8	1	23	115	1	0	0	0	0	0	0	1
09:00	53	9	4	0	8	0	13	87	0	0	0	0	0	0	0	0
09:15	68	25	3	2	7	0	8	113	1	0	0	0	0	0	0	1
09:30	71	23	5	0	8	1	8	116	0	0	0	0	0	0	1	1
09:45	98	22	2	1	6	3	8	140	1	0	0	0	0	0	0	1
P/TOT	960	248	39	4	83	13	124	1471	5	0	0	0	0	0	1	6

Peak Hour 08:00 to 09:00

08:00	93	14	2	0	8	3	10	130	0	0	0	0	0	0	0	0
08:15	95	18	3	0	5	2	13	136	0	0	0	0	0	0	0	0
08:30	59	22	7	0	8	1	18	115	1	0	0	0	0	0	0	1
08:45	64	17	2	0	8	1	23	115	1	0	0	0	0	0	0	1
H/TOT	311	71	14	0	29	7	64	496	2	0	0	0	0	0	0	2

Time	B to A							Total	B to C							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
15:30	40	5	0	0	3	0	6	54	0	0	0	0	0	0	0	0
15:45	54	3	0	1	8	1	4	71	0	0	0	0	0	0	0	0
16:00	24	9	0	0	1	1	8	43	0	0	0	0	0	0	0	0
16:15	63	9	4	0	10	0	7	93	0	0	0	0	0	0	0	0
16:30	19	3	0	0	5	1	7	35	0	0	0	0	0	0	0	0
16:45	71	9	0	0	8	3	9	100	2	0	0	0	0	0	0	2
17:00	52	5	1	0	9	3	9	79	0	0	0	0	0	0	0	0
17:15	45	6	0	0	9	1	12	73	0	0	0	0	0	0	0	0
17:30	53	5	0	0	5	0	5	68	0	0	0	0	0	0	0	0
17:45	49	9	0	0	9	0	7	74	0	0	0	0	0	0	0	0
18:00	62	6	0	0	6	5	6	85	0	0	0	0	0	0	0	0
18:15	57	6	0	0	6	3	13	85	0	0	0	0	0	0	0	0
P/TOT	589	75	5	1	79	18	93	860	2	0	0	0	0	0	0	2

Peak Hour 17:30 to 18:30

17:30	53	5	0	0	5	0	5	68	0	0	0	0	0	0	0	0
17:45	49	9	0	0	9	0	7	74	0	0	0	0	0	0	0	0
18:00	62	6	0	0	6	5	6	85	0	0	0	0	0	0	0	0
18:15	57	6	0	0	6	3	13	85	0	0	0	0	0	0	0	0
H/TOT	221	26	0	0	26	8	31	312	0	0	0	0	0	0	0	0

Site No. 4
Location R810 / Bow Lane West
Date 26 March 2026

Time	C to B							Total	C to A							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	0	0	0	0	0	0	0	0	21	1	0	0	0	1	7	30
07:15	0	0	0	0	0	0	0	0	11	8	0	0	0	0	10	29
07:30	0	0	0	0	0	0	0	0	36	7	1	0	0	0	10	54
07:45	1	0	0	0	0	0	0	1	25	5	2	0	0	0	9	41
08:00	0	0	0	0	0	0	0	0	31	5	0	0	0	0	12	48
08:15	0	0	0	0	0	0	0	0	26	7	0	0	0	0	22	55
08:30	0	0	0	0	0	0	0	0	36	7	1	0	0	0	27	71
08:45	0	0	0	0	0	0	0	0	27	4	1	0	0	0	24	56
09:00	0	0	0	0	0	0	0	0	25	5	0	0	0	1	14	45
09:15	0	0	0	0	0	0	0	0	18	2	1	0	0	0	10	31
09:30	0	0	0	0	0	0	0	0	29	6	1	0	0	0	5	41
09:45	0	0	0	0	0	0	0	0	17	4	0	0	0	0	5	26
P/TOT	1	0	0	0	0	0	0	1	302	61	7	0	0	2	155	527

Peak Hour 08:00 to 09:00

08:00	0	0	0	0	0	0	0	0	31	5	0	0	0	0	12	48
08:15	0	0	0	0	0	0	0	0	26	7	0	0	0	0	22	55
08:30	0	0	0	0	0	0	0	0	36	7	1	0	0	0	27	71
08:45	0	0	0	0	0	0	0	0	27	4	1	0	0	0	24	56
H/TOT	0	0	0	0	0	0	0	0	120	23	2	0	0	0	85	230

Time	C to B							Total	C to A							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
15:30	0	0	0	0	0	0	0	0	17	1	0	0	0	1	5	24
15:45	0	0	0	0	0	0	0	0	18	3	1	0	0	0	6	28
16:00	0	0	0	0	0	0	0	0	18	2	0	0	0	2	2	24
16:15	0	0	0	0	0	0	0	0	21	3	1	0	0	1	4	30
16:30	0	0	0	0	0	0	0	0	23	4	1	0	0	2	5	35
16:45	0	0	0	0	0	0	0	0	27	2	0	0	0	0	4	33
17:00	0	0	0	0	0	0	0	0	28	1	0	0	0	0	3	32
17:15	0	0	0	0	0	0	0	0	21	1	0	0	0	0	9	31
17:30	0	0	0	0	0	0	0	0	28	1	0	0	0	0	4	33
17:45	0	0	0	0	0	0	0	0	20	0	0	0	0	0	4	24
18:00	0	0	0	0	0	0	0	0	20	1	0	0	0	1	8	30
18:15	0	0	0	0	0	0	0	0	21	0	1	0	0	0	3	25
P/TOT	0	0	0	0	0	0	0	0	262	19	4	0	0	7	57	349

Peak Hour 17:30 to 18:30

17:30	0	0	0	0	0	0	0	0	28	1	0	0	0	0	4	33
17:45	0	0	0	0	0	0	0	0	20	0	0	0	0	0	4	24
18:00	0	0	0	0	0	0	0	0	20	1	0	0	0	1	8	30
18:15	0	0	0	0	0	0	0	0	21	0	1	0	0	0	3	25
H/TOT	0	0	0	0	0	0	0	0	89	2	1	0	0	1	19	112

Site No. 4
Location R810 / Bow Lane West
Date 26 March 2026

Time	To Arm A							Total	From Arm A							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	101	20	1	1	5	1	10	139	86	14	2	0	8	0	11	121
07:15	116	37	2	0	5	1	17	178	68	7	2	1	8	0	8	94
07:30	123	36	7	0	8	0	16	190	78	17	2	1	4	1	11	114
07:45	112	26	4	0	7	1	16	166	94	16	0	0	6	0	12	128
08:00	124	19	2	0	8	3	22	178	91	14	2	1	7	2	12	129
08:15	121	25	3	0	5	2	35	191	107	18	1	0	8	0	11	145
08:30	95	29	8	0	8	1	45	186	88	20	2	1	7	3	10	131
08:45	91	21	3	0	8	1	47	171	109	17	3	0	8	1	19	157
09:00	78	14	4	0	8	1	27	132	93	22	2	1	6	0	6	130
09:15	86	27	4	2	7	0	18	144	86	17	2	0	5	0	9	119
09:30	100	29	6	0	8	1	13	157	76	18	3	0	7	1	3	108
09:45	115	26	2	1	6	3	13	166	70	18	4	2	14	0	5	113
P/TOT	1262	309	46	4	83	15	279	1998	1046	198	25	7	88	8	117	1489

Peak Hour 08:00 to 09:00

08:00	124	19	2	0	8	3	22	178	91	14	2	1	7	2	12	129
08:15	121	25	3	0	5	2	35	191	107	18	1	0	8	0	11	145
08:30	95	29	8	0	8	1	45	186	88	20	2	1	7	3	10	131
08:45	91	21	3	0	8	1	47	171	109	17	3	0	8	1	19	157
H/TOT	431	94	16	0	29	7	149	726	395	69	8	2	30	6	52	562

Time	To Arm A							Total	From Arm A							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
15:30	57	6	0	0	3	1	11	78	150	39	1	0	9	3	12	214
15:45	72	6	1	1	8	1	10	99	165	33	1	0	6	1	9	215
16:00	42	11	0	0	1	3	10	67	122	33	0	0	6	3	25	189
16:15	84	12	5	0	10	1	11	123	139	23	0	0	8	4	23	197
16:30	42	7	1	0	5	3	12	70	99	28	2	0	9	2	16	156
16:45	98	11	0	0	8	3	13	133	123	24	1	0	8	3	20	179
17:00	80	6	1	0	9	3	12	111	164	20	0	0	8	6	24	222
17:15	66	7	0	0	9	1	21	104	130	18	1	0	9	5	31	194
17:30	81	6	0	0	5	0	9	101	169	9	2	0	6	2	27	215
17:45	69	9	0	0	9	0	11	98	134	18	0	0	6	2	37	197
18:00	82	7	0	0	6	6	14	115	151	22	2	0	5	3	44	227
18:15	78	6	1	0	6	3	16	110	152	8	0	0	10	2	35	207
P/TOT	851	94	9	1	79	25	150	1209	1698	275	10	0	90	36	303	2412

Peak Hour 17:30 to 18:30

17:30	81	6	0	0	5	0	9	101	169	9	2	0	6	2	27	215
17:45	69	9	0	0	9	0	11	98	134	18	0	0	6	2	37	197
18:00	82	7	0	0	6	6	14	115	151	22	2	0	5	3	44	227
18:15	78	6	1	0	6	3	16	110	152	8	0	0	10	2	35	207
H/TOT	310	28	1	0	26	9	50	424	606	57	4	0	27	9	143	846

Site No. 4
Location R810 / Bow Lane West
Date 26 March 2026

Time	To Arm B							Total	From Arm B							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	57	8	2	0	8	0	9	84	80	19	1	1	5	0	3	109
07:15	41	6	2	1	8	0	6	64	105	29	2	0	5	1	7	149
07:30	50	11	1	1	4	1	9	77	87	29	6	0	8	0	6	136
07:45	68	10	0	0	6	0	11	95	88	21	2	0	7	1	7	126
08:00	59	9	1	1	7	2	8	87	93	14	2	0	8	3	10	130
08:15	64	13	0	0	8	0	7	92	95	18	3	0	5	2	13	136
08:30	49	16	2	1	6	2	8	84	60	22	7	0	8	1	18	116
08:45	49	9	2	0	8	0	17	85	65	17	2	0	8	1	23	116
09:00	53	14	2	1	6	0	4	80	53	9	4	0	8	0	13	87
09:15	56	11	1	0	5	0	6	79	69	25	3	2	7	0	8	114
09:30	50	16	0	0	6	1	1	74	71	23	5	0	8	1	9	117
09:45	42	14	2	2	12	0	4	76	99	22	2	1	6	3	8	141
P/TOT	638	137	15	7	84	6	90	977	965	248	39	4	83	13	125	1477

Peak Hour 08:00 to 09:00

08:00	59	9	1	1	7	2	8	87	93	14	2	0	8	3	10	130
08:15	64	13	0	0	8	0	7	92	95	18	3	0	5	2	13	136
08:30	49	16	2	1	6	2	8	84	60	22	7	0	8	1	18	116
08:45	49	9	2	0	8	0	17	85	65	17	2	0	8	1	23	116
H/TOT	221	47	5	2	29	4	40	348	313	71	14	0	29	7	64	498

Time	To Arm B							Total	From Arm B							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
15:30	64	10	0	0	6	1	6	87	40	5	0	0	3	0	6	54
15:45	64	6	1	0	6	1	6	84	54	3	0	1	8	1	4	71
16:00	55	11	0	0	3	0	13	82	24	9	0	0	1	1	8	43
16:15	51	9	0	0	7	3	5	75	63	9	4	0	10	0	7	93
16:30	59	14	0	0	6	0	5	84	19	3	0	0	5	1	7	35
16:45	52	6	0	0	7	2	12	79	73	9	0	0	8	3	9	102
17:00	65	5	0	0	5	4	9	88	52	5	1	0	9	3	9	79
17:15	60	9	1	0	8	4	11	93	45	6	0	0	9	1	12	73
17:30	76	1	2	0	3	1	12	95	53	5	0	0	5	0	5	68
17:45	47	10	0	0	6	0	16	79	49	9	0	0	9	0	7	74
18:00	63	8	2	0	5	2	18	98	62	6	0	0	6	5	6	85
18:15	69	1	0	0	8	1	20	99	57	6	0	0	6	3	13	85
P/TOT	725	90	6	0	70	19	133	1043	591	75	5	1	79	18	93	862

Peak Hour 17:30 to 18:30

17:30	76	1	2	0	3	1	12	95	53	5	0	0	5	0	5	68
17:45	47	10	0	0	6	0	16	79	49	9	0	0	9	0	7	74
18:00	63	8	2	0	5	2	18	98	62	6	0	0	6	5	6	85
18:15	69	1	0	0	8	1	20	99	57	6	0	0	6	3	13	85
H/TOT	255	20	4	0	22	4	66	371	221	26	0	0	26	8	31	312

Site No. 4
Location R810 / Bow Lane West
Date 26 March 2026

Time	To Arm C							Total	From Arm C							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	29	6	0	0	0	0	2	37	21	1	0	0	0	1	7	30
07:15	27	1	0	0	0	0	2	30	11	8	0	0	0	0	10	29
07:30	28	6	1	0	0	0	2	37	36	7	1	0	0	0	10	54
07:45	28	6	0	0	0	0	1	35	26	5	2	0	0	0	9	42
08:00	32	5	1	0	0	0	4	42	31	5	0	0	0	0	12	48
08:15	43	5	1	0	0	0	4	53	26	7	0	0	0	0	22	55
08:30	40	4	0	0	1	1	2	48	36	7	1	0	0	0	27	71
08:45	61	8	1	0	0	1	2	73	27	4	1	0	0	0	24	56
09:00	40	8	0	0	0	0	2	50	25	5	0	0	0	1	14	45
09:15	31	6	1	0	0	0	3	41	18	2	1	0	0	0	10	31
09:30	26	2	3	0	1	0	3	35	29	6	1	0	0	0	5	41
09:45	29	4	2	0	2	0	1	38	17	4	0	0	0	0	5	26
P/TOT	414	61	10	0	4	2	28	519	303	61	7	0	0	2	155	528

Peak Hour 08:00 to 09:00

08:00	32	5	1	0	0	0	4	42	31	5	0	0	0	0	12	48
08:15	43	5	1	0	0	0	4	53	26	7	0	0	0	0	22	55
08:30	40	4	0	0	1	1	2	48	36	7	1	0	0	0	27	71
08:45	61	8	1	0	0	1	2	73	27	4	1	0	0	0	24	56
H/TOT	176	22	3	0	1	2	12	216	120	23	2	0	0	0	85	230

Time	To Arm C							Total	From Arm C							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
15:30	86	29	1	0	3	2	6	127	17	1	0	0	0	1	5	24
15:45	101	27	0	0	0	0	3	131	18	3	1	0	0	0	6	28
16:00	67	22	0	0	3	3	12	107	18	2	0	0	0	2	2	24
16:15	88	14	0	0	1	1	18	122	21	3	1	0	0	1	4	30
16:30	40	14	2	0	3	2	11	72	23	4	1	0	0	2	5	35
16:45	73	18	1	0	1	1	8	102	27	2	0	0	0	0	4	33
17:00	99	15	0	0	3	2	15	134	28	1	0	0	0	0	3	32
17:15	70	9	0	0	1	1	20	101	21	1	0	0	0	0	9	31
17:30	93	8	0	0	3	1	15	120	28	1	0	0	0	0	4	33
17:45	87	8	0	0	0	2	21	118	20	0	0	0	0	0	4	24
18:00	88	14	0	0	0	1	26	129	20	1	0	0	0	1	8	30
18:15	83	7	0	0	2	1	15	108	21	0	1	0	0	0	3	25
P/TOT	975	185	4	0	20	17	170	1371	262	19	4	0	0	7	57	349

Peak Hour 17:30 to 18:30

17:30	93	8	0	0	3	1	15	120	28	1	0	0	0	0	4	33
17:45	87	8	0	0	0	2	21	118	20	0	0	0	0	0	4	24
18:00	88	14	0	0	0	1	26	129	20	1	0	0	0	1	8	30
18:15	83	7	0	0	2	1	15	108	21	0	1	0	0	0	3	25
H/TOT	351	37	0	0	5	5	77	475	89	2	1	0	0	1	19	112

Site No. 5
Location R810 / Bow Lane West
Date 26 March 2026

Time	A to C							Total	A to B							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	128	17	5	0	22	1	8	181	3	2	0	4	0	0	0	9
07:15	142	9	1	0	17	0	10	179	0	3	1	1	0	0	0	5
07:30	197	21	7	0	21	1	12	259	2	3	1	2	0	0	0	8
07:45	183	17	5	1	11	2	16	235	2	0	1	1	0	0	0	4
08:00	170	29	3	2	20	4	13	241	0	1	0	3	0	0	0	4
08:15	182	21	4	0	17	3	18	245	0	1	0	2	0	0	0	3
08:30	167	31	5	0	17	2	31	253	0	1	0	2	0	0	0	3
08:45	172	19	6	0	17	3	22	239	0	0	4	0	0	0	0	4
09:00	176	18	4	3	9	4	12	226	0	1	1	3	0	0	0	5
09:15	166	21	3	0	23	2	17	232	0	1	0	2	0	0	0	3
09:30	138	25	4	0	18	2	12	199	0	0	0	1	0	0	0	1
09:45	176	22	4	0	17	1	5	225	0	1	0	2	0	0	0	3
P/TOT	1997	250	51	6	209	25	176	2714	7	14	8	23	0	0	0	52

Peak Hour 07:30 to 08:30

07:30	197	21	7	0	21	1	12	259	2	3	1	2	0	0	0	8
07:45	183	17	5	1	11	2	16	235	2	0	1	1	0	0	0	4
08:00	170	29	3	2	20	4	13	241	0	1	0	3	0	0	0	4
08:15	182	21	4	0	17	3	18	245	0	1	0	2	0	0	0	3
H/TOT	732	88	19	3	69	10	59	980	4	5	2	8	0	0	0	19

Time	A to C							Total	A to B							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
15:30	239	33	4	1	18	6	25	266	1	0	0	1	0	0	0	2
15:45	228	50	2	0	21	6	25	289	0	2	0	0	0	0	0	0
16:00	237	52	2	0	17	6	49	254	0	0	0	0	0	0	0	1
16:15	234	34	0	2	29	11	51	257	0	0	1	0	0	0	0	1
16:30	278	36	0	0	30	9	54	288	0	1	0	0	0	0	0	1
16:45	218	24	3	0	23	7	62	280	0	0	0	2	0	0	0	0
17:00	235	19	4	0	25	7	68	255	0	0	1	5	0	0	0	0
17:15	233	22	2	0	26	7	85	309	1	0	0	3	0	0	0	2
17:30	237	22	0	0	27	12	53	251	1	0	0	2	0	0	0	1
17:45	246	19	0	0	20	5	66	287	3	0	0	0	0	0	0	0
18:00	235	23	0	2	30	13	61	318	0	0	0	1	0	0	0	0
18:15	221	20	0	0	38	7	0	273	1	1	0	1	0	0	0	0
P/TOT	2841	354	17	5	304	96	599	3327	7	4	2	15	0	0	0	8

Peak Hour 16:30 to 17:30

16:30	278	36	0	0	30	9	54	288	0	1	0	0	0	0	0	1
16:45	218	24	3	0	23	7	62	280	0	0	0	2	0	0	0	0
17:00	235	19	4	0	25	7	68	255	0	0	1	5	0	0	0	0
17:15	233	22	2	0	26	7	85	309	1	0	0	3	0	0	0	2
H/TOT	964	101	9	0	104	30	269	1132	1	1	1	10	0	0	0	3

Site No. 5
Location R810 / Bow Lane West
Date 26 March 2026

Time	B to A							Total	B to C							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	6
07:15	0	0	0	0	0	0	0	0	0	1	1	3	0	0	0	5
07:30	0	0	0	0	0	0	0	0	0	1	3	2	0	0	0	6
07:45	0	0	0	0	0	0	0	0	0	1	2	2	0	0	0	5
08:00	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	7
08:15	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2
08:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	3
09:00	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	3
09:15	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3
09:30	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	5
09:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
P/TOT	0	0	0	0	0	0	0	0	0	6	16	25	0	0	0	47

Peak Hour 07:30 to 08:30

07:30	0	0	0	0	0	0	0	0	0	1	3	2	0	0	0	6
07:45	0	0	0	0	0	0	0	0	0	1	2	2	0	0	0	5
08:00	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	7
08:15	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	0	3	6	11	0	0	0	20

Time	B to A							Total	B to C							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
15:30	0	0	0	0	0	0	0	0	4	1	0	4	0	0	0	2
15:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	1
16:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
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	4	0	2	0	1	0	0
17:00	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1
17:30	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1
17:45	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	14	11	3	12	0	1	0	10

Peak Hour 16:30 to 17:30

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	4	0	2	0	1	0	0
17:00	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	0	5	1	4	0	1	0	1

Site No. 5
Location R810 / Bow Lane West
Date 26 March 2026

Time	C to B							Total	C to A							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	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	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	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
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour 07:30 to 08:30

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	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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Time	C to B							Total	C to A							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour 16:30 to 17:30

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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site No. 5
Location R810 / Bow Lane West
Date 26 March 2026

Time	To Arm A							Total	From Arm A							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	0	0	0	0	0	0	0	0	131	19	5	4	22	1	8	190
07:15	0	0	0	0	0	0	0	0	142	12	2	1	17	0	10	184
07:30	0	0	0	0	0	0	0	0	199	24	8	2	21	1	12	267
07:45	0	0	0	0	0	0	0	0	185	17	6	2	11	2	16	239
08:00	0	0	0	0	0	0	0	0	170	30	3	5	20	4	13	245
08:15	0	0	0	0	0	0	0	0	182	22	4	2	17	3	18	248
08:30	0	0	0	0	0	0	0	0	167	32	5	2	17	2	31	256
08:45	0	0	0	0	0	0	0	0	172	19	10	0	17	3	22	243
09:00	0	0	0	0	0	0	0	0	176	19	5	6	9	4	12	231
09:15	0	0	0	0	0	0	0	0	166	22	3	2	23	2	17	235
09:30	0	0	0	0	0	0	0	0	138	25	4	1	18	2	12	200
09:45	0	0	0	0	0	0	0	0	176	23	4	2	17	1	5	228
P/TOT	0	0	0	0	0	0	0	0	2004	264	59	29	209	25	176	2766

Peak Hour 07:30 to 08:30

07:30	0	0	0	0	0	0	0	0	199	24	8	2	21	1	12	267
07:45	0	0	0	0	0	0	0	0	185	17	6	2	11	2	16	239
08:00	0	0	0	0	0	0	0	0	170	30	3	5	20	4	13	245
08:15	0	0	0	0	0	0	0	0	182	22	4	2	17	3	18	248
H/TOT	0	0	0	0	0	0	0	0	736	93	21	11	69	10	59	999

Time	To Arm A							Total	From Arm A							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
15:30	0	0	0	0	0	0	0	0	240	33	4	2	18	6	25	328
15:45	0	0	0	0	0	0	0	0	228	52	2	0	21	6	25	334
16:00	0	0	0	0	0	0	0	0	237	52	2	0	17	6	49	363
16:15	0	0	0	0	0	0	0	0	234	34	1	2	29	11	51	362
16:30	0	0	0	0	0	0	0	0	278	37	0	0	30	9	54	408
16:45	0	0	0	0	0	0	0	0	218	24	3	2	23	7	62	339
17:00	0	0	0	0	0	0	0	0	235	19	5	5	25	7	68	364
17:15	0	0	0	0	0	0	0	0	234	22	2	3	26	7	85	379
17:30	0	0	0	0	0	0	0	0	238	22	0	2	27	12	53	354
17:45	0	0	0	0	0	0	0	0	249	19	0	0	20	5	66	359
18:00	0	0	0	0	0	0	0	0	235	23	0	3	30	13	61	365
18:15	0	0	0	0	0	0	0	0	222	21	0	1	38	7	0	289
P/TOT	0	0	0	0	0	0	0	0	2848	358	19	20	304	96	599	4244

Peak Hour 16:30 to 17:30

16:30	0	0	0	0	0	0	0	0	278	37	0	0	30	9	54	408
16:45	0	0	0	0	0	0	0	0	218	24	3	2	23	7	62	339
17:00	0	0	0	0	0	0	0	0	235	19	5	5	25	7	68	364
17:15	0	0	0	0	0	0	0	0	234	22	2	3	26	7	85	379
H/TOT	0	0	0	0	0	0	0	0	965	102	10	10	104	30	269	1490

Site No. 5
Location R810 / Bow Lane West
Date 26 March 2026

Time	To Arm B							Total	From Arm B							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	3	2	0	4	0	0	0	9	0	0	3	3	0	0	0	6
07:15	0	3	1	1	0	0	0	5	0	1	1	3	0	0	0	5
07:30	2	3	1	2	0	0	0	8	0	1	3	2	0	0	0	6
07:45	2	0	1	1	0	0	0	4	0	1	2	2	0	0	0	5
08:00	0	1	0	3	0	0	0	4	0	0	1	6	0	0	0	7
08:15	0	1	0	2	0	0	0	3	0	1	0	1	0	0	0	2
08:30	0	1	0	2	0	0	0	3	0	0	0	1	0	0	0	1
08:45	0	0	4	0	0	0	0	4	0	1	1	1	0	0	0	3
09:00	0	1	1	3	0	0	0	5	0	1	0	2	0	0	0	3
09:15	0	1	0	2	0	0	0	3	0	0	2	1	0	0	0	3
09:30	0	0	0	1	0	0	0	1	0	0	3	2	0	0	0	5
09:45	0	1	0	2	0	0	0	3	0	0	0	1	0	0	0	1
P/TOT	7	14	8	23	0	0	0	52	0	6	16	25	0	0	0	47

Peak Hour 07:30 to 08:30

07:30	2	3	1	2	0	0	0	8	0	1	3	2	0	0	0	6
07:45	2	0	1	1	0	0	0	4	0	1	2	2	0	0	0	5
08:00	0	1	0	3	0	0	0	4	0	0	1	6	0	0	0	7
08:15	0	1	0	2	0	0	0	3	0	1	0	1	0	0	0	2
H/TOT	4	5	2	8	0	0	0	19	0	3	6	11	0	0	0	20

Time	To Arm B							Total	From Arm B							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
15:30	1	0	0	1	0	0	0	2	4	1	0	4	0	0	0	9
15:45	0	2	0	0	0	0	0	2	3	0	0	0	0	0	0	3
16:00	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	3
16:15	0	0	1	0	0	0	0	1	1	1	0	0	0	0	0	2
16:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:45	0	0	0	2	0	0	0	2	0	4	0	2	0	1	0	7
17:00	0	0	1	5	0	0	0	6	0	1	1	0	0	0	0	2
17:15	1	0	0	3	0	0	0	4	0	0	0	2	0	0	0	2
17:30	1	0	0	2	0	0	0	3	1	0	0	1	0	0	0	2
17:45	3	0	0	0	0	0	0	3	1	1	0	2	0	0	0	4
18:00	0	0	0	1	0	0	0	1	0	1	2	0	0	0	0	3
18:15	1	1	0	1	0	0	0	3	4	0	0	0	0	0	0	4
P/TOT	7	4	2	15	0	0	0	28	14	11	3	12	0	1	0	41

Peak Hour 16:30 to 17:30

16:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:45	0	0	0	2	0	0	0	2	0	4	0	2	0	1	0	7
17:00	0	0	1	5	0	0	0	6	0	1	1	0	0	0	0	2
17:15	1	0	0	3	0	0	0	4	0	0	0	2	0	0	0	2
H/TOT	1	1	1	10	0	0	0	13	0	5	1	4	0	1	0	11

Site No. 5
Location R810 / Bow Lane West
Date 26 March 2026

Time	To Arm C							Total	From Arm C							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	128	17	8	3	22	1	8	187	0	0	0	0	0	0	0	0
07:15	142	10	2	3	17	0	10	184	0	0	0	0	0	0	0	0
07:30	197	22	10	2	21	1	12	265	0	0	0	0	0	0	0	0
07:45	183	18	7	3	11	2	16	240	0	0	0	0	0	0	0	0
08:00	170	29	4	8	20	4	13	248	0	0	0	0	0	0	0	0
08:15	182	22	4	1	17	3	18	247	0	0	0	0	0	0	0	0
08:30	167	31	5	1	17	2	31	254	0	0	0	0	0	0	0	0
08:45	172	20	7	1	17	3	22	242	0	0	0	0	0	0	0	0
09:00	176	19	4	5	9	4	12	229	0	0	0	0	0	0	0	0
09:15	166	21	5	1	23	2	17	235	0	0	0	0	0	0	0	0
09:30	138	25	7	2	18	2	12	204	0	0	0	0	0	0	0	0
09:45	176	22	4	1	17	1	5	226	0	0	0	0	0	0	0	0
P/TOT	1997	256	67	31	209	25	176	2761	0	0	0	0	0	0	0	0

Peak Hour 07:30 to 08:30

07:30	197	22	10	2	21	1	12	265	0	0	0	0	0	0	0	0
07:45	183	18	7	3	11	2	16	240	0	0	0	0	0	0	0	0
08:00	170	29	4	8	20	4	13	248	0	0	0	0	0	0	0	0
08:15	182	22	4	1	17	3	18	247	0	0	0	0	0	0	0	0
H/TOT	732	91	25	14	69	10	59	1000	0	0	0	0	0	0	0	0

Time	To Arm C							Total	From Arm C							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
15:30	243	34	4	5	18	6	25	335	0	0	0	0	0	0	0	0
15:45	231	50	2	0	21	6	25	335	0	0	0	0	0	0	0	0
16:00	237	54	2	1	17	6	49	366	0	0	0	0	0	0	0	0
16:15	235	35	0	2	29	11	51	363	0	0	0	0	0	0	0	0
16:30	278	36	0	0	30	9	54	407	0	0	0	0	0	0	0	0
16:45	218	28	3	2	23	8	62	344	0	0	0	0	0	0	0	0
17:00	235	20	5	0	25	7	68	360	0	0	0	0	0	0	0	0
17:15	233	22	2	2	26	7	85	377	0	0	0	0	0	0	0	0
17:30	238	22	0	1	27	12	53	353	0	0	0	0	0	0	0	0
17:45	247	20	0	2	20	5	66	360	0	0	0	0	0	0	0	0
18:00	235	24	2	2	30	13	61	367	0	0	0	0	0	0	0	0
18:15	225	20	0	0	38	7	0	290	0	0	0	0	0	0	0	0
P/TOT	2855	365	20	17	304	97	599	4257	0	0	0	0	0	0	0	0

Peak Hour 16:30 to 17:30

16:30	278	36	0	0	30	9	54	407	0	0	0	0	0	0	0	0
16:45	218	28	3	2	23	8	62	344	0	0	0	0	0	0	0	0
17:00	235	20	5	0	25	7	68	360	0	0	0	0	0	0	0	0
17:15	233	22	2	2	26	7	85	377	0	0	0	0	0	0	0	0
H/TOT	964	106	10	4	104	31	269	1488	0	0	0	0	0	0	0	0

Site No. 1
Location Steeven's Lane / Bow Lane West
Date 28 March 2026

Time	A to E							Total	A to D							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
10:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
10:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
10:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
11:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	4
13:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
13:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
14:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
14:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
P/TOT	0	0	0	0	0	0	0	0	29	1	0	0	0	0	5	35
Peak Hour 12:00 to 13:00																
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	4
H/TOT	0	0	0	0	0	0	0	0	4	0	0	0	0	0	2	6

Site No. 1
Location Steeven's Lane / Bow Lane West
Date 28 March 2026

Time	A to C							Total	A to B							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
10:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
10:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
10:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3
11:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
12:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	4
12:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
12:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
12:45	0	0	0	0	0	0	3	3	1	0	0	0	0	1	1	3
13:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
13:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	4
13:30	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1	2
13:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	2	5
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
14:15	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	1	1	2	0	0	0	0	0	2	4
14:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3
15:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
15:15	0	0	0	0	0	0	1	1	3	0	0	0	0	0	1	4
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
P/TOT	0	0	0	0	0	0	8	8	33	2	0	0	0	1	18	54
Peak Hour 12:00 to 13:00																
12:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	4
12:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
12:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
12:45	0	0	0	0	0	0	3	3	1	0	0	0	0	1	1	3
H/TOT	0	0	0	0	0	0	3	3	6	0	0	0	0	1	4	11

Site No. 1
Location Steeven's Lane / Bow Lane West
Date 28 March 2026

Time	A to A							Total	B to A							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
10:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
10:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	2	7
10:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
10:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3
11:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	4
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
11:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	4
12:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	6	7
12:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3
12:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3
12:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	6	7
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
13:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
13:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	2	5
13:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
14:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
14:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
14:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3
14:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	4
15:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
15:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
15:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	5
P/TOT	0	0	0	0	0	0	0	0	48	1	0	0	0	0	33	82
Peak Hour 12:00 to 13:00																
12:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	6	7
12:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3
12:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3
12:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	6	7
H/TOT	0	0	0	0	0	0	0	0	6	0	0	0	0	0	14	20

Site No. 1
Location Steeven's Lane / Bow Lane West
Date 28 March 2026

Time	B to E							Total	B to D							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
10:00	0	0	0	0	0	0	0	0	36	5	1	0	2	0	1	45
10:15	0	0	0	0	0	0	0	0	45	5	0	0	2	0	3	55
10:30	0	0	0	0	0	0	0	0	39	6	0	0	2	0	0	47
10:45	0	0	0	0	0	0	0	0	63	12	2	0	1	0	4	82
11:00	0	0	0	0	0	0	0	0	44	8	0	0	0	0	10	62
11:15	0	0	0	0	0	0	0	0	40	5	0	0	5	0	2	52
11:30	0	0	0	0	0	0	0	0	46	10	0	0	3	3	0	62
11:45	0	0	0	0	0	0	0	0	52	5	0	0	2	1	4	64
12:00	0	0	0	0	0	0	0	0	59	2	0	0	3	0	2	66
12:15	0	0	0	0	0	0	0	0	64	4	1	0	5	0	4	78
12:30	0	0	0	0	0	0	0	0	58	6	0	0	1	0	1	66
12:45	0	0	0	0	0	0	0	0	75	4	0	0	3	2	7	91
13:00	0	0	0	0	0	0	0	0	61	7	1	0	2	0	4	75
13:15	0	0	0	0	0	0	0	0	75	6	0	0	3	0	4	88
13:30	0	0	0	0	0	0	0	0	74	11	0	0	4	1	2	92
13:45	0	0	0	0	0	0	0	0	66	4	0	0	2	1	0	73
14:00	0	0	0	0	0	0	0	0	68	4	0	0	3	0	6	81
14:15	0	0	0	0	0	0	0	0	80	10	0	0	2	0	4	96
14:30	0	0	0	0	0	0	1	1	78	3	0	0	3	1	3	88
14:45	0	0	0	0	0	0	0	0	63	3	0	0	3	1	1	71
15:00	0	0	0	0	0	0	0	0	47	3	0	0	2	0	4	56
15:15	0	0	0	0	0	0	0	0	54	8	1	0	2	0	2	67
15:30	0	0	0	0	0	0	0	0	47	5	0	0	4	2	2	60
15:45	0	0	0	0	0	0	0	0	39	4	1	0	3	1	1	49
P/TOT	0	0	0	0	0	0	1	1	1373	140	7	0	62	13	71	1666
Peak Hour 12:00 to 13:00																
12:00	0	0	0	0	0	0	0	0	59	2	0	0	3	0	2	66
12:15	0	0	0	0	0	0	0	0	64	4	1	0	5	0	4	78
12:30	0	0	0	0	0	0	0	0	58	6	0	0	1	0	1	66
12:45	0	0	0	0	0	0	0	0	75	4	0	0	3	2	7	91
H/TOT	0	0	0	0	0	0	0	0	256	16	1	0	12	2	14	301

Site No. 1
Location Steeven's Lane / Bow Lane West
Date 28 March 2026

Time	B to C							Total	B to B							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	2
Peak Hour 12:00 to 13:00																
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0

Site No. 1
Location Steeven's Lane / Bow Lane West
Date 28 March 2026

Time	C to B							Total	C to A							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	13
Peak Hour 12:00 to 13:00																
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site No. 1
Location Steeven's Lane / Bow Lane West
Date 28 March 2026

Time	C to E							Total	C to D							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	1	6	8

Peak Hour 12:00 to 13:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Total
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1

Site No. 1
Location Steeven's Lane / Bow Lane West
Date 28 March 2026

Time	C to C							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0
Peak Hour 12:00 to 13:00								
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0

Site No. 1
Location Steeven's Lane / Bow Lane West
Date 28 March 2026

Time	D to C							Total	D to B							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
10:00	0	0	0	0	0	0	0	0	9	1	0	0	0	0	3	13
10:15	0	0	0	0	0	0	0	0	12	1	0	0	0	0	1	14
10:30	0	0	0	0	0	0	0	0	14	1	0	0	0	0	3	18
10:45	0	0	0	0	0	0	0	0	12	3	0	0	0	0	3	18
11:00	0	0	0	0	0	0	0	0	11	2	0	0	0	0	3	16
11:15	0	0	0	0	0	0	0	0	12	1	0	0	0	0	4	17
11:30	0	0	0	0	0	0	0	0	20	0	0	0	0	1	7	28
11:45	0	0	0	0	0	0	0	0	16	2	0	0	0	1	3	22
12:00	0	0	0	0	0	0	0	0	15	2	0	0	0	0	0	17
12:15	0	0	0	0	0	0	0	0	20	3	0	0	0	0	2	25
12:30	0	0	0	0	0	0	0	0	17	1	0	0	0	0	1	19
12:45	0	0	0	0	0	0	0	0	13	0	0	0	0	0	6	19
13:00	0	0	0	0	0	0	0	0	17	0	0	0	0	0	4	21
13:15	0	0	0	0	0	0	0	0	19	2	0	0	0	0	2	23
13:30	0	0	0	0	0	0	0	0	14	3	0	0	0	0	7	24
13:45	0	0	0	0	0	0	0	0	10	1	0	0	0	0	3	14
14:00	0	0	0	0	0	0	0	0	13	1	0	0	0	0	2	16
14:15	0	0	0	0	0	0	1	1	11	1	0	0	0	1	3	16
14:30	0	0	0	0	0	0	0	0	15	1	0	0	0	0	6	22
14:45	0	0	0	0	0	0	0	0	17	1	0	0	0	0	3	21
15:00	0	0	0	0	0	0	0	0	14	1	0	0	0	0	5	20
15:15	0	0	0	0	0	0	0	0	12	1	0	0	0	0	3	16
15:30	0	0	0	0	0	0	0	0	14	0	0	0	0	0	6	20
15:45	0	0	0	0	0	0	0	0	11	2	0	0	0	0	12	25
P/TOT	0	0	0	0	0	0	1	1	338	31	0	0	0	3	92	464
Peak Hour 12:00 to 13:00																
12:00	0	0	0	0	0	0	0	0	15	2	0	0	0	0	0	17
12:15	0	0	0	0	0	0	0	0	20	3	0	0	0	0	2	25
12:30	0	0	0	0	0	0	0	0	17	1	0	0	0	0	1	19
12:45	0	0	0	0	0	0	0	0	13	0	0	0	0	0	6	19
H/TOT	0	0	0	0	0	0	0	0	65	6	0	0	0	0	9	80

Site No. 1
Location Steeven's Lane / Bow Lane West
Date 28 March 2026

Time	D to A							Total	D to E							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
10:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
12:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
12:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
13:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
13:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
14:00	2	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0
14:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
14:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
14:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
P/TOT	18	1	0	0	0	0	6	25	0	0	0	0	0	0	0	0
Peak Hour 12:00 to 13:00																
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
12:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
12:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0

Site No. 1
Location Steeven's Lane / Bow Lane West
Date 28 March 2026

Time	D to D							Total	E to D							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour 12:00 to 13:00																
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site No. 1
Location Steeven's Lane / Bow Lane West
Date 28 March 2026

Time	E to C							Total	E to B							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour 12:00 to 13:00																
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site No. 1
Location Steeven's Lane / Bow Lane West
Date 28 March 2026

Time	E to A							Total	E to E							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour 12:00 to 13:00																
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site No. 1
Location Steeven's Lane / Bow Lane West
Date 28 March 2026

Time	To Arm A							Total	From Arm A							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
10:00	3	0	0	0	0	0	0	3	1	1	0	0	0	0	0	2
10:15	5	0	0	0	0	0	3	8	6	0	0	0	0	0	0	6
10:30	4	1	0	0	0	0	1	6	2	0	0	0	0	0	0	2
10:45	2	0	0	0	0	0	2	4	2	1	0	0	0	0	0	3
11:00	1	0	0	0	0	0	4	5	1	0	0	0	0	0	0	1
11:15	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	1
11:30	0	0	0	0	0	0	2	2	2	0	0	0	0	0	1	3
11:45	3	0	0	0	0	0	6	9	2	0	0	0	0	0	0	2
12:00	1	0	0	0	0	0	6	7	1	0	0	0	0	0	3	4
12:15	2	0	0	0	0	0	2	4	4	0	0	0	0	0	1	5
12:30	4	0	0	0	0	0	1	5	1	0	0	0	0	0	0	1
12:45	2	0	0	0	0	0	6	8	4	0	0	0	0	1	5	10
13:00	1	1	0	0	0	0	1	3	6	1	0	0	0	0	0	7
13:15	1	0	0	0	0	0	1	2	3	0	0	0	0	0	3	6
13:30	3	0	0	0	0	0	3	6	1	0	0	0	0	0	3	4
13:45	6	0	0	0	0	0	1	7	3	0	0	0	0	0	3	6
14:00	6	0	0	0	0	0	4	10	2	0	0	0	0	0	1	3
14:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	3	4
14:30	3	0	0	0	0	0	1	4	2	0	0	0	0	0	3	5
14:45	5	0	0	0	0	0	1	6	2	0	0	0	0	0	1	3
15:00	3	0	0	0	0	0	1	4	5	0	0	0	0	0	0	5
15:15	0	0	0	0	0	0	2	2	3	0	0	0	0	0	2	5
15:30	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
15:45	5	0	0	0	0	0	1	6	6	0	0	0	0	0	2	8
P/TOT	66	2	0	0	0	0	52	120	62	3	0	0	0	1	31	97
Peak Hour 12:00 to 13:00																
12:00	1	0	0	0	0	0	6	7	1	0	0	0	0	0	3	4
12:15	2	0	0	0	0	0	2	4	4	0	0	0	0	0	1	5
12:30	4	0	0	0	0	0	1	5	1	0	0	0	0	0	0	1
12:45	2	0	0	0	0	0	6	8	4	0	0	0	0	1	5	10
H/TOT	9	0	0	0	0	0	15	24	10	0	0	0	0	1	9	20

Site No. 1
Location Steeven's Lane / Bow Lane West
Date 28 March 2026

Time	To Arm B							Total	From Arm B							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
10:00	10	1	0	0	0	0	3	14	38	5	1	0	2	0	1	47
10:15	16	2	0	0	0	0	1	19	50	6	0	0	2	0	5	63
10:30	15	1	0	0	0	0	3	19	41	7	0	0	2	0	0	50
10:45	12	4	0	0	0	0	3	19	65	12	2	0	1	0	5	85
11:00	11	2	0	0	0	0	3	16	45	8	0	0	0	0	13	66
11:15	13	1	0	0	0	0	4	18	40	5	0	0	5	0	3	53
11:30	22	0	0	0	0	1	8	31	46	10	0	0	3	3	2	64
11:45	17	2	0	0	0	1	3	23	55	5	0	0	2	1	5	68
12:00	16	2	0	0	0	0	3	21	60	2	0	0	3	0	8	73
12:15	23	3	0	0	0	0	2	28	66	4	1	0	5	0	5	81
12:30	18	1	0	0	0	0	1	20	60	6	0	0	1	0	3	70
12:45	14	0	0	0	0	1	7	22	76	4	0	0	3	2	13	98
13:00	20	1	0	0	0	0	4	25	61	7	1	0	2	0	5	76
13:15	20	2	0	0	0	0	5	27	76	6	0	0	3	0	4	89
13:30	15	3	0	0	0	0	8	26	77	11	0	0	4	1	4	97
13:45	13	1	0	0	0	0	5	19	70	4	0	0	2	1	0	77
14:00	14	1	0	0	0	0	3	18	73	4	0	0	3	0	6	86
14:15	11	1	0	0	0	1	3	16	81	10	0	0	2	0	4	97
14:30	17	1	0	0	0	0	8	26	80	3	0	0	3	1	5	92
14:45	19	1	0	0	0	0	4	24	66	3	0	0	3	1	2	75
15:00	16	1	0	0	0	0	5	22	49	3	0	0	2	0	5	59
15:15	15	1	0	0	0	0	4	20	54	8	1	0	2	0	4	69
15:30	14	0	0	0	0	0	6	20	50	5	0	0	4	2	2	63
15:45	11	2	0	0	0	0	14	27	43	4	1	0	3	1	2	54
P/TOT	372	34	0	0	0	4	110	520	1422	142	7	0	62	13	106	1752
Peak Hour 12:00 to 13:00																
12:00	16	2	0	0	0	0	3	21	60	2	0	0	3	0	8	73
12:15	23	3	0	0	0	0	2	28	66	4	1	0	5	0	5	81
12:30	18	1	0	0	0	0	1	20	60	6	0	0	1	0	3	70
12:45	14	0	0	0	0	1	7	22	76	4	0	0	3	2	13	98
H/TOT	71	6	0	0	0	1	13	91	262	16	1	0	12	2	29	322

Site No. 1
Location Steeven's Lane / Bow Lane West
Date 28 March 2026

Time	To Arm C							Total	From Arm C							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
12:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
13:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
14:15	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	10	10	1	0	0	0	0	1	19	21

Peak Hour 12:00 to 13:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Total
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
12:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	4	4	0	0	0	0	0	0	1	1

Site No. 1
Location Steeven's Lane / Bow Lane West
Date 28 March 2026

Time	To Arm D							Total	From Arm D							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
10:00	36	6	1	0	2	0	1	46	10	1	0	0	0	0	3	14
10:15	47	5	0	0	2	0	3	57	12	1	0	0	0	0	1	14
10:30	40	6	0	0	2	0	0	48	16	1	0	0	0	0	3	20
10:45	65	12	2	0	1	0	4	84	12	3	0	0	0	0	3	18
11:00	45	8	0	0	0	0	11	64	11	2	0	0	0	0	3	16
11:15	40	5	0	0	5	0	2	52	12	1	0	0	0	0	5	18
11:30	46	10	0	0	3	4	0	63	20	0	0	0	0	1	7	28
11:45	53	5	0	0	2	1	4	65	16	2	0	0	0	1	5	24
12:00	59	2	0	0	3	0	2	66	15	2	0	0	0	0	0	17
12:15	65	4	1	0	5	0	6	81	20	3	0	0	0	0	3	26
12:30	58	6	0	0	1	0	1	66	19	1	0	0	0	0	1	21
12:45	78	4	0	0	3	2	8	95	14	0	0	0	0	0	6	20
13:00	64	7	1	0	2	0	6	80	18	1	0	0	0	0	4	23
13:15	77	6	0	0	3	0	4	90	19	2	0	0	0	0	2	23
13:30	74	11	0	0	4	1	4	94	14	3	0	0	0	0	8	25
13:45	66	4	0	0	2	1	1	74	12	1	0	0	0	0	3	16
14:00	70	4	0	0	3	0	6	83	15	1	0	0	0	0	3	19
14:15	81	10	0	0	2	0	5	98	12	1	0	0	0	1	4	18
14:30	78	3	0	0	3	1	3	88	16	1	0	0	0	0	6	23
14:45	64	3	0	0	3	1	2	73	19	1	0	0	0	0	3	23
15:00	50	3	0	0	2	0	4	59	15	1	0	0	0	0	5	21
15:15	54	8	1	0	2	0	2	67	12	1	0	0	0	0	3	16
15:30	48	5	0	0	4	2	2	61	15	0	0	0	0	0	6	21
15:45	45	4	1	0	3	1	1	55	12	2	0	0	0	0	12	26
P/TOT	1403	141	7	0	62	14	82	1709	356	32	0	0	0	3	99	490
Peak Hour 12:00 to 13:00																
12:00	59	2	0	0	3	0	2	66	15	2	0	0	0	0	0	17
12:15	65	4	1	0	5	0	6	81	20	3	0	0	0	0	3	26
12:30	58	6	0	0	1	0	1	66	19	1	0	0	0	0	1	21
12:45	78	4	0	0	3	2	8	95	14	0	0	0	0	0	6	20
H/TOT	260	16	1	0	12	2	17	308	68	6	0	0	0	0	10	84



Site No. 1
Location Steeven's Lane / Bow Lane West
Date 28 March 2026

Time	To Arm E							Total	From Arm E							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
Peak Hour 12:00 to 13:00																
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site No. 2
Location Bow Lane West / Bow Bridge
Date 28 March 2026

Time	A to C							Total	A to B							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
10:00	29	2	1	0	2	0	1	35	0	0	0	0	0	0	0	0
10:15	38	6	0	0	2	0	5	51	0	0	0	0	0	0	0	0
10:30	30	6	0	0	2	0	0	38	0	0	0	0	0	0	0	0
10:45	46	8	2	0	1	0	5	62	0	0	0	0	0	0	0	0
11:00	27	7	0	0	0	0	12	46	0	0	0	0	0	0	0	0
11:15	29	4	0	0	5	0	3	41	0	0	0	0	0	0	0	0
11:30	31	9	0	0	3	3	2	48	0	0	0	0	0	0	0	0
11:45	46	5	0	0	2	1	5	59	0	0	0	0	0	0	0	0
12:00	51	2	0	0	3	0	8	64	0	0	0	0	0	0	0	0
12:15	54	4	1	0	5	0	5	69	0	0	0	0	0	0	0	0
12:30	50	6	0	0	1	0	3	60	0	0	0	0	0	0	0	0
12:45	61	4	0	0	3	2	12	82	0	0	0	0	0	0	0	0
13:00	51	6	1	0	1	0	5	64	0	0	0	0	0	0	0	0
13:15	65	5	0	0	3	0	4	77	0	0	0	0	0	0	0	0
13:30	60	11	0	0	4	1	4	80	0	0	0	0	0	0	0	0
13:45	51	4	0	0	2	1	0	58	0	0	0	0	0	0	0	0
14:00	59	3	0	0	3	0	5	70	0	0	0	0	0	0	0	0
14:15	56	7	0	0	2	0	3	68	0	0	0	0	0	0	0	0
14:30	69	3	0	0	3	1	5	81	0	0	0	0	0	0	0	0
14:45	48	3	0	0	3	1	2	57	0	0	0	0	0	0	0	0
15:00	39	2	0	0	2	0	5	48	0	0	0	0	0	0	0	0
15:15	41	7	1	0	2	0	4	55	1	0	0	0	0	0	0	1
15:30	40	3	0	0	4	2	2	51	0	0	0	0	0	0	0	0
15:45	33	2	1	0	3	1	2	42	0	0	0	0	0	0	0	0
P/TOT	1104	119	7	0	61	13	102	1406	1	0	0	0	0	0	0	1
Peak Hour 12:00 to 13:00																
12:00	51	2	0	0	3	0	8	64	0	0	0	0	0	0	0	0
12:15	54	4	1	0	5	0	5	69	0	0	0	0	0	0	0	0
12:30	50	6	0	0	1	0	3	60	0	0	0	0	0	0	0	0
12:45	61	4	0	0	3	2	12	82	0	0	0	0	0	0	0	0
H/TOT	216	16	1	0	12	2	28	275	0	0	0	0	0	0	0	0

Site No. 2
Location Bow Lane West / Bow Bridge
Date 28 March 2026

Time	B to A							Total	B to C							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
10:00	0	0	0	0	0	0	0	0	9	3	0	0	0	0	0	12
10:15	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13
10:30	1	0	0	0	0	0	0	1	13	1	0	0	0	0	0	14
10:45	0	0	0	0	0	0	0	0	17	3	0	0	0	0	0	20
11:00	0	0	0	0	0	0	0	0	18	1	0	0	0	0	1	20
11:15	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12
11:30	1	0	0	0	0	0	0	1	15	1	0	0	0	0	0	16
11:45	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
12:00	1	1	0	0	0	0	0	2	8	0	0	0	0	0	0	8
12:15	1	0	0	0	0	0	0	1	12	0	0	0	0	0	0	12
12:30	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
12:45	0	0	0	0	0	0	0	0	15	0	0	0	1	0	1	17
13:00	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10
13:15	1	0	0	0	0	0	0	1	11	1	0	0	0	0	0	12
13:30	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	17
13:45	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	19
14:00	0	0	0	0	0	0	0	0	14	1	0	0	0	0	2	17
14:15	0	0	0	0	0	0	0	0	27	3	0	0	0	0	0	30
14:30	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
14:45	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	17
15:00	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11
15:15	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14
15:30	0	0	0	0	0	0	0	0	10	2	0	0	0	0	0	12
15:45	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	13
P/TOT	5	1	0	0	0	0	0	6	318	23	0	0	1	0	4	346
Peak Hour 12:00 to 13:00																
12:00	1	1	0	0	0	0	0	2	8	0	0	0	0	0	0	8
12:15	1	0	0	0	0	0	0	1	12	0	0	0	0	0	0	12
12:30	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
12:45	0	0	0	0	0	0	0	0	15	0	0	0	1	0	1	17
H/TOT	2	1	0	0	0	0	0	3	45	0	0	0	1	0	1	47

Site No. 2
Location Bow Lane West / Bow Bridge
Date 28 March 2026

Time	C to B							Total	C to A							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
10:00	1	0	0	0	0	0	0	1	9	1	0	0	0	0	3	13
10:15	3	0	0	0	0	0	0	3	13	2	0	0	0	0	1	16
10:30	3	0	0	0	0	0	0	3	12	1	0	0	0	0	3	16
10:45	2	3	0	0	0	0	0	5	10	1	0	0	0	0	3	14
11:00	2	0	0	0	0	0	0	2	8	2	0	0	0	0	3	13
11:15	2	0	0	0	0	0	0	2	12	1	0	0	0	0	2	15
11:30	0	0	0	0	0	0	0	0	22	0	0	0	0	1	10	33
11:45	2	0	0	0	0	0	0	2	15	2	0	0	0	1	3	21
12:00	0	0	0	0	0	0	1	1	16	2	0	0	0	0	2	20
12:15	0	0	0	0	0	0	0	0	21	3	0	0	0	0	2	26
12:30	1	0	0	0	0	0	0	1	19	0	0	0	0	0	1	20
12:45	0	0	0	0	0	0	1	1	14	1	0	0	0	1	6	22
13:00	1	0	0	0	0	0	0	1	19	1	0	0	0	0	4	24
13:15	3	0	0	0	0	0	1	4	17	2	0	0	0	0	4	23
13:30	5	0	0	0	0	0	1	6	10	3	0	0	0	0	7	20
13:45	2	0	0	0	0	0	0	2	11	1	0	0	0	0	5	17
14:00	0	0	0	0	0	0	1	1	14	1	0	0	0	0	2	17
14:15	0	0	0	0	0	0	1	1	11	1	0	0	0	1	2	15
14:30	0	0	0	0	0	0	0	0	16	1	0	0	0	0	8	25
14:45	0	0	0	0	0	0	0	0	20	1	0	0	0	0	4	25
15:00	0	0	0	0	0	0	0	0	16	1	0	0	0	0	5	22
15:15	1	0	0	0	0	0	0	1	14	1	0	0	0	0	4	19
15:30	0	0	0	0	0	0	0	0	14	0	0	0	0	0	6	20
15:45	2	0	0	0	0	0	0	2	9	2	0	0	0	0	13	24
P/TOT	30	3	0	0	0	0	6	39	342	31	0	0	0	4	103	480
Peak Hour 12:00 to 13:00																
12:00	0	0	0	0	0	0	1	1	16	2	0	0	0	0	2	20
12:15	0	0	0	0	0	0	0	0	21	3	0	0	0	0	2	26
12:30	1	0	0	0	0	0	0	1	19	0	0	0	0	0	1	20
12:45	0	0	0	0	0	0	1	1	14	1	0	0	0	1	6	22
H/TOT	1	0	0	0	0	0	2	3	70	6	0	0	0	1	11	88

Site No. 2
Location Bow Lane West / Bow Bridge
Date 28 March 2026

Time	To Arm A							Total	From Arm A							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
10:00	9	1	0	0	0	0	3	13	29	2	1	0	2	0	1	35
10:15	13	2	0	0	0	0	1	16	38	6	0	0	2	0	5	51
10:30	13	1	0	0	0	0	3	17	30	6	0	0	2	0	0	38
10:45	10	1	0	0	0	0	3	14	46	8	2	0	1	0	5	62
11:00	8	2	0	0	0	0	3	13	27	7	0	0	0	0	12	46
11:15	12	1	0	0	0	0	2	15	29	4	0	0	5	0	3	41
11:30	23	0	0	0	0	1	10	34	31	9	0	0	3	3	2	48
11:45	15	2	0	0	0	1	3	21	46	5	0	0	2	1	5	59
12:00	17	3	0	0	0	0	2	22	51	2	0	0	3	0	8	64
12:15	22	3	0	0	0	0	2	27	54	4	1	0	5	0	5	69
12:30	19	0	0	0	0	0	1	20	50	6	0	0	1	0	3	60
12:45	14	1	0	0	0	1	6	22	61	4	0	0	3	2	12	82
13:00	19	1	0	0	0	0	4	24	51	6	1	0	1	0	5	64
13:15	18	2	0	0	0	0	4	24	65	5	0	0	3	0	4	77
13:30	10	3	0	0	0	0	7	20	60	11	0	0	4	1	4	80
13:45	11	1	0	0	0	0	5	17	51	4	0	0	2	1	0	58
14:00	14	1	0	0	0	0	2	17	59	3	0	0	3	0	5	70
14:15	11	1	0	0	0	1	2	15	56	7	0	0	2	0	3	68
14:30	16	1	0	0	0	0	8	25	69	3	0	0	3	1	5	81
14:45	20	1	0	0	0	0	4	25	48	3	0	0	3	1	2	57
15:00	16	1	0	0	0	0	5	22	39	2	0	0	2	0	5	48
15:15	14	1	0	0	0	0	4	19	42	7	1	0	2	0	4	56
15:30	14	0	0	0	0	0	6	20	40	3	0	0	4	2	2	51
15:45	9	2	0	0	0	0	13	24	33	2	1	0	3	1	2	42
P/TOT	347	32	0	0	0	4	103	486	1105	119	7	0	61	13	102	1407
Peak Hour 12:00 to 13:00																
12:00	17	3	0	0	0	0	2	22	51	2	0	0	3	0	8	64
12:15	22	3	0	0	0	0	2	27	54	4	1	0	5	0	5	69
12:30	19	0	0	0	0	0	1	20	50	6	0	0	1	0	3	60
12:45	14	1	0	0	0	1	6	22	61	4	0	0	3	2	12	82
H/TOT	72	7	0	0	0	1	11	91	216	16	1	0	12	2	28	275

Site No. 2
Location Bow Lane West / Bow Bridge
Date 28 March 2026

Time	To Arm B							Total	From Arm B							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
10:00	1	0	0	0	0	0	0	1	9	3	0	0	0	0	0	12
10:15	3	0	0	0	0	0	0	3	12	1	0	0	0	0	0	13
10:30	3	0	0	0	0	0	0	3	14	1	0	0	0	0	0	15
10:45	2	3	0	0	0	0	0	5	17	3	0	0	0	0	0	20
11:00	2	0	0	0	0	0	0	2	18	1	0	0	0	0	1	20
11:15	2	0	0	0	0	0	0	2	11	1	0	0	0	0	0	12
11:30	0	0	0	0	0	0	0	0	16	1	0	0	0	0	0	17
11:45	2	0	0	0	0	0	0	2	10	0	0	0	0	0	0	10
12:00	0	0	0	0	0	0	1	1	9	1	0	0	0	0	0	10
12:15	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13
12:30	1	0	0	0	0	0	0	1	10	0	0	0	0	0	0	10
12:45	0	0	0	0	0	0	1	1	15	0	0	0	1	0	1	17
13:00	1	0	0	0	0	0	0	1	9	1	0	0	0	0	0	10
13:15	3	0	0	0	0	0	1	4	12	1	0	0	0	0	0	13
13:30	5	0	0	0	0	0	1	6	17	0	0	0	0	0	0	17
13:45	2	0	0	0	0	0	0	2	19	0	0	0	0	0	0	19
14:00	0	0	0	0	0	0	1	1	14	1	0	0	0	0	2	17
14:15	0	0	0	0	0	0	1	1	27	3	0	0	0	0	0	30
14:30	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
14:45	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	17
15:00	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11
15:15	2	0	0	0	0	0	0	2	13	1	0	0	0	0	0	14
15:30	0	0	0	0	0	0	0	0	10	2	0	0	0	0	0	12
15:45	2	0	0	0	0	0	0	2	11	2	0	0	0	0	0	13
P/TOT	31	3	0	0	0	0	6	40	323	24	0	0	1	0	4	352

Peak Hour 12:00 to 13:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Total
12:00	0	0	0	0	0	0	1	1	9	1	0	0	0	0	0	10
12:15	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13
12:30	1	0	0	0	0	0	0	1	10	0	0	0	0	0	0	10
12:45	0	0	0	0	0	0	1	1	15	0	0	0	1	0	1	17
H/TOT	1	0	0	0	0	0	2	3	47	1	0	0	1	0	1	50

Site No. 2
Location Bow Lane West / Bow Bridge
Date 28 March 2026

Time	To Arm C							Total	From Arm C							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
10:00	38	5	1	0	2	0	1	47	10	1	0	0	0	0	3	14
10:15	50	7	0	0	2	0	5	64	16	2	0	0	0	0	1	19
10:30	43	7	0	0	2	0	0	52	15	1	0	0	0	0	3	19
10:45	63	11	2	0	1	0	5	82	12	4	0	0	0	0	3	19
11:00	45	8	0	0	0	0	13	66	10	2	0	0	0	0	3	15
11:15	40	5	0	0	5	0	3	53	14	1	0	0	0	0	2	17
11:30	46	10	0	0	3	3	2	64	22	0	0	0	0	1	10	33
11:45	56	5	0	0	2	1	5	69	17	2	0	0	0	1	3	23
12:00	59	2	0	0	3	0	8	72	16	2	0	0	0	0	3	21
12:15	66	4	1	0	5	0	5	81	21	3	0	0	0	0	2	26
12:30	60	6	0	0	1	0	3	70	20	0	0	0	0	0	1	21
12:45	76	4	0	0	4	2	13	99	14	1	0	0	0	1	7	23
13:00	60	7	1	0	1	0	5	74	20	1	0	0	0	0	4	25
13:15	76	6	0	0	3	0	4	89	20	2	0	0	0	0	5	27
13:30	77	11	0	0	4	1	4	97	15	3	0	0	0	0	8	26
13:45	70	4	0	0	2	1	0	77	13	1	0	0	0	0	5	19
14:00	73	4	0	0	3	0	7	87	14	1	0	0	0	0	3	18
14:15	83	10	0	0	2	0	3	98	11	1	0	0	0	1	3	16
14:30	79	3	0	0	3	1	5	91	16	1	0	0	0	0	8	25
14:45	65	3	0	0	3	1	2	74	20	1	0	0	0	0	4	25
15:00	49	3	0	0	2	0	5	59	16	1	0	0	0	0	5	22
15:15	54	8	1	0	2	0	4	69	15	1	0	0	0	0	4	20
15:30	50	5	0	0	4	2	2	63	14	0	0	0	0	0	6	20
15:45	44	4	1	0	3	1	2	55	11	2	0	0	0	0	13	26
P/TOT	1422	142	7	0	62	13	106	1752	372	34	0	0	0	4	109	519
Peak Hour 12:00 to 13:00																
12:00	59	2	0	0	3	0	8	72	16	2	0	0	0	0	3	21
12:15	66	4	1	0	5	0	5	81	21	3	0	0	0	0	2	26
12:30	60	6	0	0	1	0	3	70	20	0	0	0	0	0	1	21
12:45	76	4	0	0	4	2	13	99	14	1	0	0	0	1	7	23
H/TOT	261	16	1	0	13	2	29	322	71	6	0	0	0	1	13	91

Site No. 3
Location R810 / Bow Bridge
Date 28 March 2026

Time	A to C							Total	A to B							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
10:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
10:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
10:45	2	3	0	0	0	0	0	5	0	0	0	0	0	0	0	0
11:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
11:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
13:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
13:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	1	1
13:30	4	0	0	0	0	0	1	5	1	0	0	0	0	0	0	1
13:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
P/TOT	28	3	0	0	0	0	5	36	3	0	0	0	0	0	1	4
Peak Hour 11:45 to 12:45																
11:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0

Site No. 3
Location R810 / Bow Bridge
Date 28 March 2026

Time	B to A							Total	B to C							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
10:00	0	0	0	0	0	0	0	0	41	10	0	0	3	1	1	56
10:15	0	0	0	0	0	0	0	0	42	3	0	0	7	1	3	56
10:30	0	0	0	0	0	0	0	0	50	3	0	0	2	1	3	59
10:45	0	0	0	0	0	0	0	0	52	8	1	0	8	1	2	72
11:00	0	0	0	0	0	0	1	1	35	6	1	0	6	2	5	55
11:15	1	0	0	0	0	0	0	1	49	4	1	0	2	0	8	64
11:30	0	0	0	0	0	0	0	0	35	4	2	0	7	1	1	50
11:45	0	0	0	0	0	0	0	0	66	1	1	0	5	0	7	80
12:00	0	0	0	0	0	0	0	0	76	7	1	0	6	0	4	94
12:15	0	0	0	0	0	0	0	0	74	4	0	0	2	0	2	82
12:30	0	0	0	0	0	0	0	0	50	14	0	0	7	2	6	79
12:45	0	0	0	0	0	0	0	0	65	9	2	0	3	0	5	84
13:00	0	0	0	0	0	0	0	0	69	4	0	0	5	1	5	84
13:15	0	0	0	0	0	0	0	0	61	6	0	0	6	1	6	80
13:30	0	0	0	0	0	0	0	0	54	7	0	0	5	1	2	69
13:45	0	0	0	0	0	0	0	0	58	4	0	0	7	1	5	75
14:00	1	0	0	0	0	0	0	1	56	3	0	0	7	1	2	69
14:15	0	0	0	0	0	0	0	0	59	2	0	0	4	2	3	70
14:30	0	0	0	0	0	0	0	0	67	5	0	0	2	0	1	75
14:45	0	0	0	0	0	0	0	0	52	4	1	0	4	1	3	65
15:00	0	0	0	0	0	0	0	0	61	5	0	0	7	1	4	78
15:15	0	0	0	0	0	0	0	0	56	4	0	0	5	2	3	70
15:30	1	0	0	0	0	0	0	1	64	4	0	1	2	0	4	75
15:45	0	0	0	0	0	0	0	0	66	3	0	0	6	1	5	81
P/TOT	3	0	0	0	0	0	1	4	1358	124	10	1	118	21	90	1722
Peak Hour 11:45 to 12:45																
11:45	0	0	0	0	0	0	0	0	66	1	1	0	5	0	7	80
12:00	0	0	0	0	0	0	0	0	76	7	1	0	6	0	4	94
12:15	0	0	0	0	0	0	0	0	74	4	0	0	2	0	2	82
12:30	0	0	0	0	0	0	0	0	50	14	0	0	7	2	6	79
H/TOT	0	0	0	0	0	0	0	0	266	26	2	0	20	2	19	335

Site No. 3
Location R810 / Bow Bridge
Date 28 March 2026

Time	C to B							Total	C to A							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
10:00	86	16	1	0	7	1	4	115	9	3	0	0	0	0	0	12
10:15	61	5	1	0	1	0	2	70	12	1	0	0	0	0	0	13
10:30	77	9	0	0	9	0	3	98	14	1	0	0	0	0	0	15
10:45	89	6	0	0	4	0	4	103	17	3	0	0	0	0	0	20
11:00	71	4	0	0	3	4	6	88	18	1	0	0	0	0	0	19
11:15	56	2	1	0	6	1	4	70	10	1	0	0	0	0	0	11
11:30	87	6	2	0	6	2	8	111	16	1	0	0	0	0	0	17
11:45	78	6	1	0	5	2	11	103	10	0	0	0	0	0	0	10
12:00	80	8	0	0	5	2	1	96	9	1	0	0	0	0	0	10
12:15	86	6	0	0	6	1	6	105	13	0	0	0	0	0	0	13
12:30	92	5	1	0	5	2	2	107	10	0	0	0	0	0	0	10
12:45	72	7	1	0	4	4	5	93	15	0	0	0	1	0	1	17
13:00	80	4	1	0	6	2	6	99	9	1	0	0	0	0	0	10
13:15	84	6	0	0	4	2	5	101	12	1	0	0	0	0	0	13
13:30	89	7	0	0	6	1	4	107	17	0	0	0	0	0	0	17
13:45	85	6	0	0	5	4	4	104	19	0	0	0	0	0	0	19
14:00	87	2	0	1	4	1	3	98	13	1	0	0	0	0	2	16
14:15	88	5	0	0	6	2	1	102	27	3	0	0	0	0	0	30
14:30	69	5	1	0	7	3	5	90	10	0	0	0	0	0	0	10
14:45	81	6	0	0	5	2	0	94	17	0	0	0	0	0	0	17
15:00	86	5	0	0	2	1	3	97	10	1	0	0	0	0	0	11
15:15	85	1	0	0	9	1	9	105	13	1	0	0	0	0	0	14
15:30	89	4	0	0	4	1	6	104	9	2	0	0	0	0	0	11
15:45	78	4	2	0	5	0	6	95	11	2	0	0	0	0	0	13
P/TOT	1936	135	12	1	124	39	108	2355	320	24	0	0	1	0	3	348
Peak Hour 11:45 to 12:45																
11:45	78	6	1	0	5	2	11	103	10	0	0	0	0	0	0	10
12:00	80	8	0	0	5	2	1	96	9	1	0	0	0	0	0	10
12:15	86	6	0	0	6	1	6	105	13	0	0	0	0	0	0	13
12:30	92	5	1	0	5	2	2	107	10	0	0	0	0	0	0	10
H/TOT	336	25	2	0	21	7	20	411	42	1	0	0	0	0	0	43



Site No. 3
Location R810 / Bow Bridge
Date 28 March 2026

Time	To Arm A							Total	From Arm A							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
10:00	9	3	0	0	0	0	0	12	1	0	0	0	0	0	0	1
10:15	12	1	0	0	0	0	0	13	3	0	0	0	0	0	0	3
10:30	14	1	0	0	0	0	0	15	3	0	0	0	0	0	0	3
10:45	17	3	0	0	0	0	0	20	2	3	0	0	0	0	0	5
11:00	18	1	0	0	0	0	1	20	2	0	0	0	0	0	0	2
11:15	11	1	0	0	0	0	0	12	2	0	0	0	0	0	0	2
11:30	16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0
11:45	10	0	0	0	0	0	0	10	2	0	0	0	0	0	0	2
12:00	9	1	0	0	0	0	0	10	0	0	0	0	0	0	1	1
12:15	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0
12:30	10	0	0	0	0	0	0	10	1	0	0	0	0	0	0	1
12:45	15	0	0	0	1	0	1	17	0	0	0	0	0	0	1	1
13:00	9	1	0	0	0	0	0	10	1	0	0	0	0	0	0	1
13:15	12	1	0	0	0	0	0	13	3	0	0	0	0	0	1	4
13:30	17	0	0	0	0	0	0	17	5	0	0	0	0	0	1	6
13:45	19	0	0	0	0	0	0	19	2	0	0	0	0	0	0	2
14:00	14	1	0	0	0	0	2	17	0	0	0	0	0	0	1	1
14:15	27	3	0	0	0	0	0	30	0	0	0	0	0	0	1	1
14:30	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
14:45	17	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0
15:00	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0
15:15	13	1	0	0	0	0	0	14	2	0	0	0	0	0	0	2
15:30	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0
15:45	11	2	0	0	0	0	0	13	2	0	0	0	0	0	0	2
P/TOT	323	24	0	0	1	0	4	352	31	3	0	0	0	0	6	40
Peak Hour 11:45 to 12:45																
11:45	10	0	0	0	0	0	0	10	2	0	0	0	0	0	0	2
12:00	9	1	0	0	0	0	0	10	0	0	0	0	0	0	1	1
12:15	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0
12:30	10	0	0	0	0	0	0	10	1	0	0	0	0	0	0	1
H/TOT	42	1	0	0	0	0	0	43	3	0	0	0	0	0	1	4

Site No. 3
Location R810 / Bow Bridge
Date 28 March 2026

Time	To Arm B							Total	From Arm B							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
10:00	86	16	1	0	7	1	4	115	41	10	0	0	3	1	1	56
10:15	62	5	1	0	1	0	2	71	42	3	0	0	7	1	3	56
10:30	77	9	0	0	9	0	3	98	50	3	0	0	2	1	3	59
10:45	89	6	0	0	4	0	4	103	52	8	1	0	8	1	2	72
11:00	71	4	0	0	3	4	6	88	35	6	1	0	6	2	6	56
11:15	56	2	1	0	6	1	4	70	50	4	1	0	2	0	8	65
11:30	87	6	2	0	6	2	8	111	35	4	2	0	7	1	1	50
11:45	78	6	1	0	5	2	11	103	66	1	1	0	5	0	7	80
12:00	80	8	0	0	5	2	1	96	76	7	1	0	6	0	4	94
12:15	86	6	0	0	6	1	6	105	74	4	0	0	2	0	2	82
12:30	92	5	1	0	5	2	2	107	50	14	0	0	7	2	6	79
12:45	72	7	1	0	4	4	5	93	65	9	2	0	3	0	5	84
13:00	80	4	1	0	6	2	6	99	69	4	0	0	5	1	5	84
13:15	84	6	0	0	4	2	6	102	61	6	0	0	6	1	6	80
13:30	90	7	0	0	6	1	4	108	54	7	0	0	5	1	2	69
13:45	85	6	0	0	5	4	4	104	58	4	0	0	7	1	5	75
14:00	87	2	0	1	4	1	3	98	57	3	0	0	7	1	2	70
14:15	88	5	0	0	6	2	1	102	59	2	0	0	4	2	3	70
14:30	69	5	1	0	7	3	5	90	67	5	0	0	2	0	1	75
14:45	81	6	0	0	5	2	0	94	52	4	1	0	4	1	3	65
15:00	86	5	0	0	2	1	3	97	61	5	0	0	7	1	4	78
15:15	86	1	0	0	9	1	9	106	56	4	0	0	5	2	3	70
15:30	89	4	0	0	4	1	6	104	65	4	0	1	2	0	4	76
15:45	78	4	2	0	5	0	6	95	66	3	0	0	6	1	5	81
P/TOT	1939	135	12	1	124	39	109	2359	1361	124	10	1	118	21	91	1726
Peak Hour 11:45 to 12:45																
11:45	78	6	1	0	5	2	11	103	66	1	1	0	5	0	7	80
12:00	80	8	0	0	5	2	1	96	76	7	1	0	6	0	4	94
12:15	86	6	0	0	6	1	6	105	74	4	0	0	2	0	2	82
12:30	92	5	1	0	5	2	2	107	50	14	0	0	7	2	6	79
H/TOT	336	25	2	0	21	7	20	411	266	26	2	0	20	2	19	335

Site No. 3
Location R810 / Bow Bridge
Date 28 March 2026

Time	To Arm C							Total	From Arm C							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
10:00	42	10	0	0	3	1	1	57	95	19	1	0	7	1	4	127
10:15	44	3	0	0	7	1	3	58	73	6	1	0	1	0	2	83
10:30	53	3	0	0	2	1	3	62	91	10	0	0	9	0	3	113
10:45	54	11	1	0	8	1	2	77	106	9	0	0	4	0	4	123
11:00	37	6	1	0	6	2	5	57	89	5	0	0	3	4	6	107
11:15	51	4	1	0	2	0	8	66	66	3	1	0	6	1	4	81
11:30	35	4	2	0	7	1	1	50	103	7	2	0	6	2	8	128
11:45	68	1	1	0	5	0	7	82	88	6	1	0	5	2	11	113
12:00	76	7	1	0	6	0	5	95	89	9	0	0	5	2	1	106
12:15	74	4	0	0	2	0	2	82	99	6	0	0	6	1	6	118
12:30	51	14	0	0	7	2	6	80	102	5	1	0	5	2	2	117
12:45	65	9	2	0	3	0	6	85	87	7	1	0	5	4	6	110
13:00	70	4	0	0	5	1	5	85	89	5	1	0	6	2	6	109
13:15	64	6	0	0	6	1	6	83	96	7	0	0	4	2	5	114
13:30	58	7	0	0	5	1	3	74	106	7	0	0	6	1	4	124
13:45	60	4	0	0	7	1	5	77	104	6	0	0	5	4	4	123
14:00	56	3	0	0	7	1	3	70	100	3	0	1	4	1	5	114
14:15	59	2	0	0	4	2	4	71	115	8	0	0	6	2	1	132
14:30	67	5	0	0	2	0	1	75	79	5	1	0	7	3	5	100
14:45	52	4	1	0	4	1	3	65	98	6	0	0	5	2	0	111
15:00	61	5	0	0	7	1	4	78	96	6	0	0	2	1	3	108
15:15	57	4	0	0	5	2	3	71	98	2	0	0	9	1	9	119
15:30	64	4	0	1	2	0	4	75	98	6	0	0	4	1	6	115
15:45	68	3	0	0	6	1	5	83	89	6	2	0	5	0	6	108
P/TOT	1386	127	10	1	118	21	95	1758	2256	159	12	1	125	39	111	2703
Peak Hour 11:45 to 12:45																
11:45	68	1	1	0	5	0	7	82	88	6	1	0	5	2	11	113
12:00	76	7	1	0	6	0	5	95	89	9	0	0	5	2	1	106
12:15	74	4	0	0	2	0	2	82	99	6	0	0	6	1	6	118
12:30	51	14	0	0	7	2	6	80	102	5	1	0	5	2	2	117
H/TOT	269	26	2	0	20	2	20	339	378	26	2	0	21	7	20	454

Site No. 4
Location R810 / Bow Lane West
Date 28 March 2026

Time	A to C							Total	A to B							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
10:00	31	1	1	0	2	0	1	36	42	10	0	0	3	1	1	57
10:15	39	6	0	0	2	0	5	52	41	3	0	0	7	1	3	55
10:30	32	7	0	0	2	0	0	41	50	3	0	0	3	1	3	60
10:45	44	7	2	0	1	0	5	59	52	8	1	0	7	1	2	71
11:00	28	8	0	0	1	0	12	49	35	6	1	0	6	2	6	56
11:15	30	4	0	0	5	0	3	42	49	4	1	0	2	0	8	64
11:30	30	8	0	0	2	3	2	45	35	4	2	0	7	1	2	51
11:45	46	5	0	0	2	1	5	59	67	1	1	0	5	0	6	80
12:00	55	3	0	0	3	0	8	69	75	7	1	0	6	0	4	93
12:15	52	5	1	0	5	0	6	69	75	5	0	0	2	1	2	85
12:30	53	5	0	0	1	1	3	63	52	13	0	0	7	1	6	79
12:45	56	4	0	0	3	1	11	75	60	9	2	0	3	0	6	80
13:00	54	6	1	0	1	0	5	67	69	4	0	0	5	1	4	83
13:15	63	5	0	0	3	0	4	75	62	6	0	0	6	1	6	81
13:30	59	11	0	0	4	1	4	79	53	7	0	0	5	1	2	68
13:45	52	4	0	0	2	1	0	59	58	4	0	0	7	1	6	76
14:00	59	4	0	0	3	0	6	72	57	3	0	0	8	1	2	71
14:15	53	6	0	0	2	0	4	65	59	3	1	0	3	2	3	71
14:30	70	3	0	0	3	1	5	82	71	6	0	0	2	0	0	79
14:45	42	3	0	0	3	1	6	55	48	3	0	0	4	1	3	59
15:00	40	2	0	0	2	0	1	45	62	4	0	0	7	1	4	78
15:15	42	7	1	0	2	0	4	56	56	4	0	0	5	2	3	70
15:30	40	3	0	0	4	1	2	50	63	4	0	1	2	0	4	74
15:45	33	2	1	0	3	1	2	42	66	3	0	0	6	1	5	81
P/TOT	1103	119	7	0	61	12	104	1406	1357	124	10	1	118	21	91	1722
Peak Hour 12:00 to 13:00																
12:00	55	3	0	0	3	0	8	69	75	7	1	0	6	0	4	93
12:15	52	5	1	0	5	0	6	69	75	5	0	0	2	1	2	85
12:30	53	5	0	0	1	1	3	63	52	13	0	0	7	1	6	79
12:45	56	4	0	0	3	1	11	75	60	9	2	0	3	0	6	80
H/TOT	216	17	1	0	12	2	28	276	262	34	3	0	18	2	18	337

Site No. 4
Location R810 / Bow Lane West
Date 28 March 2026

Time	B to A							Total	B to C							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
10:00	86	16	1	0	7	1	4	115	0	0	0	0	0	0	0	0
10:15	62	4	1	0	1	0	2	70	0	0	0	0	0	0	0	0
10:30	77	10	0	0	9	0	3	99	0	0	0	0	0	0	0	0
10:45	89	6	0	0	4	0	4	103	0	0	0	0	0	0	0	0
11:00	71	4	0	0	3	4	6	88	0	0	0	0	0	0	0	0
11:15	56	2	1	0	6	1	4	70	0	0	0	0	0	0	0	0
11:30	86	6	2	0	6	2	8	110	0	0	0	0	0	0	0	0
11:45	80	6	1	0	5	2	11	105	0	0	0	0	0	0	0	0
12:00	80	7	0	0	5	2	1	95	0	0	0	0	0	0	0	0
12:15	86	7	0	0	6	1	6	106	0	0	0	0	0	0	0	0
12:30	92	4	1	0	5	2	2	106	0	0	0	0	0	0	0	0
12:45	72	8	1	0	4	3	4	92	0	0	0	0	0	0	0	0
13:00	80	4	1	0	6	3	5	99	0	0	0	0	0	0	0	0
13:15	84	6	0	0	4	2	6	102	0	0	0	0	0	0	0	0
13:30	90	6	0	0	6	1	6	109	0	0	0	0	0	0	0	0
13:45	85	7	0	0	4	4	4	104	0	0	0	0	0	0	0	0
14:00	86	2	0	1	5	0	2	96	1	0	0	0	0	0	0	1
14:15	88	5	0	0	6	3	2	104	0	0	0	0	0	0	0	0
14:30	69	5	1	0	7	3	5	90	0	0	0	0	0	0	0	0
14:45	79	6	0	0	5	2	0	92	1	0	0	0	0	0	0	1
15:00	87	5	0	0	2	1	3	98	0	0	0	0	0	0	0	0
15:15	85	1	0	0	9	1	9	105	0	0	0	0	0	0	0	0
15:30	90	3	0	0	4	0	6	103	0	0	0	0	0	1	0	1
15:45	77	5	2	0	5	0	6	95	0	0	0	0	0	0	0	0
P/TOT	1937	135	12	1	124	38	109	2356	2	0	0	0	0	1	0	3
Peak Hour 12:00 to 13:00																
12:00	80	7	0	0	5	2	1	95	0	0	0	0	0	0	0	0
12:15	86	7	0	0	6	1	6	106	0	0	0	0	0	0	0	0
12:30	92	4	1	0	5	2	2	106	0	0	0	0	0	0	0	0
12:45	72	8	1	0	4	3	4	92	0	0	0	0	0	0	0	0
H/TOT	330	26	2	0	20	8	13	399	0	0	0	0	0	0	0	0

Site No. 4
Location R810 / Bow Lane West
Date 28 March 2026

Time	C to B							Total	C to A							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
10:00	0	0	0	0	0	0	0	0	9	1	0	0	0	0	4	14
10:15	0	0	0	0	0	0	0	0	12	2	0	0	0	0	1	15
10:30	0	0	0	0	0	0	0	0	14	1	0	0	0	0	3	18
10:45	0	0	0	0	0	0	0	0	11	1	0	0	0	0	3	15
11:00	1	0	0	0	0	0	0	1	8	1	0	0	0	0	3	12
11:15	0	0	0	0	0	0	0	0	13	1	0	0	0	0	2	16
11:30	0	0	0	0	0	0	0	0	22	1	0	0	0	1	10	34
11:45	0	0	0	0	0	0	0	0	16	2	0	0	0	1	3	22
12:00	0	0	0	0	0	0	0	0	16	3	0	0	0	0	2	21
12:15	1	0	0	0	0	0	0	1	20	3	0	0	0	0	2	25
12:30	1	0	0	0	0	0	0	1	17	0	0	0	0	0	1	18
12:45	0	0	0	0	0	0	0	0	15	1	0	0	0	1	5	22
13:00	0	0	0	0	0	0	0	0	17	1	0	0	0	0	5	23
13:15	0	0	0	0	0	0	0	0	18	2	0	0	0	0	4	24
13:30	0	0	0	0	0	0	0	0	12	3	0	0	0	0	6	21
13:45	0	0	0	0	0	0	0	0	11	1	0	0	0	0	5	17
14:00	0	0	0	0	0	0	0	0	13	1	0	0	0	0	2	16
14:15	0	0	0	0	0	0	0	0	12	1	0	0	0	1	3	17
14:30	0	0	0	0	0	0	0	0	16	1	0	0	0	0	7	24
14:45	0	0	0	0	0	0	0	0	19	1	0	0	0	0	5	25
15:00	0	0	0	0	0	0	0	0	16	1	0	0	0	0	5	22
15:15	1	0	0	0	0	0	0	1	12	1	0	0	0	0	4	17
15:30	0	0	0	0	0	0	0	0	14	0	0	0	0	0	7	21
15:45	0	0	0	0	0	0	0	0	10	2	0	0	0	0	13	25
P/TOT	4	0	0	0	0	0	0	4	343	32	0	0	0	4	105	484
Peak Hour 12:00 to 13:00																
12:00	0	0	0	0	0	0	0	0	16	3	0	0	0	0	2	21
12:15	1	0	0	0	0	0	0	1	20	3	0	0	0	0	2	25
12:30	1	0	0	0	0	0	0	1	17	0	0	0	0	0	1	18
12:45	0	0	0	0	0	0	0	0	15	1	0	0	0	1	5	22
H/TOT	2	0	0	0	0	0	0	2	68	7	0	0	0	1	10	86

Site No. 4
Location R810 / Bow Lane West
Date 28 March 2026

Time	To Arm A							Total	From Arm A							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
10:00	95	17	1	0	7	1	8	129	73	11	1	0	5	1	2	93
10:15	74	6	1	0	1	0	3	85	80	9	0	0	9	1	8	107
10:30	91	11	0	0	9	0	6	117	82	10	0	0	5	1	3	101
10:45	100	7	0	0	4	0	7	118	96	15	3	0	8	1	7	130
11:00	79	5	0	0	3	4	9	100	63	14	1	0	7	2	18	105
11:15	69	3	1	0	6	1	6	86	79	8	1	0	7	0	11	106
11:30	108	7	2	0	6	3	18	144	65	12	2	0	9	4	4	96
11:45	96	8	1	0	5	3	14	127	113	6	1	0	7	1	11	139
12:00	96	10	0	0	5	2	3	116	130	10	1	0	9	0	12	162
12:15	106	10	0	0	6	1	8	131	127	10	1	0	7	1	8	154
12:30	109	4	1	0	5	2	3	124	105	18	0	0	8	2	9	142
12:45	87	9	1	0	4	4	9	114	116	13	2	0	6	1	17	155
13:00	97	5	1	0	6	3	10	122	123	10	1	0	6	1	9	150
13:15	102	8	0	0	4	2	10	126	125	11	0	0	9	1	10	156
13:30	102	9	0	0	6	1	12	130	112	18	0	0	9	2	6	147
13:45	96	8	0	0	4	4	9	121	110	8	0	0	9	2	6	135
14:00	99	3	0	1	5	0	4	112	116	7	0	0	11	1	8	143
14:15	100	6	0	0	6	4	5	121	112	9	1	0	5	2	7	136
14:30	85	6	1	0	7	3	12	114	141	9	0	0	5	1	5	161
14:45	98	7	0	0	5	2	5	117	90	6	0	0	7	2	9	114
15:00	103	6	0	0	2	1	8	120	102	6	0	0	9	1	5	123
15:15	97	2	0	0	9	1	13	122	98	11	1	0	7	2	7	126
15:30	104	3	0	0	4	0	13	124	103	7	0	1	6	1	6	124
15:45	87	7	2	0	5	0	19	120	99	5	1	0	9	2	7	123
P/TOT	2280	167	12	1	124	42	214	2840	2460	243	17	1	179	33	195	3128
Peak Hour 12:00 to 13:00																
12:00	96	10	0	0	5	2	3	116	130	10	1	0	9	0	12	162
12:15	106	10	0	0	6	1	8	131	127	10	1	0	7	1	8	154
12:30	109	4	1	0	5	2	3	124	105	18	0	0	8	2	9	142
12:45	87	9	1	0	4	4	9	114	116	13	2	0	6	1	17	155
H/TOT	398	33	2	0	20	9	23	485	478	51	4	0	30	4	46	613

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Location R810 / Bow Lane West
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Time	To Arm B							Total	From Arm B							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
10:00	42	10	0	0	3	1	1	57	86	16	1	0	7	1	4	115
10:15	41	3	0	0	7	1	3	55	62	4	1	0	1	0	2	70
10:30	50	3	0	0	3	1	3	60	77	10	0	0	9	0	3	99
10:45	52	8	1	0	7	1	2	71	89	6	0	0	4	0	4	103
11:00	36	6	1	0	6	2	6	57	71	4	0	0	3	4	6	88
11:15	49	4	1	0	2	0	8	64	56	2	1	0	6	1	4	70
11:30	35	4	2	0	7	1	2	51	86	6	2	0	6	2	8	110
11:45	67	1	1	0	5	0	6	80	80	6	1	0	5	2	11	105
12:00	75	7	1	0	6	0	4	93	80	7	0	0	5	2	1	95
12:15	76	5	0	0	2	1	2	86	86	7	0	0	6	1	6	106
12:30	53	13	0	0	7	1	6	80	92	4	1	0	5	2	2	106
12:45	60	9	2	0	3	0	6	80	72	8	1	0	4	3	4	92
13:00	69	4	0	0	5	1	4	83	80	4	1	0	6	3	5	99
13:15	62	6	0	0	6	1	6	81	84	6	0	0	4	2	6	102
13:30	53	7	0	0	5	1	2	68	90	6	0	0	6	1	6	109
13:45	58	4	0	0	7	1	6	76	85	7	0	0	4	4	4	104
14:00	57	3	0	0	8	1	2	71	87	2	0	1	5	0	2	97
14:15	59	3	1	0	3	2	3	71	88	5	0	0	6	3	2	104
14:30	71	6	0	0	2	0	0	79	69	5	1	0	7	3	5	90
14:45	48	3	0	0	4	1	3	59	80	6	0	0	5	2	0	93
15:00	62	4	0	0	7	1	4	78	87	5	0	0	2	1	3	98
15:15	57	4	0	0	5	2	3	71	85	1	0	0	9	1	9	105
15:30	63	4	0	1	2	0	4	74	90	3	0	0	4	1	6	104
15:45	66	3	0	0	6	1	5	81	77	5	2	0	5	0	6	95
P/TOT	1361	124	10	1	118	21	91	1726	1939	135	12	1	124	39	109	2359
Peak Hour 12:00 to 13:00																
12:00	75	7	1	0	6	0	4	93	80	7	0	0	5	2	1	95
12:15	76	5	0	0	2	1	2	86	86	7	0	0	6	1	6	106
12:30	53	13	0	0	7	1	6	80	92	4	1	0	5	2	2	106
12:45	60	9	2	0	3	0	6	80	72	8	1	0	4	3	4	92
H/TOT	264	34	3	0	18	2	18	339	330	26	2	0	20	8	13	399

Site No. 4
Location R810 / Bow Lane West
Date 28 March 2026

Time	To Arm C							Total	From Arm C							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
10:00	31	1	1	0	2	0	1	36	9	1	0	0	0	0	4	14
10:15	39	6	0	0	2	0	5	52	12	2	0	0	0	0	1	15
10:30	32	7	0	0	2	0	0	41	14	1	0	0	0	0	3	18
10:45	44	7	2	0	1	0	5	59	11	1	0	0	0	0	3	15
11:00	28	8	0	0	1	0	12	49	9	1	0	0	0	0	3	13
11:15	30	4	0	0	5	0	3	42	13	1	0	0	0	0	2	16
11:30	30	8	0	0	2	3	2	45	22	1	0	0	0	1	10	34
11:45	46	5	0	0	2	1	5	59	16	2	0	0	0	1	3	22
12:00	55	3	0	0	3	0	8	69	16	3	0	0	0	0	2	21
12:15	52	5	1	0	5	0	6	69	21	3	0	0	0	0	2	26
12:30	53	5	0	0	1	1	3	63	18	0	0	0	0	0	1	19
12:45	56	4	0	0	3	1	11	75	15	1	0	0	0	1	5	22
13:00	54	6	1	0	1	0	5	67	17	1	0	0	0	0	5	23
13:15	63	5	0	0	3	0	4	75	18	2	0	0	0	0	4	24
13:30	59	11	0	0	4	1	4	79	12	3	0	0	0	0	6	21
13:45	52	4	0	0	2	1	0	59	11	1	0	0	0	0	5	17
14:00	60	4	0	0	3	0	6	73	13	1	0	0	0	0	2	16
14:15	53	6	0	0	2	0	4	65	12	1	0	0	0	1	3	17
14:30	70	3	0	0	3	1	5	82	16	1	0	0	0	0	7	24
14:45	43	3	0	0	3	1	6	56	19	1	0	0	0	0	5	25
15:00	40	2	0	0	2	0	1	45	16	1	0	0	0	0	5	22
15:15	42	7	1	0	2	0	4	56	13	1	0	0	0	0	4	18
15:30	40	3	0	0	4	2	2	51	14	0	0	0	0	0	7	21
15:45	33	2	1	0	3	1	2	42	10	2	0	0	0	0	13	25
P/TOT	1105	119	7	0	61	13	104	1409	347	32	0	0	0	4	105	488
Peak Hour 12:00 to 13:00																
12:00	55	3	0	0	3	0	8	69	16	3	0	0	0	0	2	21
12:15	52	5	1	0	5	0	6	69	21	3	0	0	0	0	2	26
12:30	53	5	0	0	1	1	3	63	18	0	0	0	0	0	1	19
12:45	56	4	0	0	3	1	11	75	15	1	0	0	0	1	5	22
H/TOT	216	17	1	0	12	2	28	276	70	7	0	0	0	1	10	88

Site No. 5
Location R810 / Bow Lane West
Date 28 March 2026

Time	A to C							Total	A to B							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
10:00	175	18	1	0	7	3	5	209	0	0	0	1	0	0	0	1
10:15	179	14	4	0	17	0	11	225	0	0	0	1	0	0	0	1
10:30	151	12	1	0	16	0	8	188	0	0	0	2	0	0	0	2
10:45	185	12	4	0	16	0	20	237	0	0	0	2	0	0	0	2
11:00	181	16	1	1	14	4	17	234	0	0	1	0	0	0	0	1
11:15	210	15	1	0	13	4	11	254	0	0	0	0	0	0	0	0
11:30	191	15	2	0	13	0	4	225	0	0	0	0	0	0	0	0
11:45	176	12	1	1	11	4	11	216	0	1	1	0	0	0	0	2
12:00	183	16	2	0	18	9	7	235	0	0	0	2	0	0	0	2
12:15	220	7	1	0	14	3	21	266	0	0	0	1	0	0	0	1
12:30	223	6	0	0	11	4	27	271	1	0	0	1	0	0	0	2
12:45	237	15	1	0	15	6	14	288	0	0	0	1	0	0	0	1
13:00	220	21	1	0	18	2	4	266	0	0	0	2	0	0	0	2
13:15	231	25	0	0	12	2	19	289	0	0	0	0	0	0	0	0
13:30	216	14	4	0	8	0	12	254	1	0	0	0	0	0	0	1
13:45	205	19	2	0	20	0	11	257	1	0	0	0	0	0	0	1
14:00	235	24	3	0	11	4	11	288	0	0	0	1	0	0	0	1
14:15	237	11	1	0	16	3	12	280	0	0	0	0	0	0	0	0
14:30	214	10	1	0	12	4	14	255	0	0	0	0	0	0	0	0
14:45	249	26	0	0	14	6	14	309	0	0	0	2	0	0	0	2
15:00	199	13	2	0	17	4	16	251	0	0	1	0	0	0	0	1
15:15	239	17	1	0	18	1	11	287	0	0	0	0	0	0	0	0
15:30	237	34	0	0	19	3	25	318	0	0	0	0	0	0	0	0
15:45	231	9	0	0	23	3	7	273	0	0	0	0	0	0	0	0
P/TOT	5024	381	34	2	353	69	312	6175	3	1	3	16	0	0	0	23
Peak Hour 12:00 to 13:00																
12:00	183	16	2	0	18	9	7	235	0	0	0	2	0	0	0	2
12:15	220	7	1	0	14	3	21	266	0	0	0	1	0	0	0	1
12:30	223	6	0	0	11	4	27	271	1	0	0	1	0	0	0	2
12:45	237	15	1	0	15	6	14	288	0	0	0	1	0	0	0	1
H/TOT	863	44	4	0	58	22	69	1060	1	0	0	5	0	0	0	6

Site No. 5
Location R810 / Bow Lane West
Date 28 March 2026

Time	B to A							Total	B to C							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
10:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
10:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2
10:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
11:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
11:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	3
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
13:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
13:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
13:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
13:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
15:30	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	4	2	3	20	0	0	0	29

Peak Hour 12:00 to 13:00

Time	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Total	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	Total
12:00	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	3
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	1	1	0	3	0	0	0	5



Site No. 5
Location R810 / Bow Lane West
Date 28 March 2026

Time	C to B							Total	C to A							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour 12:00 to 13:00																
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site No. 5
Location R810 / Bow Lane West
Date 28 March 2026

Time	To Arm A							Total	From Arm A							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
10:00	0	0	0	0	0	0	0	0	175	18	1	1	7	3	5	210
10:15	0	0	0	0	0	0	0	0	179	14	4	1	17	0	11	226
10:30	0	0	0	0	0	0	0	0	151	12	1	2	16	0	8	190
10:45	0	0	0	0	0	0	0	0	185	12	4	2	16	0	20	239
11:00	0	0	0	0	0	0	0	0	181	16	2	1	14	4	17	235
11:15	0	0	0	0	0	0	0	0	210	15	1	0	13	4	11	254
11:30	0	0	0	0	0	0	0	0	191	15	2	0	13	0	4	225
11:45	0	0	0	0	0	0	0	0	176	13	2	1	11	4	11	218
12:00	0	0	0	0	0	0	0	0	183	16	2	2	18	9	7	237
12:15	0	0	0	0	0	0	0	0	220	7	1	1	14	3	21	267
12:30	0	0	0	0	0	0	0	0	224	6	0	1	11	4	27	273
12:45	0	0	0	0	0	0	0	0	237	15	1	1	15	6	14	289
13:00	0	0	0	0	0	0	0	0	220	21	1	2	18	2	4	268
13:15	0	0	0	0	0	0	0	0	231	25	0	0	12	2	19	289
13:30	0	0	0	0	0	0	0	0	217	14	4	0	8	0	12	255
13:45	0	0	0	0	0	0	0	0	206	19	2	0	20	0	11	258
14:00	0	0	0	0	0	0	0	0	235	24	3	1	11	4	11	289
14:15	0	0	0	0	0	0	0	0	237	11	1	0	16	3	12	280
14:30	0	0	0	0	0	0	0	0	214	10	1	0	12	4	14	255
14:45	0	0	0	0	0	0	0	0	249	26	0	2	14	6	14	311
15:00	0	0	0	0	0	0	0	0	199	13	3	0	17	4	16	252
15:15	0	0	0	0	0	0	0	0	239	17	1	0	18	1	11	287
15:30	0	0	0	0	0	0	0	0	237	34	0	0	19	3	25	318
15:45	0	0	0	0	0	0	0	0	231	9	0	0	23	3	7	273
P/TOT	0	0	0	0	0	0	0	0	5027	382	37	18	353	69	312	6198
Peak Hour 12:00 to 13:00																
12:00	0	0	0	0	0	0	0	0	183	16	2	2	18	9	7	237
12:15	0	0	0	0	0	0	0	0	220	7	1	1	14	3	21	267
12:30	0	0	0	0	0	0	0	0	224	6	0	1	11	4	27	273
12:45	0	0	0	0	0	0	0	0	237	15	1	1	15	6	14	289
H/TOT	0	0	0	0	0	0	0	0	864	44	4	5	58	22	69	1066

Site No. 5
Location R810 / Bow Lane West
Date 28 March 2026

Time	To Arm B							Total	From Arm B							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
10:00	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	1
10:15	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	2
10:30	0	0	0	2	0	0	0	2	0	1	0	1	0	0	0	2
10:45	0	0	0	2	0	0	0	2	0	0	0	1	0	0	0	1
11:00	0	0	1	0	0	0	0	1	0	0	0	2	0	0	0	2
11:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
11:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
11:45	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0
12:00	0	0	0	2	0	0	0	2	1	1	0	1	0	0	0	3
12:15	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
12:30	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0
12:45	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	2
13:00	0	0	0	2	0	0	0	2	0	0	1	1	0	0	0	2
13:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
13:30	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1
13:45	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1
14:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	2	0	0	0	2	0	0	0	1	0	0	0	1
15:00	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
15:30	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	3	1	3	16	0	0	0	23	4	2	3	20	0	0	0	29
Peak Hour 12:00 to 13:00																
12:00	0	0	0	2	0	0	0	2	1	1	0	1	0	0	0	3
12:15	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
12:30	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0
12:45	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	2
H/TOT	1	0	0	5	0	0	0	6	1	1	0	3	0	0	0	5



Site No. 5
Location R810 / Bow Lane West
Date 28 March 2026

Time	To Arm C							Total	From Arm C							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
10:00	176	18	1	0	7	3	5	210	0	0	0	0	0	0	0	0
10:15	179	14	4	2	17	0	11	227	0	0	0	0	0	0	0	0
10:30	151	13	1	1	16	0	8	190	0	0	0	0	0	0	0	0
10:45	185	12	4	1	16	0	20	238	0	0	0	0	0	0	0	0
11:00	181	16	1	3	14	4	17	236	0	0	0	0	0	0	0	0
11:15	210	15	1	3	13	4	11	257	0	0	0	0	0	0	0	0
11:30	191	15	2	3	13	0	4	228	0	0	0	0	0	0	0	0
11:45	176	12	1	1	11	4	11	216	0	0	0	0	0	0	0	0
12:00	184	17	2	1	18	9	7	238	0	0	0	0	0	0	0	0
12:15	220	7	1	0	14	3	21	266	0	0	0	0	0	0	0	0
12:30	223	6	0	0	11	4	27	271	0	0	0	0	0	0	0	0
12:45	237	15	1	2	15	6	14	290	0	0	0	0	0	0	0	0
13:00	220	21	2	1	18	2	4	268	0	0	0	0	0	0	0	0
13:15	232	25	0	0	12	2	19	290	0	0	0	0	0	0	0	0
13:30	216	14	4	1	8	0	12	255	0	0	0	0	0	0	0	0
13:45	205	19	2	1	20	0	11	258	0	0	0	0	0	0	0	0
14:00	235	24	3	0	11	4	11	288	0	0	0	0	0	0	0	0
14:15	237	11	1	0	16	3	12	280	0	0	0	0	0	0	0	0
14:30	214	10	1	0	12	4	14	255	0	0	0	0	0	0	0	0
14:45	249	26	0	1	14	6	14	310	0	0	0	0	0	0	0	0
15:00	199	13	3	0	17	4	16	252	0	0	0	0	0	0	0	0
15:15	239	17	1	1	18	1	11	288	0	0	0	0	0	0	0	0
15:30	238	34	1	0	19	3	25	320	0	0	0	0	0	0	0	0
15:45	231	9	0	0	23	3	7	273	0	0	0	0	0	0	0	0
P/TOT	5028	383	37	22	353	69	312	6204	0	0	0	0	0	0	0	0
Peak Hour 12:00 to 13:00																
12:00	184	17	2	1	18	9	7	238	0	0	0	0	0	0	0	0
12:15	220	7	1	0	14	3	21	266	0	0	0	0	0	0	0	0
12:30	223	6	0	0	11	4	27	271	0	0	0	0	0	0	0	0
12:45	237	15	1	2	15	6	14	290	0	0	0	0	0	0	0	0
H/TOT	864	45	4	3	58	22	69	1065	0	0	0	0	0	0	0	0

Time	Total	Classification												JPSL 50	JPSL% 50	JSL1 55 +5kph	JSL1% 55 +5kph	JSL2 60 +10kph	JSL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	42	3	36	0	2	0	0	0	1	0	0	0	0	1	2.4	0	0.0	0	0.0	41.1	48.8
0015	48	7	28	1	11	1	0	0	0	0	0	0	0	3	6.3	1	2.1	0	0.0	39.5	47.1
0030	44	5	38	0	1	0	0	0	0	0	0	0	0	5	11.4	2	4.5	0	0.0	40.7	48.8
0045	51	2	43	0	6	0	0	0	0	0	0	0	0	11	21.6	3	5.9	1	2.0	42.8	52.6
0100	38	2	33	0	3	0	0	0	0	0	0	0	0	5	13.2	2	5.3	0	0.0	42.4	50
0115	47	4	41	0	2	0	0	0	0	0	0	0	0	3	6.4	0	0.0	0	0.0	40.9	46.2
0130	44	1	40	0	2	1	0	0	0	0	0	0	0	12	27.3	3	6.8	0	0.0	44.6	51.5
0145	38	0	36	0	2	0	0	0	0	0	0	0	0	11	29.0	2	5.3	0	0.0	46.4	51.2
0200	52	0	51	0	1	0	0	0	0	0	0	0	0	10	19.2	5	9.6	0	0.0	44.3	51.2
0215	47	2	43	0	2	0	0	0	0	0	0	0	0	14	29.8	4	8.5	0	0.0	46.5	52.1
0230	34	0	32	0	2	0	0	0	0	0	0	0	0	9	26.5	4	11.8	1	2.9	46	54.7
0245	24	3	19	0	2	0	0	0	0	0	0	0	0	5	20.8	3	12.5	0	0.0	45.5	53.6
0300	33	1	30	0	2	0	0	0	0	0	0	0	0	9	27.3	3	9.1	0	0.0	47	53.8
0315	25	0	23	0	2	0	0	0	0	0	0	0	0	11	44.0	3	12.0	0	0.0	47.9	54.6
0330	23	0	22	0	1	0	0	0	0	0	0	0	0	9	39.1	6	26.1	3	13.0	48.3	59.1
0345	20	2	17	0	1	0	0	0	0	0	0	0	0	5	25.0	3	15.0	1	5.0	45.2	56
0400	23	0	19	0	4	0	0	0	0	0	0	0	0	6	26.1	2	8.7	1	4.3	46.9	52.3
0415	23	0	20	0	3	0	0	0	0	0	0	0	0	4	17.4	1	4.3	1	4.3	45	50.1
0430	23	2	19	0	2	0	0	0	0	0	0	0	0	8	34.8	2	8.7	1	4.3	46.4	53.7
0445	11	0	8	0	3	0	0	0	0	0	0	0	0	1	9.1	1	9.1	0	0.0	44.2	50.9
0500	15	0	13	0	2	0	0	0	0	0	0	0	0	5	33.3	2	13.3	0	0.0	47.1	56.6
0515	10	0	4	0	6	0	0	0	0	0	0	0	0	4	40.0	3	30.0	0	0.0	44.9	-
0530	23	2	17	0	4	0	0	0	0	0	0	0	0	7	30.4	2	8.7	1	4.3	46.5	53.9
0545	24	0	15	0	7	2	0	0	0	0	0	0	0	8	33.3	4	16.7	0	0.0	46.1	55.9
0600	24	1	18	0	5	0	0	0	0	0	0	0	0	8	33.3	1	4.2	0	0.0	45.5	52.9
0615	32	2	20	0	10	0	0	0	0	0	0	0	0	10	31.3	4	12.5	1	3.1	47.3	53.8
0630	33	3	22	0	6	1	1	0	0	0	0	0	0	11	33.3	5	15.2	3	9.1	45.6	56
0645	48	7	30	0	11	0	0	0	0	0	0	0	0	6	12.5	2	4.2	0	0.0	41.2	49.8
0700	71	1	57	0	11	2	0	0	0	0	0	0	0	7	9.9	3	4.2	1	1.4	42.9	49.7
0715	119	7	87	0	25	0	0	0	0	0	0	0	0	9	7.6	3	2.5	3	2.5	40.6	47.3
0730	125	9	92	2	21	1	0	0	0	0	0	0	0	9	7.2	2	1.6	0	0.0	36.7	46.2
0745	137	9	91	0	33	0	1	1	1	0	1	0	0	6	4.4	2	1.5	0	0.0	36.6	45.1
0800	121	7	90	0	23	0	0	0	1	0	0	0	0	1	0.8	0	0.0	0	0.0	35.8	44.5
0815	145	11	110	1	23	0	0	0	0	0	0	0	0	3	2.1	2	1.4	0	0.0	32.5	42.6
0830	122	6	92	1	20	3	0	0	0	0	0	0	0	3	2.5	0	0.0	0	0.0	32.4	43.2
0845	140	8	98	0	33	0	0	1	0	0	0	0	0	1	0.7	0	0.0	0	0.0	32.4	41.6
0900	159	10	112	1	33	1	2	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	28.8	38.6
0915	124	10	93	0	18	1	2	0	0	0	0	0	0	1	0.8	0	0.0	0	0.0	29.1	38.8
0930	97	25	54	0	17	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	27.3	34.9
0945	155	25	98	0	30	0	1	1	0	0	0	0	0	0	0.0	0	0.0	0	0.0	30.5	38.9
1000	130	20	91	0	17	1	0	0	1	0	0	0	0	4	3.1	0	0.0	0	0.0	29.1	38.6
1015	134	14	91	0	29	0	0	0	0	0	0	0	0	2	1.5	0	0.0	0	0.0	30.7	39.6
1030	130	14	91	0	25	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	32.2	39.4
1045	133	8	92	0	32	0	0	0	1	0	0	0	0	1	0.8	1	0.8	0	0.0	33.1	39.7
1100	112	7	83	0	22	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	33.3	41.8
1115	118	7	89	0	19	2	0	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	29.4	38.1
1130	116	7	83	1	25	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	32.6	39.3
1145	113	10	90	1	12	0	0	0	0	0	0	0	0	2	1.8	0	0.0	0	0.0	31.3	39.8
1200	106	7	87	0	10	1	0	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	28.1	37.5
1215	106	6	75	0	24	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	32.4	41.2
1230	117	8	86	0	22	0	0	0	1	0	0	0	0	2	1.7	1	0.9	0	0.0	35	41.9
1245	112	11	84	0	17	0	0	0	0	0	0	0	0	2	1.8	1	0.9	0	0.0	32.3	40.1
1300	108	13	78	1	16	0	0	0	0	0	0	0	0	1	0.9	1	0.9	0	0.0	33	39.4
1315	98	9	71	1	16	0	1	0	0	0	0	0	0	2	2.0	0	0.0	0	0.0	32.9	40.6
1330	105	11	73	0	20	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	31.9	39.3
1345	120	9	95	1	13	1	0	1	0	0	0	0	0	1	0.8	1	0.8	0	0.0	31.2	38.7
1400	127	14	99	0	14	0	0	0	0	0	0	0	0	4	3.2	0	0.0	0	0.0	34.9	43.3
1415	105	11	70	0	24	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	33.3	39.7
1430	92	6	71	1	12	1	1	0	0	0	0	0	0	2	2.2	0	0.0	0	0.0	31.8	40.8
1445	102	7	78	1	16	0	0	0	0	0	0	0	0	2	2.0	0	0.0	0	0.0	32.4	40.2
1500	99	16	66	1	14	1	0	1	0	0	0	0	0	0	0.0	0	0.0	0	0.0	28.2	36.8

Time	Total	Classification												JPSL 50	JPSL% 50	JSL1 55 +5kph	JSL1% 55 +5kph	JSL2 60 +10kph	JSL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	69	6	56	0	7	0	0	0	0	0	0	0	2	2.9	2	2.9	2	2.9	39.3	45.1	
0015	56	3	50	0	3	0	0	0	0	0	0	0	8	14.3	2	3.6	1	1.8	42	49.8	
0030	55	8	44	0	3	0	0	0	0	0	0	0	4	7.3	1	1.8	0	0.0	39.9	47.2	
0045	47	3	40	0	4	0	0	0	0	0	0	0	6	12.8	1	2.1	0	0.0	42.5	49.7	
0100	56	5	48	0	3	0	0	0	0	0	0	0	6	10.7	3	5.4	0	0.0	41.2	49.2	
0115	49	2	47	0	0	0	0	0	0	0	0	0	5	10.2	2	4.1	0	0.0	42	50	
0130	43	2	39	0	2	0	0	0	0	0	0	0	10	23.3	3	7.0	0	0.0	44.7	51.4	
0145	46	2	42	0	1	1	0	0	0	0	0	0	1	2.2	0	0.0	0	0.0	38.8	45.4	
0200	53	5	46	0	2	0	0	0	0	0	0	0	6	11.3	1	1.9	1	1.9	41.4	48.5	
0215	45	2	40	0	3	0	0	0	0	0	0	0	5	11.1	1	2.2	0	0.0	41.2	47.4	
0230	52	1	49	0	2	0	0	0	0	0	0	0	9	17.3	2	3.8	0	0.0	43.4	50.7	
0245	39	1	35	0	3	0	0	0	0	0	0	0	12	30.8	2	5.1	0	0.0	45	51.9	
0300	40	3	36	0	1	0	0	0	0	0	0	0	3	7.5	2	5.0	0	0.0	42.3	46.8	
0315	30	0	28	0	2	0	0	0	0	0	0	0	2	6.7	0	0.0	0	0.0	43.3	49.2	
0330	34	0	31	0	2	1	0	0	0	0	0	0	9	26.5	0	0.0	0	0.0	45.5	52.8	
0345	28	0	27	0	1	0	0	0	0	0	0	0	8	28.6	3	10.7	2	7.1	45.2	52.3	
0400	34	2	30	0	2	0	0	0	0	0	0	0	5	14.7	3	8.8	1	2.9	44.4	50.9	
0415	30	3	26	0	1	0	0	0	0	0	0	0	8	26.7	4	13.3	2	6.7	45.8	55.1	
0430	37	0	36	0	1	0	0	0	0	0	0	0	13	35.1	4	10.8	3	8.1	48.3	54.1	
0445	16	0	13	0	3	0	0	0	0	0	0	0	4	25.0	1	6.3	1	6.3	46.8	53.1	
0500	19	0	17	0	2	0	0	0	0	0	0	0	11	57.9	4	21.1	2	10.5	51.1	58.8	
0515	17	2	10	0	5	0	0	0	0	0	0	0	4	23.5	2	11.8	0	0.0	43.7	52.4	
0530	11	0	10	0	1	0	0	0	0	0	0	0	2	18.2	1	9.1	0	0.0	42.5	54.6	
0545	17	0	15	0	2	0	0	0	0	0	0	0	7	41.2	4	23.5	3	17.7	49.1	64.2	
0600	14	0	12	0	2	0	0	0	0	0	0	0	6	42.9	1	7.1	1	7.1	47.6	54.3	
0615	17	1	15	0	1	0	0	0	0	0	0	0	4	23.5	1	5.9	0	0.0	44.2	52.3	
0630	34	2	27	0	5	0	0	0	0	0	0	0	6	17.7	3	8.8	1	2.9	44.9	52.1	
0645	24	2	21	0	1	0	0	0	0	0	0	0	7	29.2	2	8.3	1	4.2	46.2	52.5	
0700	36	2	25	0	5	3	0	0	1	0	0	0	14	38.9	4	11.1	1	2.8	45.9	54.8	
0715	49	2	34	0	13	0	0	0	0	0	0	0	12	24.5	3	6.1	0	0.0	44.7	52.3	
0730	48	3	36	0	8	1	0	0	0	0	0	0	8	16.7	3	6.3	1	2.1	42.6	50.1	
0745	57	3	44	0	10	0	0	0	0	0	0	0	9	15.8	0	0.0	0	0.0	42	50.2	
0800	48	3	36	0	9	0	0	0	0	0	0	0	3	6.3	2	4.2	1	2.1	37.8	44.5	
0815	64	1	45	1	16	0	0	0	1	0	0	0	7	10.9	2	3.1	0	0.0	41.7	46.8	
0830	61	3	47	0	11	0	0	0	0	0	0	0	3	4.9	1	1.6	1	1.6	41.3	47.9	
0845	63	2	47	0	14	0	0	0	0	0	0	0	4	6.3	2	3.2	1	1.6	41.1	47.5	
0900	67	9	41	0	17	0	0	0	0	0	0	0	5	7.5	2	3.0	1	1.5	39.4	47.1	
0915	62	0	48	0	14	0	0	0	0	0	0	0	7	11.3	1	1.6	0	0.0	42.9	48.9	
0930	91	7	68	1	15	0	0	0	0	0	0	0	4	4.4	1	1.1	0	0.0	39.9	45.7	
0945	98	8	76	0	13	0	0	0	1	0	0	0	6	6.1	0	0.0	0	0.0	37.2	45.2	
1000	106	4	85	0	17	0	0	0	0	0	0	0	3	2.8	0	0.0	0	0.0	38.3	44.6	
1015	100	6	77	0	16	0	1	0	0	0	0	0	2	2.0	1	1.0	0	0.0	38.6	45.2	
1030	110	6	88	1	13	1	1	0	0	0	0	0	3	2.7	1	0.9	0	0.0	37.5	45.2	
1045	87	8	69	0	10	0	0	0	0	0	0	0	2	2.3	1	1.1	0	0.0	38.4	45.5	
1100	129	8	97	0	24	0	0	0	0	0	0	0	1	0.8	1	0.8	0	0.0	35.8	41.6	
1115	86	4	75	0	6	0	0	0	1	0	0	0	1	1.2	1	1.2	1	1.2	38	45.2	
1130	115	4	94	0	16	0	0	0	0	0	0	1	2	1.7	1	0.9	0	0.0	33.4	41.2	
1145	118	8	98	0	11	0	0	0	1	0	0	0	2	1.7	1	0.8	0	0.0	35.4	42.6	
1200	97	11	79	0	7	0	0	0	0	0	0	0	2	2.1	1	1.0	0	0.0	37	43.9	
1215	89	10	72	0	6	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	31.8	39.1	
1230	127	9	102	0	14	0	0	0	1	0	1	0	0	0.0	0	0.0	0	0.0	31.8	40.3	
1245	122	16	93	0	13	0	0	0	0	0	0	0	4	3.3	2	1.6	1	0.8	34.5	41.9	
1300	108	3	94	1	10	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	29.3	39.6	
1315	128	10	107	0	10	0	0	0	1	0	0	0	1	0.8	0	0.0	0	0.0	32.6	40.2	
1330	119	5	102	0	11	0	0	1	0	0	0	0	1	0.8	1	0.8	0	0.0	34.5	43.6	
1345	106	12	84	0	9	0	0	0	0	0	0	1	1	0.9	1	0.9	0	0.0	33.2	41.3	
1400	123	13	99	0	11	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	34.9	43.2	
1415	127	10	109	1	6	1	0	0	0	0	0	0	1	0.8	0	0.0	0	0.0	33.6	39.8	
1430	120	11	101	0	8	0	0	0	0	0	0	0	1	0.8	0	0.0	0	0.0	32.4	41	
1445	116	9	95	2	9	0	1	0	0	0	0	0	2	1.7	0	0.0	0	0.0	32.1	40.2	
1500	106	5	90	1	9	0	1	0	0	0	0	0	3	2.8	0	0.0	0	0.0	35.1	41	
1515	130	12	107	0	11	0	0	0	0	0	0	0	1	0.8	0	0.0	0	0.0	33.2	40	
1530	108	13	83	0	11	0	1	0	0	0	0	0	1	0.9	0	0.0	0	0.0	34.8	42.1	
1545	113	8	95	0	10	0	0	0	0	0	0	0									

Time	Total	Classification												JPSL 50	JPSL% 50	JSL1 55 +5kph	JSL1% 55 +5kph	JSL2 +10kph	JSL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	66	4	55	0	7	0	0	0	0	0	0	0	3	4.5	1	1.5	0	0.0	41.6	47.3	
0015	65	6	56	0	3	0	0	0	0	0	0	0	10	15.4	2	3.1	0	0.0	42.2	50.4	
0030	65	3	58	0	4	0	0	0	0	0	0	0	3	4.6	2	3.1	1	1.5	41	47.2	
0045	58	0	52	0	6	0	0	0	0	0	0	0	1	1.7	1	1.7	0	0.0	41.6	46.5	
0100	54	3	48	0	2	1	0	0	0	0	0	0	6	11.1	2	3.7	1	1.9	42.9	49.4	
0115	60	2	57	0	1	0	0	0	0	0	0	0	9	15.0	3	5.0	0	0.0	43.2	51.6	
0130	56	2	52	0	2	0	0	0	0	0	0	0	5	8.9	1	1.8	0	0.0	43.1	48.5	
0145	58	1	52	0	5	0	0	0	0	0	0	0	8	13.8	1	1.7	1	1.7	42.6	50	
0200	36	1	33	0	2	0	0	0	0	0	0	0	8	22.2	1	2.8	1	2.8	43.6	52.1	
0215	53	2	49	0	2	0	0	0	0	0	0	0	5	9.4	2	3.8	0	0.0	42.9	49.4	
0230	52	5	47	0	0	0	0	0	0	0	0	0	7	13.5	3	5.8	1	1.9	43.8	49.9	
0245	50	1	47	0	2	0	0	0	0	0	0	0	12	24.0	3	6.0	2	4.0	46	51.9	
0300	49	1	48	0	0	0	0	0	0	0	0	0	20	40.8	6	12.2	1	2.0	47.3	54.5	
0315	45	3	39	0	3	0	0	0	0	0	0	0	9	20.0	1	2.2	0	0.0	43.1	51.2	
0330	59	0	59	0	0	0	0	0	0	0	0	0	26	44.1	7	11.9	2	3.4	48.6	54.5	
0345	57	1	53	0	3	0	0	0	0	0	0	0	9	15.8	4	7.0	0	0.0	43	51.5	
0400	38	2	32	0	4	0	0	0	0	0	0	0	6	15.8	3	7.9	1	2.6	43.3	50.9	
0415	35	1	32	0	2	0	0	0	0	0	0	0	14	40.0	4	11.4	0	0.0	45.7	53	
0430	30	1	27	0	2	0	0	0	0	0	0	0	8	26.7	3	10.0	1	3.3	46.4	51.5	
0445	31	2	26	0	3	0	0	0	0	0	0	0	9	29.0	2	6.5	0	0.0	43.1	52.9	
0500	21	0	19	0	2	0	0	0	0	0	0	0	5	23.8	3	14.3	2	9.5	47.5	55.4	
0515	24	0	22	0	2	0	0	0	0	0	0	0	6	25.0	3	12.5	2	8.3	47	53.4	
0530	19	0	18	0	1	0	0	0	0	0	0	0	8	42.1	2	10.5	1	5.3	47.9	54.2	
0545	20	1	16	0	3	0	0	0	0	0	0	0	4	20.0	2	10.0	2	10.0	43.7	52.3	
0600	25	0	20	0	4	1	0	0	0	0	0	0	4	16.0	3	12.0	1	4.0	43	53.2	
0615	29	1	24	0	3	1	0	0	0	0	0	0	6	20.7	0	0.0	0	0.0	43.9	50.3	
0630	42	7	34	0	1	0	0	0	0	0	0	0	9	21.4	2	4.8	0	0.0	43.9	52.4	
0645	36	0	32	0	2	1	0	0	1	0	0	0	7	19.4	3	8.3	2	5.6	45.3	53.6	
0700	28	1	26	0	1	0	0	0	0	0	0	0	2	7.1	1	3.6	0	0.0	41.7	48.4	
0715	52	0	46	0	5	1	0	0	0	0	0	0	8	15.4	0	0.0	0	0.0	42.5	50.3	
0730	44	2	37	0	5	0	0	0	0	0	0	0	6	13.6	3	6.8	0	0.0	42.4	50.2	
0745	44	3	33	0	8	0	0	0	0	0	0	0	5	11.4	2	4.5	1	2.3	42.3	49.8	
0800	52	0	45	1	6	0	0	0	0	0	0	0	4	7.7	2	3.8	1	1.9	41.1	48.4	
0815	37	3	29	0	5	0	0	0	0	0	0	0	8	21.6	3	8.1	1	2.7	41.6	51.6	
0830	41	4	31	0	6	0	0	0	0	0	0	0	12	29.3	4	9.8	2	4.9	43.6	53.5	
0845	48	6	33	0	9	0	0	0	0	0	0	0	11	22.9	6	12.5	3	6.3	43.9	53.2	
0900	44	1	35	0	8	0	0	0	0	0	0	0	7	15.9	1	2.3	0	0.0	43.2	51.3	
0915	67	1	56	0	10	0	0	0	0	0	0	0	2	3.0	0	0.0	0	0.0	40	45.3	
0930	62	2	54	0	5	1	0	0	0	0	0	0	7	11.3	4	6.5	1	1.6	40.9	47.2	
0945	83	8	67	0	7	0	0	0	1	0	0	0	3	3.6	1	1.2	0	0.0	36.7	45.3	
1000	77	0	68	0	8	0	1	0	0	0	0	0	4	5.2	1	1.3	0	0.0	40.7	46.9	
1015	62	1	48	0	13	0	0	0	0	0	0	0	6	9.7	0	0.0	0	0.0	38.8	46.4	
1030	73	5	65	0	3	0	0	0	0	0	0	0	6	8.2	0	0.0	0	0.0	38.1	46	
1045	100	5	88	0	7	0	0	0	0	0	0	0	1	1.0	0	0.0	0	0.0	37.3	43.1	
1100	108	1	100	0	7	0	0	0	0	0	0	0	2	1.9	0	0.0	0	0.0	36.5	42.4	
1115	121	13	101	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	34.7	40.7
1130	117	5	106	0	6	0	0	0	0	0	0	0	2	1.7	0	0.0	0	0.0	32.7	42.1	
1145	102	13	81	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0.0	35.4	42.7	
1200	90	6	77	0	7	0	0	0	0	0	0	0	1	1.1	0	0.0	0	0.0	35	42.6	
1215	105	10	83	2	10	0	0	0	0	0	0	0	2	1.9	0	0.0	0	0.0	33.9	43.6	
1230	112	7	97	2	5	0	0	0	1	0	0	0	2	1.8	0	0.0	0	0.0	34.1	41.7	
1245	89	4	79	0	6	0	0	0	0	0	0	0	1	1.1	0	0.0	0	0.0	37.1	42.8	
1300	140	7	122	1	10	0	0	0	0	0	0	0	1	0.7	1	0.7	0	0.0	35.1	41.6	
1315	126	9	110	0	6	0	0	0	1	0	0	0	0	0	0	0	0.0	0	0.0	33.6	41.7
1330	114	5	102	0	7	0	0	0	0	0	0	0	1	0.9	0	0.0	0	0.0	35.1	42.2	
1345	141	8	125	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	41
1400	116	7	102	0	4	0	2	0	1	0	0	0	3	2.6	1	0.9	1	0.9	34.8	42.4	
1415	106	4	93	0	9	0	0	0	0	0	0	0	1	0.9	0	0.0	0	0.0	37.1	44.1	
1430	110	7	97	0	6	0	0	0	0	0	0	0	1	0.9	0	0.0	0	0.0	33.1	40.8	
1445	107	6	97	1	2	1	0	0	0	0	0	0	1	0.9	0	0.0	0	0.0	31.6	41.5	
1500	120	9	95	0	15	1	0	0	0	0	0	0	4	3.3	1	0.8	0	0.0	36	43.8	
1515	99	4	91	0	3	0	0	0	1	0	0	0	2	2.0	0	0.0	0	0.0	35	44.7	
1530	121	9	101	1	8	0	0	0	0	1	1	0	0	0	0	0	0.0	0	0.0	30.4	37.4
1545	98	5	87	0	6	0	0	0	0	0	0	0	2	2.0	2	2.0					

Time	Total	Classification												JPSL 50	JPSL% 50	JSL1 55 +5kph	JSL1% 55 +5kph	JSL2 60 +10kph	JSL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	26	2	20	0	4	0	0	0	0	0	0	0	0	1	3.8	0	0.0	0	0.0	38.2	47.1
0015	25	2	22	0	1	0	0	0	0	0	0	0	0	2	8.0	1	4.0	0	0.0	42.4	48.7
0030	29	1	27	0	1	0	0	0	0	0	0	0	0	7	24.1	3	10.3	1	3.4	44.9	53.8
0045	18	0	17	0	1	0	0	0	0	0	0	0	0	4	22.2	0	0.0	0	0.0	44.2	51.6
0100	16	0	16	0	0	0	0	0	0	0	0	0	0	3	18.8	1	6.3	0	0.0	45.6	53.4
0115	18	3	14	0	1	0	0	0	0	0	0	0	0	3	16.7	3	16.7	0	0.0	42.7	55.2
0130	21	2	17	0	2	0	0	0	0	0	0	0	0	3	14.3	1	4.8	1	4.8	44.4	51.4
0145	14	1	11	0	2	0	0	0	0	0	0	0	0	2	14.3	0	0.0	0	0.0	41.8	50.8
0200	19	2	16	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	39	48.9
0215	12	2	8	0	2	0	0	0	0	0	0	0	0	4	33.3	0	0.0	0	0.0	45.6	54.2
0230	16	1	15	0	0	0	0	0	0	0	0	0	0	5	31.3	1	6.3	1	6.3	43.7	53.2
0245	12	0	9	0	2	0	1	0	0	0	0	0	0	2	16.7	0	0.0	0	0.0	40.9	54
0300	17	2	13	0	2	0	0	0	0	0	0	0	0	3	17.7	3	17.7	2	11.8	43.9	57.5
0315	10	0	9	0	1	0	0	0	0	0	0	0	0	1	10.0	0	0.0	0	0.0	40.9	-
0330	14	0	11	0	3	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	41.5	48.2
0345	9	0	8	0	1	0	0	0	0	0	0	0	0	4	44.4	1	11.1	0	0.0	46.4	-
0400	12	1	7	0	4	0	0	0	0	0	0	0	0	5	41.7	3	25.0	3	25.0	48.2	61.5
0415	19	1	14	0	4	0	0	0	0	0	0	0	0	8	42.1	3	15.8	2	10.5	47.7	55.2
0430	13	2	8	0	2	1	0	0	0	0	0	0	0	3	23.1	2	15.4	2	15.4	44.3	59.9
0445	21	1	14	0	6	0	0	0	0	0	0	0	0	6	28.6	1	4.8	0	0.0	45	52.9
0500	27	2	19	0	5	1	0	0	0	0	0	0	0	9	33.3	5	18.5	0	0.0	44.1	56.1
0515	33	2	26	0	5	0	0	0	0	0	0	0	0	7	21.2	3	9.1	1	3.0	45.2	52.2
0530	40	4	31	0	5	0	0	0	0	0	0	0	0	13	32.5	2	5.0	0	0.0	44	52.7
0545	50	4	32	1	12	1	0	0	0	0	0	0	0	6	12.0	0	0.0	0	0.0	42.8	49.5
0600	67	4	52	0	11	0	0	0	0	0	0	0	0	4	6.0	0	0.0	0	0.0	42	47.5
0615	107	4	77	0	23	2	1	0	0	0	0	0	0	11	10.3	2	1.9	1	0.9	42.6	48.7
0630	132	12	95	2	22	0	0	0	1	0	0	0	0	4	3.0	1	0.8	0	0.0	37.8	44.8
0645	141	8	115	0	17	0	1	0	0	0	0	0	0	4	2.8	0	0.0	0	0.0	36.3	43.1
0700	128	7	99	0	22	0	0	0	0	0	0	0	0	2	1.6	0	0.0	0	0.0	33.8	40.2
0715	132	9	94	1	27	0	1	0	0	0	0	0	0	2	1.5	2	1.5	0	0.0	33.8	41.4
0730	139	14	105	0	19	0	0	0	1	0	0	0	0	3	2.2	1	0.7	0	0.0	32.7	41.8
0745	127	15	88	0	20	1	2	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	33.6	42
0800	170	16	124	0	28	1	0	0	1	0	0	0	0	2	1.2	1	0.6	1	0.6	31	38.3
0815	154	13	111	0	23	1	4	1	0	0	0	0	1	0	0.0	0	0.0	0	0.0	23.3	32.4
0830	148	34	92	0	20	0	1	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	25.3	35.3
0845	118	28	74	1	13	0	1	0	1	0	0	0	0	1	0.8	0	0.0	0	0.0	30.6	40
0900	147	23	99	1	24	0	0	0	0	0	0	0	0	2	1.4	0	0.0	0	0.0	33.6	40.5
0915	139	10	99	3	21	3	2	0	1	0	0	0	0	2	1.4	0	0.0	0	0.0	31.8	41.6
0930	133	8	94	0	29	2	0	0	0	0	0	0	0	2	1.5	0	0.0	0	0.0	33.4	39.8
0945	114	9	83	0	20	1	0	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	31.8	39.4
1000	109	4	80	1	24	0	0	0	0	0	0	0	0	1	0.9	0	0.0	0	0.0	35.6	41
1015	100	9	79	0	12	0	0	0	0	0	0	0	0	2	2.0	0	0.0	0	0.0	33.9	42.1
1030	132	4	103	1	24	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	32.9	39.8
1045	104	6	84	0	12	1	1	0	0	0	0	0	0	1	1.0	0	0.0	0	0.0	27.5	36.7
1100	98	1	78	1	18	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	33.7	40
1115	113	6	88	0	15	1	1	0	2	0	0	0	0	1	0.9	1	0.9	0	0.0	31.8	40.3
1130	120	4	89	0	26	1	0	0	0	0	0	0	0	2	1.7	0	0.0	0	0.0	33.3	40.7
1145	97	10	66	0	17	0	2	0	1	1	0	0	0	2	2.1	0	0.0	0	0.0	31.4	37.1
1200	102	10	77	0	14	0	0	0	0	0	1	0	0	2	2.0	1	1.0	0	0.0	33	39.8
1215	98	3	76	0	17	0	1	0	0	1	0	0	0	1	1.0	0	0.0	0	0.0	31.3	38.1
1230	101	14	60	0	25	1	0	0	1	0	0	0	0	1	1.0	0	0.0	0	0.0	31.4	39.8
1245	94	6	78	0	10	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	30.4	38.1
1300	93	9	70	0	13	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	30.2	38.3
1315	104	10	77	1	14	2	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	32.7	40.6
1330	107	12	74	0	20	0	0	0	1	0	0	0	0	1	0.9	1	0.9	0	0.0	31.3	38.3
1345	106	8	77	0	18	1	0	0	2	0	0	0	0	0	0.0	0	0.0	0	0.0	30.3	38.2
1400	106	10	78	2	16	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	32.6	40.8
1415	83	2	63	0	15	3	0	0	0	0	0	0	0	1	1.2	1	1.2	1	1.2	34.2	42.4
1430	88	6	68	0	12	2	0	0	0	0	0	0	0	3	3.4	2	2.3	1	1.1	36.4	42.9
1445	107	10	83	0	14	0	0	0	0	0	0	0	0	1	0.9	1	0.9	0	0.0	32.7	39
1500	98	6	74	0	16	0	1	0	1	0	0	0	0	2	2.0	1	1.0	0	0.0	34	41
1515	129	9	106	0	14	0	0	0	0	0	0	0	0	2	1.6	2	1.6	2	1.6	33.3	41
1530	92	10	70	1	10	0	0	1	0	0	0	0	0	2	2.2	0	0.0	0	0.0	33.9	40.3
1545	105	11	78	2	10	0	1	0	2	0	1	0	0	2	1.9	0	0.0	0	0.0	33.2	42.1
1600	120	18	85	0	16	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	31.8	41
1615	93	15	66	0	12	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	34.1	42.2
1630	90	15	61	1	12	0	1	0	0	0	0	0	0	4	4.4	1	1.1	1	1.1	33.6	43.7
1645	92	9	73	0	8	0	1	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	33.3	40.6
1700	90	13	65	0	11	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	34.2	41
1715	118	28	78	0	10	1	0	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	32.1	39.2
1730	98	17	71	0	9	1	0	0	0	0	0	0	0	2	2.0	1	1.0	0	0.0	34.7	43
1745	83	15	60	1	7	0	0	0	0	0	0	0	0	5	6.0	2	2.4	2	2.4	36.1	44.8
1800	120	16	79	4	17	1	0	0	2	0	1	0	0	1	0.8	0	0.0	0	0.0	30.1	38.8
1815	84	13	57	0	14	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	35	42.6
1830	99	8	73	1	13	1	1	1	1	0	0	0	0	0	0.0	0	0.0	0	0.0	33.6	40.1
1845	97	11	75	0	11	0	0	0	0	0	0	0	0	1	1.0	0	0.0	0	0.0	33.1	4

Site 3
Location James' Street east
Direction Eastbound

18028 / STEEVENS LANE, DUBLIN
MARCH 2026
AUTOMATIC TRAFFIC COUNT

Time	Total	Classification												JPSL 50	JPSL% 50	JSL1 55 +5kph	JSL1% 55 +5kph	JSL2 60 +10kph	JSL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	36	2	29	0	5	0	0	0	0	0	0	0	0	4	11.1	2	5.6	0	0.0	42.4	48.9
0015	19	2	16	0	1	0	0	0	0	0	0	0	0	3	15.8	1	5.3	1	5.3	42.4	51.8
0030	20	0	20	0	0	0	0	0	0	0	0	0	0	3	15.0	1	5.0	0	0.0	44.3	50
0045	17	2	13	0	1	1	0	0	0	0	0	0	0	1	5.9	0	0.0	0	0.0	42	47.8
0100	18	0	16	0	2	0	0	0	0	0	0	0	0	3	16.7	0	0.0	0	0.0	42.1	51.7
0115	17	2	14	0	1	0	0	0	0	0	0	0	0	3	17.7	0	0.0	0	0.0	41.4	50.6
0130	10	1	9	0	0	0	0	0	0	0	0	0	0	1	10.0	1	10.0	0	0.0	44.4	-
0145	11	1	10	0	0	0	0	0	0	0	0	0	0	2	18.2	0	0.0	0	0.0	41.2	51.6
0200	8	0	7	0	1	0	0	0	0	0	0	0	0	1	12.5	0	0.0	0	0.0	43.3	-
0215	20	1	15	0	4	0	0	0	0	0	0	0	0	2	10.0	1	5.0	0	0.0	44	48.6
0230	12	0	9	0	3	0	0	0	0	0	0	0	0	4	33.3	4	33.3	1	8.3	46.7	57.5
0245	12	0	11	0	1	0	0	0	0	0	0	0	0	1	8.3	0	0.0	0	0.0	42.1	48.9
0300	15	0	14	0	1	0	0	0	0	0	0	0	0	3	20.0	2	13.3	1	6.7	43.8	54.4
0315	11	0	8	0	3	0	0	0	0	0	0	0	0	1	9.1	0	0.0	0	0.0	42.2	50.3
0330	12	1	8	0	3	0	0	0	0	0	0	0	0	4	33.3	2	16.7	0	0.0	43.8	55.4
0345	13	0	12	0	1	0	0	0	0	0	0	0	0	3	23.1	1	7.7	0	0.0	45.7	52.7
0400	13	0	11	0	2	0	0	0	0	0	0	0	0	4	30.8	3	23.1	2	15.4	46.9	60.4
0415	9	0	5	0	4	0	0	0	0	0	0	0	0	3	33.3	0	0.0	0	0.0	42.3	-
0430	16	2	10	0	4	0	0	0	0	0	0	0	0	4	25.0	1	6.3	0	0.0	44.9	52.6
0445	15	1	11	0	2	1	0	0	0	0	0	0	0	6	40.0	4	26.7	2	13.3	47	62.4
0500	26	2	20	0	4	0	0	0	0	0	0	0	0	9	34.6	3	11.5	1	3.8	47	54.7
0515	36	2	23	0	10	0	1	0	0	0	0	0	0	7	19.4	1	2.8	0	0.0	43	50.8
0530	43	4	33	0	6	0	0	0	0	0	0	0	0	9	20.9	7	16.3	3	7.0	44.3	55.7
0545	52	7	34	0	10	1	0	0	0	0	0	0	0	10	19.2	4	7.7	0	0.0	43.2	51.5
0600	71	3	54	0	11	1	1	0	1	0	0	0	0	9	12.7	3	4.2	2	2.8	43.9	49.3
0615	130	6	98	3	18	4	0	0	1	0	0	0	0	17	13.1	6	4.6	3	2.3	42.4	49.9
0630	134	14	100	1	19	0	0	0	0	0	0	0	0	4	3.0	0	0.0	0	0.0	37	43
0645	158	11	114	1	32	0	0	0	0	0	0	0	0	6	3.8	2	1.3	1	0.6	37.2	44
0700	155	9	122	0	22	1	0	0	1	0	0	0	0	5	3.2	0	0.0	0	0.0	33.9	40.3
0715	164	16	121	2	24	0	0	0	1	0	0	0	0	8	4.9	4	2.4	1	0.6	35.1	43.8
0730	169	12	132	2	22	0	0	1	0	0	0	0	0	0	0.0	0	0.0	0	0.0	30.9	39.2
0745	163	17	119	0	24	1	0	0	1	1	0	0	0	1	0.6	1	0.6	1	0.6	32	40.2
0800	164	23	116	0	23	1	1	0	0	0	0	0	0	3	1.8	2	1.2	0	0.0	29.9	40.1
0815	185	27	125	2	28	2	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	26.7	36.6
0830	187	38	109	1	38	0	1	0	0	0	0	0	0	1	0.5	0	0.0	0	0.0	31	38.6
0845	144	28	91	1	23	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	30.4	38.5
0900	157	24	106	0	24	1	2	0	0	0	0	0	0	1	0.6	0	0.0	0	0.0	31.7	40.4
0915	147	14	106	1	23	0	1	1	0	0	1	0	0	0	0.0	0	0.0	0	0.0	33.1	41.7
0930	175	15	131	0	26	2	0	1	0	0	0	0	0	0	0.0	0	0.0	0	0.0	30.3	38.8
0945	91	9	65	1	16	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	33	42
1000	135	10	99	0	25	0	0	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	32.2	40.2
1015	127	6	101	0	18	1	0	0	0	0	1	0	0	4	3.2	1	0.8	0	0.0	33.8	40.3
1030	130	6	100	1	21	1	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	31.5	38.7
1045	129	8	91	1	27	0	1	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	32.6	39
1100	98	6	77	0	15	0	0	0	0	0	0	0	0	1	1.0	0	0.0	0	0.0	31.3	40.9
1115	103	5	76	0	20	0	1	0	0	1	0	0	0	1	1.0	1	1.0	0	0.0	32.4	39
1130	126	3	96	0	27	0	0	0	0	0	0	0	0	1	0.8	1	0.8	0	0.0	33.7	40
1145	115	8	82	0	23	0	1	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	32.6	41.3
1200	119	10	89	0	18	1	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	34.3	41.3
1215	121	11	87	0	23	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	32.9	40.4
1230	115	12	85	0	17	1	0	0	0	0	0	0	0	2	1.7	1	0.9	0	0.0	32.5	40.5
1245	104	14	77	1	12	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	34.6	40.8
1300	101	16	73	1	11	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	32.5	38.8
1315	94	10	68	0	15	1	0	0	0	0	0	0	0	1	1.1	1	1.1	0	0.0	35.1	43.2
1330	118	5	98	1	14	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	28.6	37.5
1345	96	10	74	0	12	0	0	0	0	0	0	0	0	1	1.0	0	0.0	0	0.0	33.3	40
1400	103	13	65	0	24	1	0	0	0	0	0	0	0	7	6.8	3	2.9	2	1.9	36.5	44.7
1415	104	12	77	0	15	0	0	0	0	0	0	0	0	1	1.0	0	0.0	0	0.0	35.4	42.4
1430	116	20	77	0	19	0	0	0	0	0	0	0	0	2	1.7	1	0.9	1	0.9	34.1	41.4
1445	92	12	64	0	15	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	32.2	39.6
1500	107	13	76	0	16	0	0	0	1	1	0	0	0	0	0.0	0	0.0	0	0.0	35.1	41
1515	118	16	84	1	16	1	0	0	0	0	0	0	0	1	0.8	1	0.8	1	0.8	32.2	40.3
1530	119	6	95	1																	

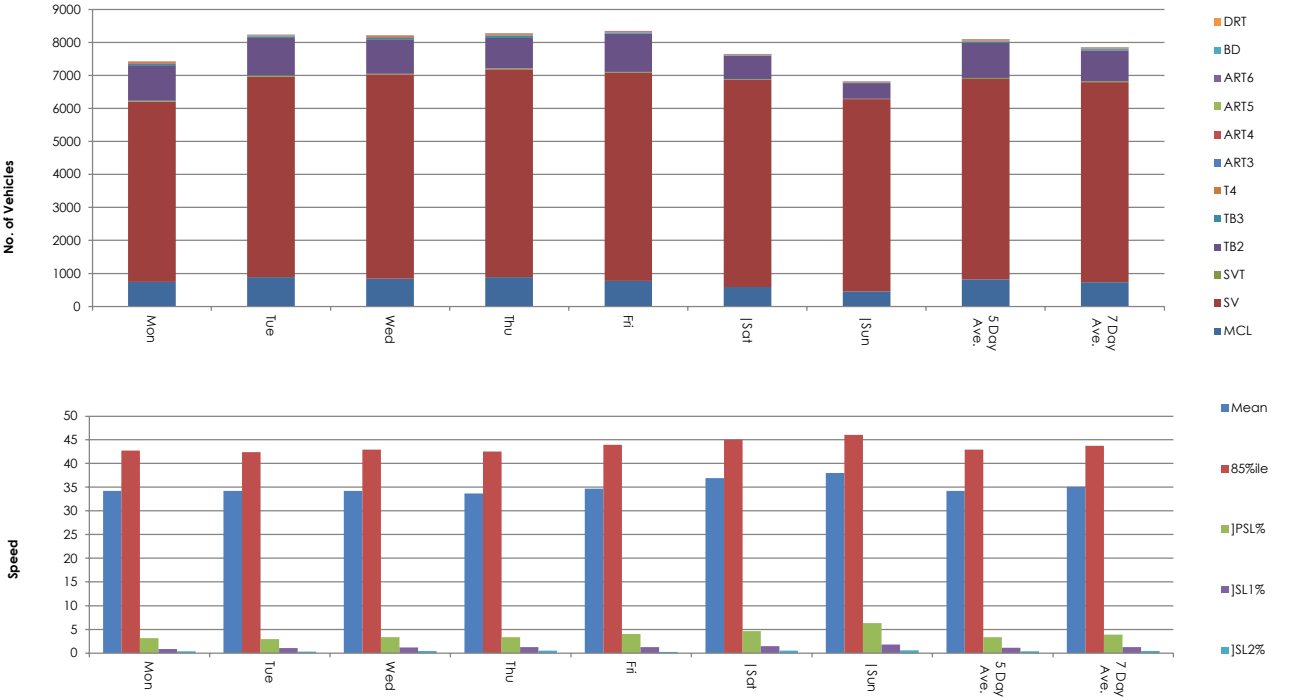
01 April 2026																					
Wednesday																					
Time	Total	Classification												JPSL 50	JPSL% 50	JSL1 55 +5kph	JSL1% 55 +5kph	JSL2 60 +10kph	JSL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	30	0	25	0	5	0	0	0	0	0	0	0	4	13.3	1	3.3	0	0.0	42.6	49.2	
0015	22	1	20	0	1	0	0	0	0	0	0	0	3	13.6	2	9.1	0	0.0	43.2	50.6	
0030	26	0	23	0	2	1	0	0	0	0	0	0	5	19.2	1	3.8	0	0.0	43.8	52	
0045	17	5	10	0	2	0	0	0	0	0	0	0	2	11.8	2	11.8	1	5.9	39.8	51.3	
0100	17	2	15	0	0	0	0	0	0	0	0	0	4	23.5	2	11.8	0	0.0	42.5	53.6	
0115	10	0	9	0	1	0	0	0	0	0	0	0	5	50.0	3	30.0	1	10.0	49.4	-	
0130	18	1	14	1	2	0	0	0	0	0	0	0	2	11.1	1	5.6	0	0.0	38.6	46.8	
0145	16	1	12	0	3	0	0	0	0	0	0	0	3	18.8	0	0.0	0	0.0	43.5	51.9	
0200	13	1	12	0	0	0	0	0	0	0	0	0	3	23.1	1	7.7	0	0.0	40.6	51.1	
0215	15	0	13	0	2	0	0	0	0	0	0	0	1	6.7	0	0.0	0	0.0	39.8	45.9	
0230	12	0	11	0	1	0	0	0	0	0	0	0	4	33.3	3	25.0	1	8.3	47.1	57.8	
0245	15	1	12	0	2	0	0	0	0	0	0	0	2	13.3	2	13.3	2	13.3	46.1	56.8	
0300	19	0	15	0	4	0	0	0	0	0	0	0	8	42.1	4	21.1	1	5.3	47.8	57.1	
0315	8	0	7	0	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	41.6	-	
0330	14	2	9	0	3	0	0	0	0	0	0	0	2	14.3	1	7.1	0	0.0	42.6	52.7	
0345	14	0	12	0	2	0	0	0	0	0	0	0	8	57.1	6	42.9	2	14.3	51.7	65.1	
0400	11	0	9	0	2	0	0	0	0	0	0	0	4	36.4	3	27.3	1	9.1	48.1	58.8	
0415	15	0	10	0	5	0	0	0	0	0	0	0	8	53.3	3	20.0	3	20.0	49.2	63.1	
0430	16	1	12	0	2	1	0	0	0	0	0	0	8	50.0	5	31.3	3	18.8	47	61.3	
0445	21	1	15	0	4	0	1	0	0	0	0	0	7	33.3	4	19.1	2	9.5	47.3	58.3	
0500	22	2	17	0	3	0	0	0	0	0	0	0	6	27.3	2	9.1	0	0.0	45.7	54	
0515	42	1	28	0	12	1	0	0	0	0	0	0	9	21.4	6	14.3	2	4.8	46.1	54.8	
0530	33	7	18	0	7	1	0	0	0	0	0	0	13	39.4	5	15.2	1	3.0	44.7	56.8	
0545	48	7	35	0	5	0	0	0	0	1	0	0	7	14.6	0	0.0	0	0.0	40.9	50.6	
0600	61	2	49	0	10	0	0	0	0	0	0	0	9	14.8	0	0.0	0	0.0	41	50.1	
0615	124	8	103	0	11	1	1	0	0	0	0	0	7	5.6	1	0.8	1	0.8	39.6	48.1	
0630	137	8	103	0	24	1	1	0	0	0	0	0	10	7.3	2	1.5	1	0.7	39.1	46.6	
0645	149	14	111	1	21	1	1	0	0	0	0	0	4	2.7	0	0.0	0	0.0	35.3	43	
0700	130	11	98	1	20	0	0	0	0	0	0	0	3	2.3	1	0.8	0	0.0	34.7	42.3	
0715	162	12	118	1	28	1	0	0	1	0	0	0	2	1.2	1	0.6	0	0.0	30.2	40.1	
0730	136	11	103	0	22	0	0	0	0	0	0	0	1	0.7	0	0.0	0	0.0	32	40.4	
0745	192	21	141	0	26	1	3	0	0	0	0	0	3	1.6	0	0.0	0	0.0	32.6	40.2	
0800	159	13	118	2	19	3	2	0	1	0	1	0	3	1.9	1	0.6	0	0.0	27.7	35.9	
0815	151	20	111	1	15	1	1	1	1	0	0	0	1	0.7	0	0.0	0	0.0	22.7	33.8	
0830	140	31	80	0	27	0	2	0	0	0	0	0	0	0.0	0	0.0	0	0.0	28.7	38	
0845	150	31	85	1	29	2	1	1	0	0	0	0	0	0.0	0	0.0	0	0.0	29.1	38.2	
0900	153	24	104	0	19	1	2	2	0	0	1	0	0	0.0	0	0.0	0	0.0	28.6	38.4	
0915	159	16	113	0	27	2	1	0	0	0	0	0	3	1.9	2	1.3	1	0.6	30.8	39.1	
0930	137	9	103	0	23	0	2	0	0	0	0	0	0	0.0	0	0.0	0	0.0	30.2	38.5	
0945	112	9	88	0	13	0	2	0	0	0	0	0	1	0.9	0	0.0	0	0.0	31.4	39.5	
1000	119	9	86	1	23	0	0	0	0	0	0	0	1	0.8	1	0.8	0	0.0	33.7	39.4	
1015	135	9	104	0	22	0	0	0	0	0	0	0	2	1.5	2	1.5	1	0.7	33.5	41.8	
1030	115	3	95	0	15	0	1	1	0	0	0	0	2	1.7	0	0.0	0	0.0	33.5	42.6	
1045	108	6	81	1	20	0	0	0	0	0	0	0	1	0.9	0	0.0	0	0.0	33.4	40.2	
1100	127	11	95	0	21	0	0	0	0	0	0	0	3	2.4	0	0.0	0	0.0	32.5	39.9	
1115	125	3	101	0	20	0	0	0	0	1	0	0	2	1.6	0	0.0	0	0.0	34.9	40.4	
1130	106	6	78	1	20	0	0	0	0	0	1	0	2	1.9	0	0.0	0	0.0	27.3	36.3	
1145	135	11	100	1	23	0	0	0	0	0	0	0	3	2.2	1	0.7	1	0.7	31.4	38.2	
1200	95	5	72	0	18	0	0	0	0	0	0	0	1	1.1	1	1.1	0	0.0	35.9	42.1	
1215	113	13	79	1	18	0	0	0	1	1	0	0	1	0.9	0	0.0	0	0.0	29.5	39.1	
1230	116	12	84	1	17	0	1	0	1	0	0	0	3	2.6	1	0.9	0	0.0	35.1	43	
1245	110	14	82	0	12	0	1	0	0	0	1	0	1	0.9	1	0.9	0	0.0	31.9	39.8	
1300	114	13	72	1	26	1	0	0	1	0	0	0	1	0.9	0	0.0	0	0.0	34.6	41.2	
1315	109	15	81	1	10	0	0	0	1	0	1	0	2	1.8	2	1.8	2	1.8	31.4	39.3	
1330	117	15	84	1	16	0	0	0	0	0	0	1	0	0.0	0	0.0	0	0.0	33	40.3	
1345	125	13	93	0	16	0	1	0	2	0	0	0	1	0.8	1	0.8	1	0.8	33	39.5	
1400	114	7	89	1	16	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	32.3	40.5	
1415	127	12	99	0	15	0	0	0	0	1	0	0	1	0.8	0	0.0	0	0.0	34.4	43	
1430	103	3	85	0	15	0	0	0	0	0	0	0	1	1.0	1	1.0	0	0.0	33.5	40.9	
1445	128	9	103	1	14	0	1	0	0	0	0	0	1	0.8	0	0.0	0	0.0	34.4	41.6	
1500	124	5	108	0	11	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	31.7	39.4	
1515	99	10	75	0	13	1	0	0	0	0	0	0	1	1.0	1	1.0	0	0.0	35.4	41.6	
1530	105	8	88	1	8	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	33.4	39.3	
1545	112																				

Time	Total	Classification												JPSL 50	JPSL% 50	JSL1 55 +5kph	JSL1% 55 +5kph	JSL2 60 +10kph	JSL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	27	4	20	0	3	0	0	0	0	0	0	0	0	8	29.6	4	14.8	4	14.8	42.8	59.5
0015	35	3	30	0	2	0	0	0	0	0	0	0	0	3	8.6	1	2.9	0	0.0	39.9	47.7
0030	34	2	31	0	1	0	0	0	0	0	0	0	0	5	14.7	3	8.8	0	0.0	43	51.1
0045	30	0	28	0	2	0	0	0	0	0	0	0	0	3	10.0	0	0.0	0	0.0	43.6	48.2
0100	22	0	20	0	2	0	0	0	0	0	0	0	0	2	9.1	2	9.1	1	4.5	44.7	49.7
0115	28	1	25	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	42	48
0130	21	6	14	0	1	0	0	0	0	0	0	0	0	8	38.1	8	38.1	6	28.6	54.7	88.9
0145	19	1	14	0	2	2	0	0	0	0	0	0	0	3	15.8	1	5.3	0	0.0	41.6	52.9
0200	17	1	14	0	2	0	0	0	0	0	0	0	0	5	29.4	1	5.9	1	5.9	46.2	53.7
0215	18	2	14	0	2	0	0	0	0	0	0	0	0	4	22.2	2	11.1	1	5.6	42.8	54.1
0230	18	0	16	0	2	0	0	0	0	0	0	0	0	5	27.8	3	16.7	0	0.0	48.1	57.8
0245	11	0	9	0	2	0	0	0	0	0	0	0	0	6	54.6	1	9.1	0	0.0	49.4	55
0300	15	0	13	0	2	0	0	0	0	0	0	0	0	4	26.7	0	0.0	0	0.0	46.1	52.9
0315	14	0	13	0	1	0	0	0	0	0	0	0	0	3	21.4	0	0.0	0	0.0	42.9	52.2
0330	25	2	21	0	2	0	0	0	0	0	0	0	0	7	28.0	4	16.0	2	8.0	45.8	55.9
0345	18	1	15	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	39.1	46
0400	11	0	9	0	2	0	0	0	0	0	0	0	0	8	72.7	3	27.3	1	9.1	52.2	57.2
0415	14	0	11	0	3	0	0	0	0	0	0	0	0	8	57.1	4	28.6	0	0.0	49.1	56.3
0430	19	3	9	0	6	1	0	0	0	0	0	0	0	12	63.2	7	36.8	4	21.1	50.4	63
0445	12	0	9	0	2	1	0	0	0	0	0	0	0	6	50.0	3	25.0	0	0.0	48	56.1
0500	27	2	20	0	5	0	0	0	0	0	0	0	0	13	48.2	7	25.9	2	7.4	48.4	58.8
0515	31	3	21	1	4	2	0	0	0	0	0	0	0	9	29.0	6	19.4	3	9.7	46.2	56.4
0530	47	1	35	0	9	1	0	0	0	0	0	1	0	8	17.0	2	4.3	1	2.1	44.1	50.5
0545	51	7	38	0	6	0	0	0	0	0	0	0	0	12	23.5	5	9.8	1	2.0	44.2	53
0600	58	4	45	0	6	1	1	0	1	0	0	0	0	12	20.7	3	5.2	2	3.4	42.7	51.1
0615	103	9	84	0	7	3	0	0	0	0	0	0	0	14	13.6	7	6.8	4	3.9	42	49.3
0630	136	10	103	1	17	5	0	0	0	0	0	0	0	7	5.1	1	0.7	0	0.0	38.1	43.8
0645	149	16	111	2	12	3	1	2	1	0	0	0	1	1	0.7	0	0.0	0	0.0	30.1	41.4
0700	135	17	101	1	12	0	2	0	1	0	1	0	0	4	3.0	0	0.0	0	0.0	35	43.3
0715	134	9	108	0	16	0	0	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	34.2	40.7
0730	124	17	89	0	14	0	1	1	1	0	0	0	1	2	1.6	1	0.8	1	0.8	31.4	39.5
0745	151	14	113	0	23	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	30.1	38.6
0800	170	16	126	1	21	4	1	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	30.1	38.8
0815	149	24	105	1	16	1	2	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	27.8	37.1
0830	156	30	101	4	16	1	1	1	2	0	0	0	0	0	0.0	0	0.0	0	0.0	25.6	36
0845	135	26	92	0	14	1	1	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	29.1	37.4
0900	159	21	111	1	25	0	0	0	0	1	0	0	0	1	0.6	0	0.0	0	0.0	33	39.7
0915	146	15	107	0	22	2	0	0	0	0	0	0	0	1	0.7	0	0.0	0	0.0	34.3	41.3
0930	160	21	115	0	22	2	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	31.2	39.3
0945	146	15	104	1	26	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	29.7	37.9
1000	125	9	92	0	24	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	33.3	40.9
1015	130	9	92	0	27	1	0	0	0	0	0	1	0	1	0.8	0	0.0	0	0.0	30.5	39.7
1030	131	7	100	0	23	0	1	0	0	0	0	0	0	1	0.8	1	0.8	0	0.0	31.1	38.2
1045	159	10	126	0	22	0	0	1	0	0	0	0	0	0	0.0	0	0.0	0	0.0	30.5	38.4
1100	134	16	87	3	28	0	0	0	0	0	0	0	0	1	0.7	0	0.0	0	0.0	29.9	38.6
1115	126	12	88	1	24	0	0	0	0	0	1	0	0	4	3.2	1	0.8	0	0.0	35.1	41.3
1130	110	6	88	0	14	1	0	0	1	0	0	0	0	2	1.8	0	0.0	0	0.0	29.9	38.4
1145	113	7	91	0	12	1	0	0	0	0	2	0	0	1	0.9	0	0.0	0	0.0	28	37.3
1200	125	13	97	1	13	0	1	0	0	0	0	0	0	1	0.8	0	0.0	0	0.0	31.7	40.8
1215	114	7	87	0	18	0	1	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	28.3	40.5
1230	99	9	73	0	16	1	0	0	0	0	0	0	0	1	1.0	1	1.0	0	0.0	32.3	40.1
1245	106	7	85	0	13	1	0	0	0	0	0	0	0	1	0.9	1	0.9	0	0.0	33.2	40.7
1300	126	12	97	2	13	1	0	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	28.6	37.1
1315	118	15	85	1	16	0	0	1	0	0	0	0	0	2	1.7	1	0.8	0	0.0	30.9	39.3
1330	105	17	81	1	5	1	0	0	0	0	0	0	0	2	1.9	0	0.0	0	0.0	29.1	39.6
1345	103	11	72	0	16	1	2	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	31.1	38.1
1400	119	12	89	2	14	2	0	0	0	0	0	0	0	1	0.8	0	0.0	0	0.0	32.7	38.4
1415	102	5	83	1	12	0	0	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	31	39.7
1430	116	10	95	1	10	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	33.1	39.3
1445	93	6	78	0	7	1	0	0	0	0	0	0	1	0	0.0	0	0.0	0	0.0	30.4	38.4
1500	116	10	90	0	14	0	1	0	1	0	0	0	0	2	1.7	0	0.0	0	0.0	29.9	37.6
1515	96	14	70	1																	

Time	Total	Classification												JPSL 50	JPSL% 50	JSL1 55 +5kph	JSL1% 55 +5kph	JSL2 60 +10kph	JSL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	154	11	130	0	13	0	0	0	0	0	0	0	0	16	10.7	6	3.7	2	1.1	41.7	48.6
0100	124	7	109	0	7	1	0	0	0	0	0	0	0	18	14.8	6	5.2	2	1.3	43	50
0200	110	5	97	0	7	0	0	0	0	0	0	0	0	22	19.7	7	6.5	2	1.7	44	51.2
0300	96	3	86	0	7	0	0	0	0	0	0	0	0	24	25.5	9	9.2	2	2.5	45.1	52.9
0400	81	4	65	0	12	1	0	0	0	0	0	0	0	27	32.8	11	13.9	5	6.5	46.3	54.2
0500	118	9	87	0	21	1	0	0	0	0	0	0	0	31	26.3	13	10.9	4	3.4	44.9	53.2
0600	316	23	241	2	45	4	1	0	1	0	0	0	0	30	9.3	8	2.5	4	1.1	39.5	47.8
0700	450	36	337	1	69	2	1	0	2	0	0	0	0	19	4.2	5	1.2	1	0.3	34.8	43.9
0800	489	65	338	3	75	3	3	1	1	0	0	0	0	10	2.1	4	0.8	2	0.3	30.5	40.6
0900	483	50	347	1	78	3	3	1	1	0	0	0	0	8	1.6	2	0.4	0	0.1	32.6	41.2
1000	461	29	352	1	76	1	1	0	1	0	0	0	0	7	1.5	1	0.3	0	0.0	33.6	41.4
1100	457	29	354	1	69	1	1	0	1	0	1	0	0	5	1.2	1	0.3	0	0.1	32.7	40.6
1200	429	38	329	1	57	1	1	0	1	0	1	0	0	4	1.0	2	0.4	0	0.0	32.8	41
1300	450	42	348	2	53	2	1	0	1	0	0	0	0	3	0.6	2	0.3	0	0.1	32.1	40.1
1400	436	36	344	2	51	2	1	0	0	0	0	0	0	5	1.2	1	0.3	1	0.2	33.5	41.3
1500	427	39	336	2	46	1	1	0	1	0	0	0	0	5	1.2	2	0.4	1	0.2	33.3	40.8
1600	415	49	318	2	41	2	2	0	1	0	0	0	0	7	1.6	2	0.4	1	0.1	33.6	41.1
1700	426	61	324	1	35	2	2	0	0	0	0	0	0	8	1.9	2	0.5	1	0.2	33.7	41.8
1800	447	51	346	3	42	2	1	0	2	0	0	0	0	5	1.1	1	0.2	0	0.0	33.9	41.4
1900	413	42	331	2	34	2	1	0	1	0	0	0	0	8	1.9	3	0.6	1	0.3	35.3	42.4
2000	369	43	291	1	30	2	1	0	1	0	0	0	0	10	2.7	2	0.5	1	0.2	36.6	43.6
2100	281	34	220	1	23	1	1	0	0	0	0	0	0	10	3.5	3	1.0	1	0.3	37.7	44.8
2200	220	21	175	0	22	1	0	0	0	0	0	0	0	12	5.7	4	1.6	1	0.5	38.8	45.6
2300	187	13	154	0	19	0	0	0	0	0	0	0	0	12	6.2	3	1.4	2	0.8	40.2	46.5
07-19	5372	524	4072	21	694	21	18	3	12	2	4	0	1	86	1.6	25	0.5	8	0.1	33.1	41.3
06-22	6751	667	5155	26	826	30	22	4	15	2	4	0	1	143	2.1	40	0.6	14	0.2	33.9	42.1
06-00	7158	700	5484	26	868	31	23	4	15	2	4	0	1	167	2.3	46	0.6	17	0.2	34.2	42.5
00-00	7840	738	6057	27	934	35	23	4	15	2	4	1	1	306	3.9	99	1.3	34	0.4	35.1	43.7

Time	Total	Classification												JPSL 50	JPSL% 50	JSL1 55 +5kph	JSL1% 55 +5kph	JSL2 60 +10kph	JSL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	7410	739	5462	26	1082	40	28	3	23	3	3	0	1	231	3.1	62	0.8	27	0.4	34.2	42.7
Tue	8226	890	6069	36	1140	40	27	5	13	3	3	0	0	241	2.9	87	1.1	27	0.3	34.2	42.4
Wed	8197	839	6182	26	1044	41	31	6	17	4	5	1	1	276	3.4	96	1.2	36	0.4	34.2	42.9
Thu	8272	885	6292	37	919	65	33	7	16	2	10	2	4	275	3.3	103	1.2	41	0.5	33.7	42.5
Fri	8334	773	6302	32	1156	30	17	7	15	0	2	0	0	333	4.0	107	1.3	23	0.3	34.7	43.9
Sat	7637	592	6267	18	717	13	15	1	11	0	1	1	1	353	4.6	111	1.5	40	0.5	36.9	45
Sun	6806	448	5827	12	480	15	10	0	12	1	1	0	0	432	6.3	124	1.8	41	0.6	38	46
5 Day Ave.	8088	825	6061	31	1068	43	27	6	17	2	5	1	1	271	3.4	91	1.1	31	0.4	34.2	42.9
7 Day Ave.	7840	738	6057	27	934	35	23	4	15	2	4	1	1	306	3.9	99	1.3	34	0.4	35.1	43.7
--	54882	5166	42401	187	6538	244	161	29	107	13	25	4	7	2141	3.9	690	1.3	235	0.4	35.1	43.7

Summary Graphs



18028 / STEEVENS LANE, DUBLIN
MARCH 2026
AUTOMATIC TRAFFIC COUNT

[illegible]

18028 / STEEVENS LANE, DUBLIN
MARCH 2026
AUTOMATIC TRAFFIC COUNT

18028 - Steevens Lane, Dublin ATC 3.xlsx DirA - Results

18028 / STEEVENS LANE, DUBLIN
MARCH 2026
AUTOMATIC TRAFFIC COUNT

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18028 / STEEVENS LANE, DUBLIN
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18028 / STEEVENS LANE, DUBLIN
MARCH 2026
AUTOMATIC TRAFFIC COUNT

[illegible]

18028 / STEEVENS LANE, DUBLIN
MARCH 2026
AUTOMATIC TRAFFIC COUNT

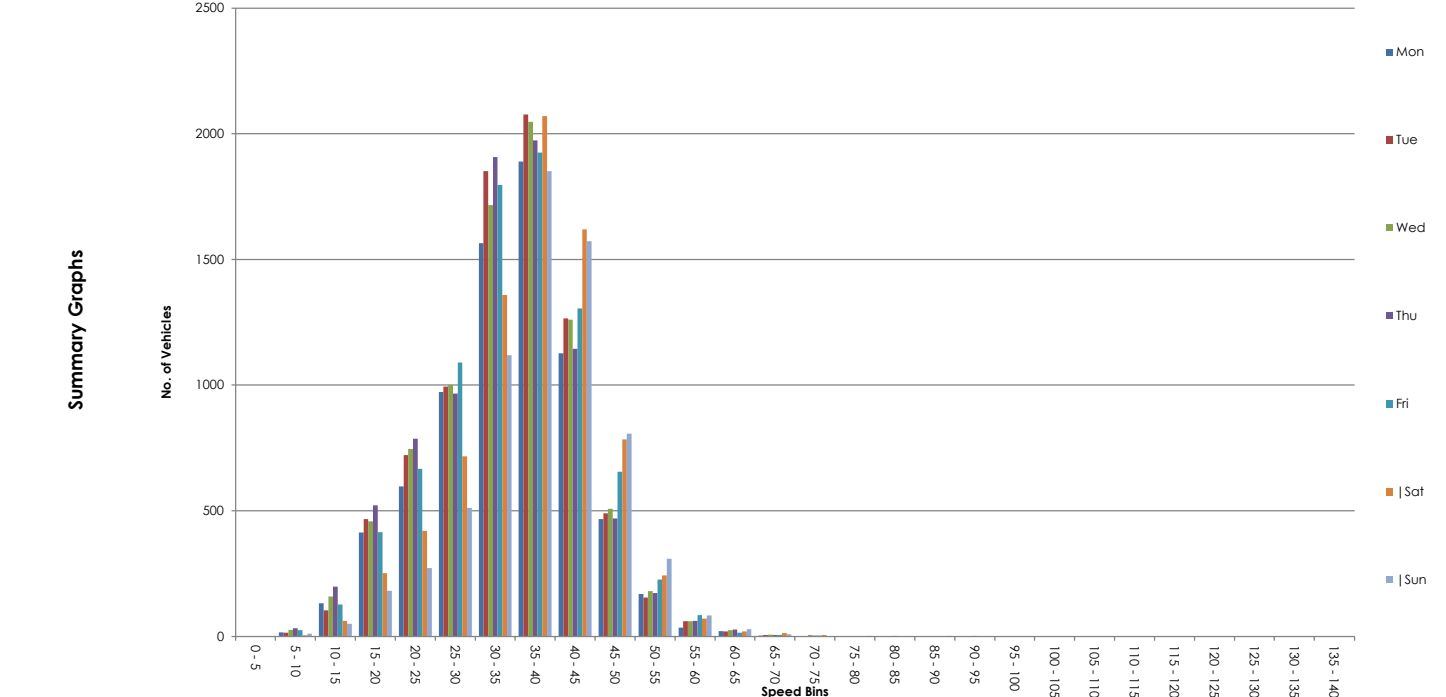
18028 - Steevens Lane, Dublin ATC 3.xlsx DirA - Results

18028 / STEEVENS LANE, DUBLIN
MARCH 2026
AUTOMATIC TRAFFIC COUNT

Time	Total	Speed Bins (km/h)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
0000	27	0	0	0	1	0	2	5	3	6	2	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	35	0	0	1	0	1	1	5	6	11	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	34	0	0	0	0	0	2	2	9	10	6	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	30	0	0	0	0	0	0	0	6	13	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	22	0	0	0	0	0	0	0	3	10	7	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	28	0	0	0	0	0	0	3	8	6	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	21	0	0	0	0	0	1	1	3	6	2	0	2	1	0	1	0	1	0	2	1	0	0	0	0	0	0	0	0	0
0145	19	0	0	0	0	1	0	1	7	5	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	17	0	0	0	0	0	0	2	1	6	3	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	18	0	0	0	0	0	3	2	3	1	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	18	0	0	0	0	0	0	0	1	4	8	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	11	0	0	0	0	0	0	0	0	3	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	15	0	0	0	0	0	0	0	2	6	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	14	0	0	0	0	0	1	1	4	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	25	0	0	0	0	1	0	1	3	6	7	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	18	0	0	0	1	0	1	1	6	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	11	0	0	0	0	0	0	0	1	0	2	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	14	0	0	0	0	0	0	0	2	2	2	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	19	0	0	0	1	0	1	0	1	2	2	5	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	12	0	0	0	0	0	0	0	2	2	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	27	0	0	1	0	0	0	1	3	2	7	6	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	31	0	0	0	1	1	0	4	2	4	10	3	3	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0530	47	0	0	0	1	0	1	2	7	13	15	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	51	0	0	0	2	1	1	1	8	11	15	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	58	0	0	0	1	0	3	5	10	19	8	9	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	103	0	0	3	1	0	8	4	16	36	21	7	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	136	0	0	1	3	4	4	17	59	33	8	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	149	0	4	11	20	19	13	20	36	15	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	135	0	0	1	7	4	16	41	33	21	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715	134	0	0	3	2	10	8	52	36	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730	124	0	0	7	7	15	17	44	17	8	7	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745	151	0	0	2	23	29	13	30	36	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	170	0	1	5	18	27	26	33	42	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815	149	0	1	7	23	29	24	32	23	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830	156	0	2	22	21	33	27	25	20	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845	135	0	1	4	13	29	25	25	26	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	159	0	0	1	10	14	12	55	44	20	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915	146	0	0	0	7	7	19	39	48	19	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930	160	0	1	5	16	18	22	36	40	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945	146	0	1	5	15	25	22	34	29	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	125	0	1	4	4	11	12	30	39	20	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015	130	0	0	5	12	21	16	28	33	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030	131	0	2	1	5	15	25	47	27	7	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045	159	0	2	8	17	16	15	43	43	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	134	0	1	9	14	16	17	45	15	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115	126	0	0	0	6	5	11	41	37	18	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130	110	0	1	5	12	12	20	32	17	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145	113	0	1	6	18	18	15	32	14	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	125	0	1	7	8	13	17	27	33	16	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215	114	0	1	13	18	12	17	20	16	8	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230	99	0	0	1	7	10	17	22	26	10	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245	106	0	0	1	3	13	22	18	27	19	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	126	0	0	2	15	34	18	31	17	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315	118	0	0	2	10	14	23	40	14	10	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330	105	0	1	6	20	11	12	24	16	10	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345	103	0	0	3	5	15	14	35	19	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	119	0	1	2	3	12	10	45	37	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415	102	0	5	1	3	16	18	25	20	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430	116	0	0	1	4	6	20	37	33	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445	93	0	0	5	10	9	12	28	18	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	116	0	2	6	7	21	18	27	29	4	0	2	0	0	0	0	0	0	0	0	0	0	0							

Time	Total	Speed Bins (km/h)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
0000	154	0	0	1	2	3	5	12	36	47	31	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	124	0	0	0	1	2	3	7	26	37	28	12	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	110	0	0	0	0	1	3	7	19	29	28	14	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	96	0	0	0	1	1	1	6	14	24	25	16	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	81	0	0	0	1	1	1	3	9	19	20	15	6	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	118	0	0	0	2	2	3	7	15	25	33	18	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	316	0	1	4	8	11	17	36	79	81	50	22	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	450	0	1	9	25	39	47	97	105	72	37	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	489	0	5	24	57	73	67	91	89	53	21	6	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	483	0	2	9	35	52	70	110	111	65	21	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	461	0	1	8	26	40	59	104	127	67	21	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	457	0	2	10	27	44	61	117	118	56	17	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	429	0	1	10	26	39	60	102	112	56	17	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	450	0	1	8	31	49	76	108	109	48	17	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	436	0	1	5	22	38	64	105	115	62	19	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	427	0	1	7	22	34	63	108	116	57	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	415	0	1	4	20	37	56	104	113	56	18	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	426	0	0	5	26	39	53	100	110	64	20	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	447	0	1	6	21	38	53	113	123	70	18	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	413	0	0	3	13	24	48	101	120	72	25	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	369	0	0	2	9	16	37	72	120	79	25	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	281	0	0	1	5	10	23	48	80	72	31	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	220	0	0	1	4	6	13	34	63	60	27	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	187	0	0	0	1	4	11	22	49	57	32	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	5372	0	16	106	340	521	727	1260	1348	726	242	61	17	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	6751	0	18	115	375	581	853	1517	1747	1029	372	103	26	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	7158	0	18	116	380	591	876	1573	1859	1146	431	121	30	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	7840	0	18	118	387	601	893	1616	1977	1328	597	207	65	22	7	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0

Virtual Week (1)																														
Time	Total	Speed Bins (km/h)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
Mon	7410	0	16	131	413	597	973	1565	1890	1127	467	169	35	21	3	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0
Tue	8226	0	14	104	467	722	994	1851	2077	1266	490	154	60	20	5	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Wed	8197	1	26	158	458	746	1000	1717	2048	1260	507	180	60	24	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	8272	0	32	198	521	786	966	1907	1974	1144	469	172	62	27	6	3	0	2	0	2	1	0	0	0	0	0	0	0	0	0
Fri	8334	0	24	126	415	666	1089	1796	1925	1305	655	226	84	14	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat	7637	0	4	61	251	420	716	1358	2071	1619	784	242	71	20	13	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0
Sun	6806	0	10	50	181	272	511	1119	1851	1573	807	308	83	28	8	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	8088	0	22	143	455	703	1004	1767	1983	1220	518	180	60	21	5	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	7840	0	18	118	387	601	893	1616	1977	1328	597	207	65	22	7	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0
--	54882	1	126	828	2706	4209	6249	11313	13836	9294	4179	1451	455	154	48	19	4	2	4	3	1	0	0	0	0	0	0	0	0	0



Time	Total	Classification												JPSL 50	JPSL% 50	JSL1 55 +5kph	JSL1% 55 +5kph	JSL2 60 +10kph	JSL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	65	9	52	0	4	0	0	0	0	0	0	0	0	2	3.1	1	1.5	0	0.0	38.5	46.8
0015	60	10	47	0	3	0	0	0	0	0	0	0	0	5	8.3	2	3.3	0	0.0	38.5	46.6
0030	75	6	59	0	10	0	0	0	0	0	0	0	0	2	2.7	1	1.3	1	1.3	36.8	46.7
0045	46	10	33	0	3	0	0	0	0	0	0	0	0	5	10.9	0	0.0	0	0.0	37.7	48.2
0100	46	4	39	0	3	0	0	0	0	0	0	0	0	6	13.0	4	8.7	0	0.0	39.4	49.7
0115	43	5	33	1	3	1	0	0	0	0	0	0	0	9	20.9	3	7.0	0	0.0	41.1	51.5
0130	37	3	26	0	8	0	0	0	0	0	0	0	0	11	29.7	3	8.1	1	2.7	42.8	53.2
0145	38	2	35	0	1	0	0	0	0	0	0	0	0	10	26.3	1	2.6	0	0.0	43	52.8
0200	38	2	34	0	2	0	0	0	0	0	0	0	0	10	26.3	3	7.9	1	2.6	43	52.2
0215	26	2	23	0	1	0	0	0	0	0	0	0	0	7	26.9	1	3.8	1	3.8	43.3	51
0230	30	2	23	0	4	1	0	0	0	0	0	0	0	7	23.3	2	6.7	0	0.0	42.7	52.2
0245	37	2	28	0	7	0	0	0	0	0	0	0	0	11	29.7	4	10.8	2	5.4	45	51.5
0300	31	3	28	0	0	0	0	0	0	0	0	0	0	12	38.7	5	16.1	3	9.7	48.7	56
0315	22	2	17	0	3	0	0	0	0	0	0	0	0	10	45.5	3	13.6	1	4.5	46.6	55.5
0330	8	0	7	0	1	0	0	0	0	0	0	0	0	2	25.0	1	12.5	0	0.0	42.7	-
0345	16	1	15	0	0	0	0	0	0	0	0	0	0	5	31.3	4	25.0	1	6.3	46.9	56.9
0400	15	0	12	0	3	0	0	0	0	0	0	0	0	6	40.0	0	0.0	0	0.0	43.4	53.5
0415	17	2	13	0	2	0	0	0	0	0	0	0	0	5	29.4	3	17.7	1	5.9	41.6	56.6
0430	18	1	14	0	3	0	0	0	0	0	0	0	0	5	27.8	2	11.1	0	0.0	43.1	54.3
0445	18	0	14	0	4	0	0	0	0	0	0	0	0	7	38.9	5	27.8	0	0.0	47.4	58.1
0500	23	1	19	0	3	0	0	0	0	0	0	0	0	4	17.4	2	8.7	0	0.0	43.7	51.5
0515	25	0	20	0	5	0	0	0	0	0	0	0	0	8	32.0	2	8.0	0	0.0	45.6	53.4
0530	13	0	11	0	2	0	0	0	0	0	0	0	0	4	30.8	2	15.4	1	7.7	45.6	57.2
0545	12	3	6	0	3	0	0	0	0	0	0	0	0	5	41.7	3	25.0	1	8.3	43.1	60
0600	15	1	12	0	2	0	0	0	0	0	0	0	0	6	40.0	3	20.0	1	6.7	46.2	56.8
0615	29	2	23	0	3	0	0	0	0	0	1	0	0	9	31.0	3	10.3	3	10.3	43.4	53.3
0630	33	2	29	0	2	0	0	0	0	0	0	0	0	6	18.2	5	15.2	2	6.1	43	57.2
0645	45	2	37	0	6	0	0	0	0	0	0	0	0	12	26.7	5	11.1	1	2.2	43.5	53.2
0700	37	1	27	0	8	1	0	0	0	0	0	0	0	11	29.7	7	18.9	3	8.1	42.2	56.9
0715	64	6	43	0	15	0	0	0	0	0	0	0	0	4	6.3	1	1.6	0	0.0	37.3	46.7
0730	90	3	71	0	14	0	1	0	1	0	0	0	0	12	13.3	1	1.1	1	1.1	39.9	49.8
0745	94	4	73	0	14	2	0	0	1	0	0	0	0	4	4.3	0	0.0	0	0.0	34.4	45.2
0800	115	7	91	0	16	0	1	0	0	0	0	0	0	4	3.5	1	0.9	1	0.9	34.7	44.1
0815	103	6	78	0	16	3	0	0	0	0	0	0	0	3	2.9	0	0.0	0	0.0	34.3	44.2
0830	104	9	72	0	17	3	2	0	1	0	0	0	0	2	1.9	0	0.0	0	0.0	32.9	43
0845	113	5	88	0	20	0	0	0	0	0	0	0	0	5	4.4	0	0.0	0	0.0	36	45.5
0900	122	7	99	0	15	1	0	0	0	0	0	0	0	1	0.8	1	0.8	1	0.8	33.9	43.8
0915	125	11	93	0	18	2	1	0	0	0	0	0	0	3	2.4	1	0.8	1	0.8	32.2	40.7
0930	138	16	98	0	22	1	1	0	0	0	0	0	0	2	1.4	0	0.0	0	0.0	31.8	41.7
0945	128	13	95	0	19	1	0	0	0	0	0	0	0	4	3.1	3	2.3	2	1.6	30.7	42.4
1000	98	15	60	0	22	0	1	0	0	0	0	0	0	2	2.0	1	1.0	0	0.0	31.1	40.6
1015	111	4	83	0	23	0	1	0	0	0	0	0	0	2	1.8	1	0.9	0	0.0	34.1	41.7
1030	94	2	73	0	18	0	0	0	0	0	0	0	1	5	5.3	1	1.1	0	0.0	35.5	44.2
1045	120	9	84	0	25	2	0	0	0	0	0	0	0	1	0.8	1	0.8	1	0.8	32.5	42.8
1100	125	11	84	1	27	2	0	0	0	0	0	0	0	2	1.6	0	0.0	0	0.0	33.5	42.9
1115	117	3	94	0	19	0	0	0	1	0	0	0	0	5	4.3	2	1.7	0	0.0	34.8	43.6
1130	139	9	102	0	27	0	0	1	0	0	0	0	0	6	4.3	1	0.7	0	0.0	31.2	39.5
1145	118	7	91	1	18	0	1	0	0	0	0	0	0	4	3.4	0	0.0	0	0.0	36	45
1200	119	6	94	0	17	2	0	0	0	0	0	0	0	1	0.8	0	0.0	0	0.0	32	41.7
1215	130	9	97	0	21	2	0	0	0	0	0	1	0	0	0.0	0	0.0	0	0.0	30.2	39.5
1230	112	6	75	1	30	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	30.9	37.6
1245	158	6	125	0	25	0	1	0	1	0	0	0	0	3	1.9	0	0.0	0	0.0	33.1	40.2
1300	142	5	118	0	16	2	0	1	0	0	0	0	0	0	0.0	0	0.0	0	0.0	30.8	39
1315	160	11	120	0	29	0	0	0	0	0	0	0	0	1	0.6	1	0.6	0	0.0	32.4	41
1330	160	9	125	0	24	1	0	0	1	0	0	0	0	1	0.6	0	0.0	0	0.0	30.9	36.2
1345	156	18	115	1	19	1	0	0	1	0	1	0	0	3	1.9	0	0.0	0	0.0	31.1	39.2
1400	176	14	138	0	22	1	0	0	1	0	0	0	0	2	1.1	0	0.0	0	0.0	29.5	38.1
1415	174	8	142	0	23	1	0	0	0	0	0	0	0	3	1.7	2	1.1	0	0.0	30.1	37.9
1430	207	10	172	2	23	0	0	0	0	0	0	0	0	1	0.5	0	0.0	0	0.0	30.3	39.1
1445	188	10	158	1	16	1	1	0	1	0	0	0	0	1	0.5	1	0.5	0	0.0	26.6	36.7
1500	138	12	102	0	22	1	0	1	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.1	28.1
1515	188	10	153	2	21	0	0	2													

18028 / STEEVENS LANE, DUBLIN
MARCH 2026
AUTOMATIC TRAFFIC COUNT

Time	Total	Classification												JPSL 50	JPSL% 50	JSL1 55 +5kph	JSL1% 55 +5kph	JSL2 60 +10kph	JSL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	87	8	77	0	1	1	0	0	0	0	0	0	0	6	6.9	0	0.0	0	0.0	38.1	46.9
0015	69	8	56	0	5	0	0	0	0	0	0	0	0	5	7.2	2	2.9	1	1.4	38.1	45.7
0030	53	6	43	1	3	0	0	0	0	0	0	0	0	5	9.4	1	1.9	0	0.0	38.7	48.1
0045	52	8	41	0	3	0	0	0	0	0	0	0	0	3	5.8	0	0.0	0	0.0	38.2	47
0100	61	11	44	0	6	0	0	0	0	0	0	0	0	1	1.6	0	0.0	0	0.0	39.4	48.1
0115	38	3	34	0	1	0	0	0	0	0	0	0	0	8	21.1	1	2.6	0	0.0	44.1	50.6
0130	36	4	30	0	2	0	0	0	0	0	0	0	0	10	27.8	1	2.8	1	2.8	42.4	52.8
0145	50	6	42	0	1	1	0	0	0	0	0	0	0	5	10.0	3	6.0	0	0.0	40.8	49.1
0200	49	1	48	0	0	0	0	0	0	0	0	0	0	9	18.4	4	8.2	0	0.0	41.2	51.7
0215	36	1	33	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	37.8	45.6
0230	43	3	36	0	3	0	0	0	1	0	0	0	0	6	14.0	3	7.0	1	2.3	39.9	48.7
0245	35	1	32	0	2	0	0	0	0	0	0	0	0	6	17.1	3	8.6	1	2.9	45.5	52.5
0300	36	4	29	0	2	1	0	0	0	0	0	0	0	11	30.6	6	16.7	2	5.6	44.2	55.8
0315	25	0	25	0	0	0	0	0	0	0	0	0	0	10	40.0	3	12.0	0	0.0	45.3	55
0330	24	0	21	1	2	0	0	0	0	0	0	0	0	6	25.0	4	16.7	2	8.3	48.6	56
0345	33	3	28	0	2	0	0	0	0	0	0	0	0	10	30.3	2	6.1	1	3.0	44.6	53.1
0400	25	1	22	0	2	0	0	0	0	0	0	0	0	7	28.0	4	16.0	0	0.0	45.5	56.4
0415	22	0	21	0	1	0	0	0	0	0	0	0	0	8	36.4	4	18.2	2	9.1	45.1	56.1
0430	25	1	20	0	4	0	0	0	0	0	0	0	0	10	40.0	1	4.0	1	4.0	45.7	53.8
0445	21	2	17	0	2	0	0	0	0	0	0	0	0	11	52.4	6	28.6	1	4.8	46.1	57.2
0500	18	1	14	0	3	0	0	0	0	0	0	0	0	5	27.8	3	16.7	1	5.6	43.4	56.1
0515	19	1	16	0	2	0	0	0	0	0	0	0	0	5	26.3	3	15.8	1	5.3	42.8	55.2
0530	17	1	13	0	3	0	0	0	0	0	0	0	0	5	29.4	2	11.8	0	0.0	41.2	53.9
0545	19	0	18	1	0	0	0	0	0	0	0	0	0	4	21.1	1	5.3	0	0.0	43.7	51.8
0600	14	1	10	0	3	0	0	0	0	0	0	0	0	4	28.6	1	7.1	1	7.1	44.9	53.8
0615	15	3	9	0	3	0	0	0	0	0	0	0	0	4	26.7	1	6.7	1	6.7	44.9	51.7
0630	20	0	18	0	2	0	0	0	0	0	0	0	0	5	25.0	1	5.0	0	0.0	41.9	51.6
0645	13	0	12	0	1	0	0	0	0	0	0	0	0	5	38.5	2	15.4	2	15.4	43.4	59.6
0700	25	0	23	0	1	0	0	0	0	1	0	0	0	3	12.0	2	8.0	1	4.0	41.4	48.6
0715	37	1	22	0	14	0	0	0	0	0	0	0	0	9	24.3	0	0.0	0	0.0	42.9	51.2
0730	32	1	27	0	3	1	0	0	0	0	0	0	0	8	25.0	4	12.5	1	3.1	43	54.7
0745	62	5	46	0	11	0	0	0	0	0	0	0	0	11	17.7	5	8.1	2	3.2	42.2	51.8
0800	69	2	54	0	11	2	0	0	0	0	0	0	0	9	13.0	1	1.4	0	0.0	42	50
0815	55	3	41	0	9	2	0	0	0	0	0	0	0	10	18.2	5	9.1	2	3.6	42.8	52.9
0830	45	4	32	0	9	0	0	0	0	0	0	0	0	9	20.0	3	6.7	1	2.2	38.5	50.9
0845	53	1	40	0	11	1	0	0	0	0	0	0	0	4	7.5	1	1.9	0	0.0	38.9	47.8
0900	51	1	41	0	9	0	0	0	0	0	0	0	0	7	13.7	2	3.9	1	2.0	41	49.5
0915	57	3	45	0	6	3	0	0	0	0	0	0	0	7	12.3	1	1.8	0	0.0	40.4	49.5
0930	63	1	46	1	14	1	0	0	0	0	0	0	0	8	12.7	3	4.8	1	1.6	38.7	48.8
0945	72	6	60	0	6	0	0	0	0	0	0	0	0	8	11.1	1	1.4	1	1.4	36.9	46.7
1000	79	2	64	0	13	0	0	0	0	0	0	0	0	8	10.1	0	0.0	0	0.0	37.5	48.5
1015	67	8	53	0	6	0	0	0	0	0	0	0	0	3	4.5	1	1.5	1	1.5	38	48.7
1030	78	7	60	0	11	0	0	0	0	0	0	0	0	3	3.8	1	1.3	0	0.0	35.1	45.3
1045	92	3	78	0	11	0	0	0	0	0	0	0	0	3	3.3	2	2.2	0	0.0	36.5	46.1
1100	90	2	76	0	12	0	0	0	0	0	0	0	0	8	8.9	0	0.0	0	0.0	37	48
1115	106	8	82	0	15	0	1	0	0	0	0	0	0	5	4.7	1	0.9	1	0.9	34.1	43.5
1130	98	3	81	0	12	1	0	0	1	0	0	0	0	2	2.0	0	0.0	0	0.0	34.7	42.3
1145	123	7	99	0	15	1	0	0	1	0	0	0	0	5	4.1	1	0.8	1	0.8	36	44.5
1200	102	11	72	0	17	0	2	0	0	0	0	0	0	4	3.9	1	1.0	0	0.0	31.7	41.8
1215	104	9	85	0	10	0	0	0	0	0	0	0	0	1	1.0	0	0.0	0	0.0	32.3	40.6
1230	95	6	74	0	13	1	0	0	1	0	0	0	0	2	2.1	2	2.1	0	0.0	34.8	43.5
1245	137	9	117	0	8	1	1	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	33	40.4
1300	158	7	131	1	16	1	0	0	1	0	1	0	0	3	1.9	1	0.6	1	0.6	32.8	39.3
1315	148	8	125	1	12	0	1	1	0	0	0	0	0	2	1.4	0	0.0	0	0.0	33.2	42.9
1330	139	9	110	1	19	0	0	0	0	0	0	0	0	6	4.3	2	1.4	1	0.7	34.7	42.7
1345	156	16	124	0	15	1	0	0	0	0	0	0	0	2	1.3	2	1.3	0	0.0	32.1	40.3
1400	142	6	123	1	11	1	0	0	0	0	0	0	0	2	1.4	1	0.7	0	0.0	33.1	40.1
1415	148	5	122	2	15	1	2	0	1	0	0	0	0	4	2.7	1	0.7	1	0.7	33.8	41.2
1430	146	8	123	0	13	1	1	0	0	0	0	0	0	2	1.4	0	0.0	0	0.0	32.5	40.2
1445	133	6	110	0	16	1	0	0	0	0	0	0	0	1	0.8	0	0.0	0	0.0	33.9	41.8
1500	137	8	112	2	12	2	0	0	1	0	0	0	0	2	1.5	1	0.7	1	0.7	31.9	42.3
1515	135	7	116	1	9	1	0	1	0	0	0	0	0	3	2.2	0	0.0	0	0.0	32.9	42.2
1530	167	7	150	0	10	0	0	0	0	0	0	0	0	2	1.2	1	0.6	1	0.6	33.4	40.9
1545	116	9	91	0	15	0	0	0	0	0	1	0	0	3	2.6	0	0.0	0	0.0	31.8	40.6
1600	129	10	107	0	12	0	0	0	0	0	0	0	0	2	1.6	0	0.0	0	0.0	32.8	40.3
1615	120	6	94	0	17	1	1	0	1	0	0	0	0	3	2.5	0	0.0	0	0.0	34.5	42.6
1630	123	8	102	0	12	0	0	0	1	0	0	0	0	5	4.1	0	0.0	0	0.0	33.5	42.7
1645	129	9	105	2	13	0	0	0	0	0	0	0	0	1	0.8	0	0.0	0	0.0	34.7	42.1
1700	130	14	103	0	11	0	1	0	1	0	0	0	0	3	2.3	1	0.8	0	0.0	34.2	43.6
1715	128	6	110	0	12	0	0	0	0	0	0	0	0	1	0.8	0	0.0	0	0.0	34	42.8
1730	127	11	108	0	8	0	0	0	0	0	0	0	0	2	1.6	0	0.0	0	0.0	33.6	42.2
1745	141	14	113	1	11	2	0	0	0	0	0	0	0	1	0.7	1	0.7	0	0.0	32	40.5
1800	130	10	113	0	5	1	0	0	0	1	0	0	0	4	3.1	1	0.8	0	0.0	33.7	41.9
1815	118	7	98	1	11	0	1	0	0	0	0	0	0	3	2.5	2	1.7	0	0.0	34.9	42.5
1830	135	9	115	0	10	0	1	0	0	0	0	0	0	3	2.2	0	0.0	0	0.0	33.8	41.8
1845	122	12	99	0	10	0	1	0	0	0	0	0	0	4	3.3	2	1.6	0	0.0	34.1	41.6
1900	128	12	99	1	15	0	0	0	0	0	1	0	0	4	3.1	1	0.8	0	0.0	33.5	41.6
1915	127	10	104	1	12	0	0	0	0	0	0	0	0	1	0.8	0	0.0	0	0.0	31	41.5
1930	101	12	81	0	8	0	0	0													

18028 / STEEVENS LANE, DUBLIN
MARCH 2026
AUTOMATIC TRAFFIC COUNT

Time	Total	Classification												JPSL 50	JPSL% 50	JSL1 55 +5kph	JSL1% 55 +5kph	JSL2 60 +10kph	JSL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	72	7	57	0	8	0	0	0	0	0	0	0	4	5.6	0	0.0	0	0.0	38.3	46	
0015	49	6	41	0	2	0	0	0	0	0	0	0	4	8.2	0	0.0	0	0.0	38	45.9	
0030	77	3	69	0	5	0	0	0	0	0	0	0	6	7.8	1	1.3	0	0.0	38.6	48.3	
0045	47	6	36	0	5	0	0	0	0	0	0	0	10	21.3	4	8.5	0	0.0	42.8	50.5	
0100	69	2	62	0	5	0	0	0	0	0	0	0	10	14.5	1	1.4	1	1.4	39.8	50	
0115	67	5	60	0	2	0	0	0	0	0	0	0	8	11.9	1	1.5	1	1.5	40.6	48.9	
0130	50	3	45	0	2	0	0	0	0	0	0	0	11	22.0	3	6.0	1	2.0	41.6	52.9	
0145	56	1	53	0	2	0	0	0	0	0	0	0	7	12.5	0	0.0	0	0.0	42.4	49.6	
0200	41	2	36	0	3	0	0	0	0	0	0	0	4	9.8	3	7.3	0	0.0	40.7	49.3	
0215	57	1	54	0	2	0	0	0	0	0	0	0	16	28.1	4	7.0	1	1.8	46.2	52.5	
0230	48	1	44	0	3	0	0	0	0	0	0	0	16	33.3	8	16.7	0	0.0	45.5	55.3	
0245	40	1	37	0	2	0	0	0	0	0	0	0	14	35.0	6	15.0	3	7.5	44.7	55	
0300	51	1	46	0	4	0	0	0	0	0	0	0	16	31.4	8	15.7	2	3.9	45	55.1	
0315	46	3	42	0	1	0	0	0	0	0	0	0	13	28.3	7	15.2	2	4.3	44.9	55.5	
0330	38	1	35	0	2	0	0	0	0	0	0	0	15	39.5	6	15.8	3	7.9	46.7	55.4	
0345	34	1	32	0	1	0	0	0	0	0	0	0	18	52.9	3	8.8	1	2.9	46.2	53.3	
0400	40	3	35	0	2	0	0	0	0	0	0	0	10	25.0	3	7.5	0	0.0	42.2	54.3	
0415	23	0	18	0	3	1	0	0	1	0	0	0	7	30.4	2	8.7	1	4.3	46.4	53.7	
0430	30	2	26	0	1	0	1	0	0	0	0	0	10	33.3	4	13.3	1	3.3	44.6	55.1	
0445	30	2	25	0	3	0	0	0	0	0	0	0	11	36.7	8	26.7	3	10.0	46.2	60	
0500	36	0	29	0	7	0	0	0	0	0	0	0	7	19.4	3	8.3	2	5.6	44.2	51.9	
0515	13	1	11	0	1	0	0	0	0	0	0	0	2	15.4	0	0.0	0	0.0	40.4	52.1	
0530	17	1	14	0	1	1	0	0	0	0	0	0	5	29.4	1	5.9	1	5.9	42.1	54.2	
0545	11	0	11	0	0	0	0	0	0	0	0	0	4	36.4	4	36.4	1	9.1	46.5	61	
0600	18	2	14	0	2	0	0	0	0	0	0	0	3	16.7	0	0.0	0	0.0	38.6	50.4	
0615	29	1	27	0	1	0	0	0	0	0	0	0	6	20.7	2	6.9	0	0.0	43.8	52.4	
0630	29	1	25	0	3	0	0	0	0	0	0	0	4	13.8	0	0.0	0	0.0	41	49.8	
0645	59	2	52	0	3	2	0	0	0	0	0	0	17	28.8	6	10.2	1	1.7	43.6	53.7	
0700	55	3	47	0	4	1	0	0	0	0	0	0	9	16.4	3	5.5	1	1.8	41.4	50.9	
0715	52	2	47	0	3	0	0	0	0	0	0	0	6	11.5	2	3.8	1	1.9	41.8	49.1	
0730	25	2	20	0	3	0	0	0	0	0	0	0	7	28.0	5	20.0	0	0.0	41.7	55.6	
0745	37	3	31	0	2	1	0	0	0	0	0	0	4	10.8	2	5.4	1	2.7	39	49.5	
0800	34	2	25	0	6	1	0	0	0	0	0	0	5	14.7	3	8.8	1	2.9	43.2	50.4	
0815	29	3	22	0	3	1	0	0	0	0	0	0	3	10.3	1	3.4	0	0.0	39.9	48.8	
0830	42	1	36	0	5	0	0	0	0	0	0	0	6	14.3	1	2.4	0	0.0	39.2	50.6	
0845	49	3	40	0	6	0	0	0	0	0	0	0	4	8.2	1	2.0	0	0.0	40.4	47.7	
0900	41	4	32	0	5	0	0	0	0	0	0	0	3	7.3	0	0.0	0	0.0	38.3	48.2	
0915	40	2	33	0	5	0	0	0	0	0	0	0	6	15.0	1	2.5	1	2.5	39.6	51.5	
0930	46	1	38	0	7	0	0	0	0	0	0	0	6	13.0	1	2.2	0	0.0	37.5	46.9	
0945	65	2	56	0	7	0	0	0	0	0	0	0	5	7.7	1	1.5	0	0.0	38.3	48.4	
1000	49	2	37	0	8	2	0	0	0	0	0	0	6	12.2	3	6.1	0	0.0	39.6	46.6	
1015	62	2	47	0	12	1	0	0	0	0	0	0	3	4.8	2	3.2	2	3.2	36.2	43.3	
1030	74	2	59	1	11	0	1	0	0	0	0	0	2	2.7	0	0.0	0	0.0	34.5	42.5	
1045	80	4	64	0	12	0	0	0	0	0	0	0	2	2.5	0	0.0	0	0.0	36.6	45.4	
1100	82	4	66	0	10	0	1	0	0	1	0	0	4	4.9	2	2.4	0	0.0	35.6	45.4	
1115	87	6	70	0	10	1	0	0	0	0	0	0	1	1.1	0	0.0	0	0.0	35.7	43.8	
1130	80	4	67	0	9	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	34.7	43.8	
1145	87	3	75	0	8	0	0	0	1	0	0	0	3	3.4	0	0.0	0	0.0	36.2	44.3	
1200	92	8	77	0	6	0	1	0	0	0	0	0	1	1.1	0	0.0	0	0.0	34.9	43.7	
1215	95	7	75	0	13	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	34.5	43.7	
1230	108	6	88	0	13	0	0	0	1	0	0	0	6	5.6	0	0.0	0	0.0	34.8	42.3	
1245	133	8	108	1	13	0	0	0	2	1	0	0	0	0.0	0	0.0	0	0.0	33.5	40.9	
1300	112	7	93	0	11	1	0	0	0	0	0	0	1	0.9	0	0.0	0	0.0	33.1	41.9	
1315	118	5	98	0	13	1	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	32.7	40.6	
1330	119	3	103	1	12	0	0	0	0	0	0	0	2	1.7	0	0.0	0	0.0	33.6	40.2	
1345	96	6	78	0	8	1	0	1	2	0	0	0	2	2.1	1	1.0	1	1.0	33.6	41.4	
1400	122	4	103	0	14	0	1	0	0	0	0	0	3	2.5	1	0.8	1	0.8	33.4	41.7	
1415	121	6	105	0	9	1	0	0	0	0	0	0	3	2.5	0	0.0	0	0.0	33.6	41.2	
1430	127	6	104	1	16	0	0	0	0	0	0	0	2	1.6	0	0.0	0	0.0	34.9	43.3	
1445	118	4	107	0	5	1	0	0	0	0	1	0	2	1.7	1	0.8	0	0.0	34.5	42.3	
1500	130	6	109	1	13	0	1	0	0	0	0	0	2	1.5	2	1.5	0	0.0	33.3	42.8	
1515	112	8	94	0	9	0	1	0	0	0	0	0	3	2.7	1	0.9	0	0.0	33.6	40.7	
1530	112	10	94	1	6	1	0	0	0	0	0	0	1	0.9	1	0.9	0	0.0	32	39.8	
1545	129	11	107	0	9	0	0	0	0	0	1	1	2	1.6	1	0.8	0	0.0	34	42.7	
1600	95	7	78	0	10	0	0	0	0	0	0	0	3	3.2	0	0.0	0	0.0	34.3	43.2	
1615	123	9	106	0	8	0	0	0	0	0	0	0	1	0.8	0	0.0	0	0.0	33.4	41.7	
1630	120	9	105	0	6	0	0	0	0	0	0	0	4	3.3	0	0.0	0	0.0	34.7	44.3	
1645	130	10	105	0	15	0	0	0	0	0	0	0	5	3.8	0	0.0	0	0.0	35.1	45.1	
1700	113	5	95	0	11	2	0	0	0	0	0	0	2	1.8	1	0.9	0	0.0	35.8	42.5	
1715	103	4	94	0	4	0	1	0	0	0	0	0	2	1.9	0	0.0	0	0.0	34.8	43.2	
1730	121	9	99	0	13	0	0	0	0	0	0	0	2	1.7	0	0.0	0	0.0	35.8	43.4	
1745	123	14	99	0	8	1	0	0	1	0	0	0	7	5.7	3	2.4	1	0.8	35.3	43.3	
1800	149	8	131	0	9	1	0	0	0	0	0	0	5	3.4	1	0.7	0	0.0	35.5	44.4	
1815	144	6	129	0	9	0	0	0	0	0	0	0	6	4.2	1	0.7	0	0.0	35.3	43.5	
1830	145	12	128	0	4	0	1	0	0	0	0	0	1	0.7	0	0.0	0	0.0	33.3	41	
1845	145	12	122	2	8	1	0	0	0	0	0	0	2	1.4	1	0.7	0	0.0	33.9	43.5	
1900	156	8	141	0	6	0	0	0	1	0	0	0	3	1.9	1	0.6	0	0.0	34.1	42.3	
1915	119	15	97	1	5	0	1	0	0	0	0	0	6	5.0	3	2.5	2	1.7	35.5	43.5	
1930	103	5	91	0	6	1	0	0	0	0	0	0	2	1.9	0	0.0	0	0.0	36.9	43.5	
1945	119	6	105	2	4	1	1	0	0	0	0	0	3	2.5	0	0.0	0	0.0	37.3	45.1	
2000	113	17	87	0	7	1	0	0	1	0	0	0	7	6.2	1	0.9	0	0.0	35.9	45.4	
2015	108	15	84	2	7	0	0	0	0	0	0	0	0	0.0	0						

Time	Total	Classification												JPSL 50	JPSL% 50	JSL1 55 +5kph	JSL1% 55 +5kph	JSL2 60 +10kph	JSL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	39	2	34	0	3	0	0	0	0	0	0	0	5	12.8	2	5.1	0	0.0	43.9	49.8	
0015	19	1	17	0	1	0	0	0	0	0	0	0	3	15.8	2	10.5	1	5.3	42.4	53.1	
0030	29	2	23	0	4	0	0	0	0	0	0	0	2	6.9	0	0.0	0	0.0	42.9	48.5	
0045	23	1	22	0	0	0	0	0	0	0	0	0	5	21.7	3	13.0	1	4.3	43.2	53.5	
0100	22	2	19	0	1	0	0	0	0	0	0	0	9	40.9	1	4.5	0	0.0	43.2	53.1	
0115	18	0	16	1	1	0	0	0	0	0	0	0	4	22.2	2	11.1	0	0.0	44.9	54.6	
0130	17	2	14	0	1	0	0	0	0	0	0	0	5	29.4	0	0.0	0	0.0	40.5	52.2	
0145	8	0	8	0	0	0	0	0	0	0	0	0	4	50.0	3	37.5	1	12.5	47.3	-	
0200	17	0	14	0	3	0	0	0	0	0	0	0	4	23.5	1	5.9	1	5.9	45.2	53.9	
0215	14	0	13	0	1	0	0	0	0	0	0	0	4	28.6	4	28.6	2	14.3	44.5	61.3	
0230	16	2	12	0	2	0	0	0	0	0	0	0	4	25.0	3	18.8	2	12.5	43	59.2	
0245	14	0	13	0	1	0	0	0	0	0	0	0	6	42.9	1	7.1	1	7.1	46.6	53.8	
0300	11	1	9	0	1	0	0	0	0	0	0	0	1	9.1	0	0.0	0	0.0	40.7	49.1	
0315	10	0	9	0	1	0	0	0	0	0	0	0	2	20.0	0	0.0	0	0.0	41.6	-	
0330	14	0	9	0	5	0	0	0	0	0	0	0	3	21.4	2	14.3	0	0.0	39.2	55.6	
0345	12	1	8	0	3	0	0	0	0	0	0	0	6	50.0	2	16.7	1	8.3	48.2	56.4	
0400	14	0	11	0	3	0	0	0	0	0	0	0	6	42.9	2	14.3	0	0.0	47.4	55.4	
0415	12	2	9	0	1	0	0	0	0	0	0	0	4	33.3	2	16.7	0	0.0	44.6	56.9	
0430	10	1	7	0	2	0	0	0	0	0	0	0	3	30.0	0	0.0	0	0.0	43.7	-	
0445	14	1	12	0	1	0	0	0	0	0	0	0	2	14.3	1	7.1	0	0.0	41.7	50.7	
0500	19	0	17	0	2	0	0	0	0	0	0	0	6	31.6	3	15.8	1	5.3	44.9	56.7	
0515	25	2	18	0	5	0	0	0	0	0	0	0	11	44.0	7	28.0	2	8.0	43.2	56.5	
0530	40	1	30	0	9	0	0	0	0	0	0	0	16	40.0	3	7.5	0	0.0	45.9	53.7	
0545	40	0	34	0	6	0	0	0	0	0	0	0	12	30.0	5	12.5	3	7.5	44.5	54.6	
0600	44	1	34	0	9	0	0	0	0	0	0	0	13	29.6	7	15.9	2	4.5	44.8	55.4	
0615	52	4	40	0	8	0	0	0	0	0	0	0	4	7.7	2	3.8	1	1.9	36.3	47.8	
0630	66	7	50	0	9	0	0	0	0	0	0	0	6	9.1	1	1.5	1	1.5	38.2	47.4	
0645	96	8	74	0	12	2	0	0	0	0	0	0	5	5.2	3	3.1	0	0.0	39.5	46.8	
0700	105	7	78	0	18	0	1	0	1	0	0	0	8	7.6	1	1.0	1	1.0	37.3	45.3	
0715	91	6	62	0	20	3	0	0	0	0	0	0	2	2.2	1	1.1	0	0.0	35.3	42.8	
0730	88	8	68	0	11	1	0	0	0	0	0	0	7	8.0	2	2.3	0	0.0	37.9	48.3	
0745	117	9	95	0	12	0	1	0	0	0	0	0	2	1.7	1	0.9	1	0.9	33.6	43.3	
0800	111	9	84	0	14	4	0	0	0	0	0	0	3	2.7	1	0.9	0	0.0	33.7	44.7	
0815	105	10	78	0	14	2	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	32.1	39.4	
0830	114	15	83	1	11	2	2	0	0	0	0	0	1	0.9	0	0.0	0	0.0	32.3	42.4	
0845	101	7	80	0	14	0	0	0	0	0	0	0	2	2.0	1	1.0	0	0.0	34.7	43.1	
0900	126	11	89	0	25	0	1	0	0	0	0	0	2	1.6	0	0.0	0	0.0	31.7	39.6	
0915	89	4	67	0	16	1	1	0	0	0	0	0	4	4.5	3	3.4	1	1.1	34.8	44.8	
0930	93	4	68	2	18	1	0	0	0	0	0	0	2	2.2	0	0.0	0	0.0	33.7	43.1	
0945	94	7	67	1	16	2	1	0	0	0	0	0	1	1.1	0	0.0	0	0.0	34.5	45.4	
1000	109	3	87	0	19	0	0	0	0	0	0	0	4	3.7	0	0.0	0	0.0	33.8	42.9	
1015	91	6	73	0	11	0	0	1	0	0	0	0	1	1.1	1	1.1	1	1.1	34.1	41.7	
1030	102	1	76	0	24	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	33.5	40.2	
1045	117	6	84	0	23	2	1	1	0	0	0	0	2	1.7	0	0.0	0	0.0	31.4	40.9	
1100	108	7	73	0	24	1	1	0	1	0	0	0	1	0.9	0	0.0	0	0.0	32.2	40.4	
1115	139	7	98	0	33	1	0	0	0	0	0	0	8	5.8	0	0.0	0	0.0	35.7	43.1	
1130	98	10	68	0	18	2	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	32.4	41.9	
1145	105	4	76	0	24	0	1	0	0	0	0	0	2	1.9	0	0.0	0	0.0	34.2	41	
1200	98	2	83	0	12	0	0	0	0	0	0	0	1	1.0	0	0.0	0	0.0	33.4	40.3	
1215	113	7	84	0	22	0	0	0	0	0	0	0	2	1.8	0	0.0	0	0.0	33.1	41	
1230	130	8	107	0	15	0	0	0	0	0	0	0	2	1.5	1	0.8	0	0.0	33.4	41.6	
1245	104	8	65	0	29	0	1	0	0	0	0	1	0	0.0	0	0.0	0	0.0	32.1	39.4	
1300	160	12	125	0	23	0	0	0	0	0	0	0	1	0.6	0	0.0	0	0.0	30.7	38.8	
1315	125	12	96	0	15	1	1	0	0	0	0	0	3	2.4	1	0.8	0	0.0	34.1	42.1	
1330	151	6	124	0	20	0	0	0	1	0	0	0	1	0.7	0	0.0	0	0.0	31.1	39.9	
1345	153	15	108	1	27	1	1	0	0	0	0	0	0	0.0	0	0.0	0	0.0	30.9	39.1	
1400	141	9	113	1	17	0	0	0	0	0	1	0	1	0.7	0	0.0	0	0.0	32.9	41.6	
1415	136	5	106	5	18	1	0	1	0	0	0	0	1	0.7	0	0.0	0	0.0	31.2	39.7	
1430	161	9	129	0	21	1	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	32.8	40.1	
1445	172	7	133	1	31	0	0	0	0	0	0	0	4	2.3	2	1.2	0	0.0	33.1	42.7	
1500	156	15	117	0	22	1	0	0	0	0	1	0	0	0.0	0	0.0	0	0.0	27	36.2	
1515	161	9	130	1	20	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	24.4	33.6	
1530	186	15	145	2	20	1	1	0	1	1	0	0	1	0.5	1	0.5	1	0.5	25	32.8	
1545	151	18	117																		

Site 3
Location James' Street east
Direction Westbound

18028 / STEEVENS LANE, DUBLIN
MARCH 2026
AUTOMATIC TRAFFIC COUNT

Time	Total	Classification												JPSL 50	JPSL% 50	JSL1 55 +5kph	JSL1% 55 +5kph	JSL2 60 +10kph	JSL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	26	4	20	0	2	0	0	0	0	0	0	0	0	5	19.2	3	11.5	1	3.8	42.2	52.4
0015	20	1	19	0	0	0	0	0	0	0	0	0	0	6	30.0	1	5.0	1	5.0	44.2	54.3
0030	25	0	20	0	4	1	0	0	0	0	0	0	0	3	12.0	0	0.0	0	0.0	42	48.9
0045	22	3	16	0	3	0	0	0	0	0	0	0	0	4	18.2	0	0.0	0	0.0	42	50.2
0100	25	2	21	0	1	1	0	0	0	0	0	0	0	3	12.0	1	4.0	0	0.0	39.8	48.8
0115	16	1	13	0	1	1	0	0	0	0	0	0	0	2	12.5	2	12.5	1	6.3	41.4	53.1
0130	15	2	10	0	3	0	0	0	0	0	0	0	0	3	20.0	1	6.7	0	0.0	40.9	52.7
0145	9	0	8	0	0	0	1	0	0	0	0	0	0	3	33.3	1	11.1	0	0.0	43.7	-
0200	13	0	11	0	2	0	0	0	0	0	0	0	0	4	30.8	3	23.1	2	15.4	45.5	60.8
0215	16	1	13	0	1	1	0	0	0	0	0	0	0	3	18.8	2	12.5	0	0.0	42.3	53.1
0230	16	2	11	0	2	1	0	0	0	0	0	0	0	5	31.3	3	18.8	1	6.3	44	56.7
0245	11	0	11	0	0	0	0	0	0	0	0	0	0	3	27.3	1	9.1	1	9.1	50.1	59.5
0300	11	2	6	0	3	0	0	0	0	0	0	0	0	2	18.2	1	9.1	0	0.0	39.7	52.4
0315	8	2	5	0	1	0	0	0	0	0	0	0	0	2	25.0	1	12.5	0	0.0	35.6	-
0330	13	1	8	0	3	0	0	0	1	0	0	0	0	4	30.8	2	15.4	0	0.0	43.7	55
0345	12	1	8	0	3	0	0	0	0	0	0	0	0	4	33.3	2	16.7	0	0.0	43.1	56.2
0400	8	0	5	0	3	0	0	0	0	0	0	0	0	2	25.0	2	25.0	1	12.5	48.2	-
0415	13	0	9	0	4	0	0	0	0	0	0	0	0	6	46.2	3	23.1	1	7.7	48	57.7
0430	6	1	4	0	1	0	0	0	0	0	0	0	0	3	50.0	2	33.3	0	0.0	48.1	-
0445	10	1	7	0	2	0	0	0	0	0	0	0	0	4	40.0	3	30.0	3	30.0	48.3	-
0500	19	2	16	0	1	0	0	0	0	0	0	0	0	6	31.6	4	21.1	0	0.0	43.7	55.9
0515	28	2	21	0	5	0	0	0	0	0	0	0	0	9	32.1	1	3.6	0	0.0	42.9	53.9
0530	26	1	21	0	4	0	0	0	0	0	0	0	0	7	26.9	2	7.7	1	3.8	43	52.3
0545	36	1	28	0	7	0	0	0	0	0	0	0	0	13	36.1	4	11.1	0	0.0	46.9	54.7
0600	27	1	23	0	3	0	0	0	0	0	0	0	0	6	22.2	2	7.4	0	0.0	42.5	52.4
0615	58	8	44	0	6	0	0	0	0	0	0	0	0	9	15.5	2	3.4	1	1.7	38.7	52
0630	75	5	60	0	10	0	0	0	0	0	0	0	0	4	5.3	1	1.3	0	0.0	37.9	44.9
0645	90	9	71	0	9	1	0	0	0	0	0	0	0	2	2.2	0	0.0	0	0.0	36.1	45.9
0700	87	8	66	0	11	2	0	0	0	0	0	0	0	4	4.6	1	1.1	0	0.0	36.1	44.8
0715	93	7	71	0	12	0	1	0	2	0	0	0	0	6	6.5	0	0.0	0	0.0	37.3	45.5
0730	115	14	85	0	15	1	0	0	0	0	0	0	0	4	3.5	1	0.9	1	0.9	34.2	43.5
0745	48	4	35	0	8	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	34.6	42.5
0800	108	9	84	1	11	2	1	0	0	0	0	0	0	1	0.9	0	0.0	0	0.0	34.2	42.2
0815	102	10	77	0	15	0	0	0	0	0	0	0	0	2	2.0	1	1.0	0	0.0	35.1	43.1
0830	71	9	51	0	9	1	1	0	0	0	0	0	0	4	5.6	1	1.4	1	1.4	35	43.7
0845	90	16	62	0	11	1	0	0	0	0	0	0	0	5	5.6	0	0.0	0	0.0	34.4	44.8
0900	117	9	92	0	14	2	0	0	0	0	0	0	0	4	3.4	1	0.9	0	0.0	34.2	45.2
0915	90	9	70	0	11	0	0	0	0	0	0	0	0	2	2.2	1	1.1	1	1.1	32	41.3
0930	86	8	64	0	13	1	0	0	0	0	0	0	0	1	1.2	0	0.0	0	0.0	31.4	41.7
0945	106	9	81	1	14	1	0	0	0	0	0	0	0	1	0.9	1	0.9	1	0.9	32.5	43.1
1000	114	4	92	1	17	0	0	0	0	0	0	0	0	1	0.9	0	0.0	0	0.0	33.4	40.9
1015	110	3	77	1	28	0	0	0	0	0	1	0	0	1	0.9	0	0.0	0	0.0	34	42.1
1030	98	4	78	0	16	0	0	0	0	0	0	0	0	1	1.0	0	0.0	0	0.0	34.1	42.1
1045	107	3	81	1	21	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	32.9	41.7
1100	110	2	85	0	23	0	0	0	0	0	0	0	0	3	2.7	1	0.9	0	0.0	34.9	43.1
1115	119	5	92	0	21	0	0	1	0	0	0	0	0	3	2.5	0	0.0	0	0.0	33.4	42
1130	111	2	81	0	27	0	1	0	0	0	0	0	0	2	1.8	0	0.0	0	0.0	34.1	44
1145	116	3	94	0	19	0	0	0	0	0	0	0	0	3	2.6	0	0.0	0	0.0	32.9	42.6
1200	111	9	77	0	23	2	0	0	0	0	0	0	0	1	0.9	0	0.0	0	0.0	33.1	41.7
1215	123	8	93	1	21	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	32.5	40.3
1230	147	11	113	1	18	2	1	0	1	0	0	0	0	1	0.7	0	0.0	0	0.0	33.6	41.4
1245	131	9	97	1	23	0	0	1	0	0	0	0	0	1	0.8	1	0.8	0	0.0	32.9	40.7
1300	117	9	86	1	20	0	0	0	0	0	1	0	0	1	0.9	1	0.9	0	0.0	34.1	41.9
1315	149	13	115	0	20	1	0	0	0	0	0	0	0	2	1.3	0	0.0	0	0.0	32.1	38.8
1330	151	13	116	0	19	1	0	1	1	0	0	0	0	0	0.0	0	0.0	0	0.0	31.2	39.4
1345	147	6	124	0	14	1	1	0	1	0	0	0	0	1	0.7	1	0.7	0	0.0	29.7	37.1
1400	140	8	116	0	13	3	0	0	0	0	0	0	0	1	0.7	0	0.0	0	0.0	32.6	41.7
1415	137	11	107	0	18	0	0	0	1	0	0	0	0	3	2.2	1	0.7	0	0.0	31.6	41.2
1430	153	12	118	2	20	0	1	0	0	0	0	0	0	1	0.7	0	0.0	0	0.0	29.5	37.7
1445	173	13	133	0	24	0	2	0	1	0	0	0	0	1	0.6	0	0.0	0	0.0	30.5	37.2
1500	174	8	148	0	17	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	26.7	36.2
1515	154	6	120	1																	

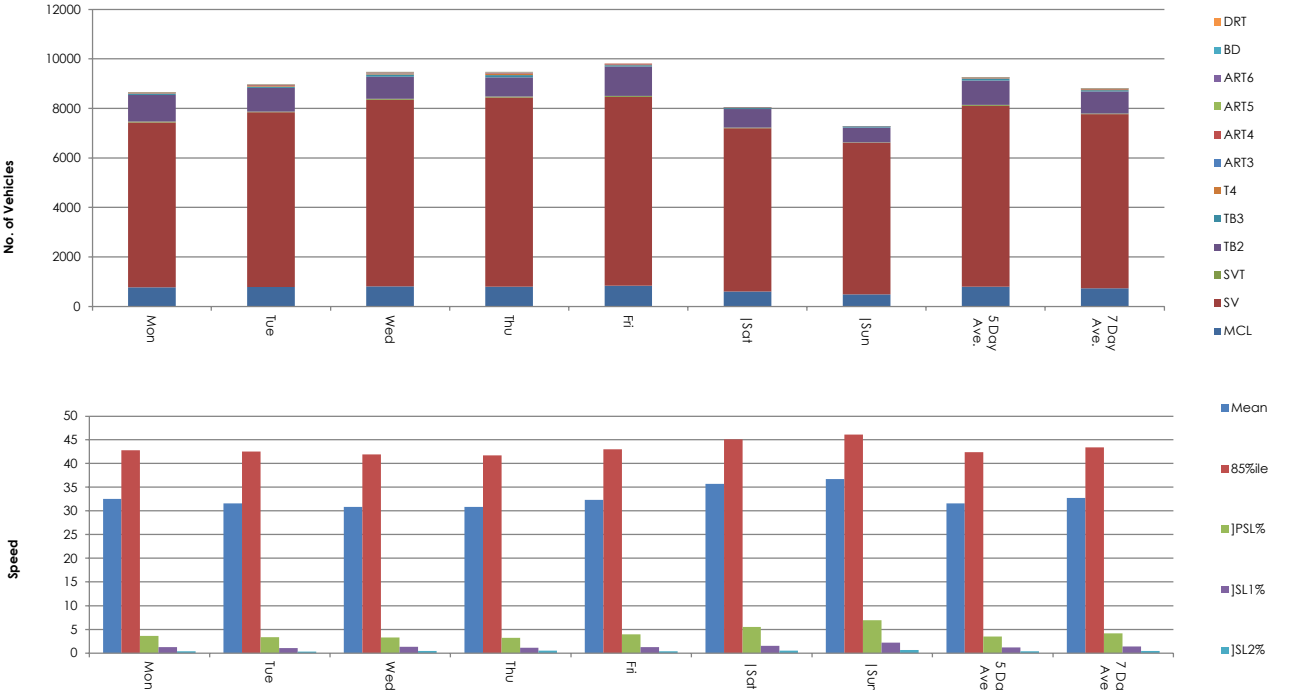
Time	Total	Classification												JPSL 50	JPSL% 50	JSL1 55 +5kph	JSL1% 55 +5kph	JSL2 60 +10kph	JSL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	42	3	34	0	4	0	1	0	0	0	0	0	7	16.7	5	11.9	4	9.5	41.7	51	
0015	34	2	31	0	0	1	0	0	0	0	0	0	9	26.5	1	2.9	1	2.9	47.2	51.1	
0030	28	2	21	0	4	1	0	0	0	0	0	0	5	17.9	3	10.7	0	0.0	41.3	51.4	
0045	16	4	12	0	0	0	0	0	0	0	0	0	3	18.8	1	6.3	1	6.3	41.9	52	
0100	25	0	24	0	1	0	0	0	0	0	0	0	8	32.0	4	16.0	3	12.0	47.8	57	
0115	18	3	15	0	0	0	0	0	0	0	0	0	3	16.7	3	16.7	0	0.0	39.7	55.3	
0130	16	3	12	0	1	0	0	0	0	0	0	0	6	37.5	3	18.8	1	6.3	43	57	
0145	12	1	9	0	2	0	0	0	0	0	0	0	2	16.7	2	16.7	2	16.7	43	60.9	
0200	10	0	7	0	3	0	0	0	0	0	0	0	4	40.0	1	10.0	0	0.0	41.9	-	
0215	12	1	11	0	0	0	0	0	0	0	0	0	2	16.7	1	8.3	1	8.3	43.3	51	
0230	11	0	10	0	1	0	0	0	0	0	0	0	1	9.1	1	9.1	0	0.0	41.9	48.6	
0245	7	0	7	0	0	0	0	0	0	0	0	0	5	71.4	1	14.3	0	0.0	50.1	-	
0300	10	3	5	0	2	0	0	0	0	0	0	0	3	30.0	1	10.0	0	0.0	40	-	
0315	8	1	6	0	1	0	0	0	0	0	0	0	2	25.0	2	25.0	0	0.0	44.2	-	
0330	20	1	14	0	5	0	0	0	0	0	0	0	7	35.0	4	20.0	2	10.0	43.4	57	
0345	14	2	12	0	0	0	0	0	0	0	0	0	2	14.3	0	0.0	0	0.0	38.6	51.7	
0400	15	0	10	0	5	0	0	0	0	0	0	0	2	13.3	1	6.7	1	6.7	41	50.2	
0415	17	0	14	0	3	0	0	0	0	0	0	0	5	29.4	4	23.5	2	11.8	46.4	58.8	
0430	8	0	6	0	2	0	0	0	0	0	0	0	1	12.5	1	12.5	0	0.0	47.2	-	
0445	13	2	9	0	2	0	0	0	0	0	0	0	3	23.1	2	15.4	1	7.7	41.6	58	
0500	16	1	12	0	3	0	0	0	0	0	0	0	8	50.0	5	31.3	3	18.8	48	61.6	
0515	19	0	15	0	3	1	0	0	0	0	0	0	8	42.1	4	21.1	2	10.5	47.3	56.9	
0530	34	3	25	0	6	0	0	0	0	0	0	0	14	41.2	7	20.6	3	8.8	45.5	57.8	
0545	36	0	29	0	5	2	0	0	0	0	0	0	14	38.9	7	19.4	1	2.8	47	56.6	
0600	52	3	38	0	9	1	0	0	0	0	1	0	10	19.2	6	11.5	1	1.9	40.7	53.4	
0615	46	7	32	0	6	1	0	0	0	0	0	0	3	6.5	0	0.0	0	0.0	35.4	47	
0630	70	8	54	0	8	0	0	0	0	0	0	0	11	15.7	4	5.7	0	0.0	41.1	50.3	
0645	93	10	72	0	10	0	1	0	0	0	0	0	9	9.7	4	4.3	0	0.0	36.4	47	
0700	106	3	85	0	15	1	1	0	0	0	1	0	3	2.8	1	0.9	0	0.0	37.1	43.7	
0715	88	9	71	0	7	0	1	0	0	0	0	0	1	1.1	1	1.1	0	0.0	35.2	43.9	
0730	120	13	94	0	13	0	0	0	0	0	0	0	6	5.0	1	0.8	1	0.8	33.8	44	
0745	108	16	80	1	10	0	1	0	0	0	0	0	7	6.5	2	1.9	1	0.9	34.7	45.2	
0800	117	11	91	0	13	1	1	0	0	0	0	0	2	1.7	1	0.9	0	0.0	33.6	41.5	
0815	104	12	75	1	13	2	0	0	1	0	0	0	9	8.7	2	1.9	0	0.0	36.9	45.8	
0830	93	14	64	1	11	2	1	0	0	0	0	0	3	3.2	1	1.1	0	0.0	32.8	41.5	
0845	110	17	84	0	9	0	0	0	0	0	0	0	5	4.5	1	0.9	1	0.9	33.4	42.7	
0900	90	13	61	0	15	0	1	0	0	0	0	0	1	1.1	0	0.0	0	0.0	31.7	41.4	
0915	118	13	89	0	16	0	0	0	0	0	0	0	5	4.2	1	0.8	1	0.8	33.4	42.9	
0930	102	12	69	0	21	0	0	0	0	0	0	0	2	2.0	0	0.0	0	0.0	32.6	41.4	
0945	117	9	89	0	18	1	0	0	0	0	0	0	4	3.4	1	0.9	0	0.0	32.1	42	
1000	114	7	79	0	25	3	0	0	0	0	0	0	3	2.6	0	0.0	0	0.0	31.1	39.4	
1015	138	10	107	0	19	0	1	0	0	1	0	0	0	0.0	0	0.0	0	0.0	29.7	38.4	
1030	126	5	94	0	25	0	1	0	1	0	0	0	2	1.6	0	0.0	0	0.0	32.2	40.7	
1045	128	4	97	0	23	2	2	0	0	0	0	0	1	0.8	1	0.8	0	0.0	29.1	40.5	
1100	116	5	95	1	13	0	1	0	0	0	1	0	5	4.3	1	0.9	1	0.9	32.7	43.4	
1115	97	8	77	0	11	0	0	0	1	0	0	0	1	1.0	1	1.0	0	0.0	33.3	42.6	
1130	120	4	98	1	15	0	1	1	0	0	0	0	0	0.0	0	0.0	0	0.0	33.9	42.3	
1145	105	4	75	1	23	1	0	0	1	0	0	0	1	1.0	0	0.0	0	0.0	33.8	42.3	
1200	130	9	102	0	17	1	1	0	0	0	0	0	1	0.8	0	0.0	0	0.0	34	43.1	
1215	139	8	110	0	21	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	28.5	37.8	
1230	136	13	105	0	16	1	1	0	0	0	0	0	1	0.7	0	0.0	0	0.0	30.3	40	
1245	149	11	115	2	20	1	0	0	0	0	0	0	1	0.7	1	0.7	0	0.0	29.5	37.9	
1300	131	8	96	0	26	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	31	39	
1315	148	7	118	1	18	2	1	0	1	0	0	0	0	0.0	0	0.0	0	0.0	29.2	37.8	
1330	139	14	99	1	23	1	0	1	0	0	0	0	2	1.4	0	0.0	0	0.0	30.4	39.4	
1345	165	18	124	0	22	1	0	0	0	0	0	0	1	0.6	0	0.0	0	0.0	30.3	39.6	
1400	145	9	108	1	21	2	1	0	2	0	1	0	2	1.4	1	0.7	1	0.7	31.3	39.9	
1415	168	11	138	1	17	0	0	0	0	0	1	0	2	1.2	2	1.2	0	0.0	31.2	38.4	
1430	146	9	120	1	14	0	0	1	0	0	1	0	2	1.4	0	0.0	0	0.0	34.6	42.4	
1445	176	14	139	2	14	1	4	1	0	0	1	0	1	0.6	0	0.0	0	0.0	26.3	36.4	
1500	184	9	150	0	19	1	1	1	2	0	1	0	0	0.0	0	0.0	0	0.0	27.8	36.4	
1515	183	6	149	1	23	1	1	0	2	0	0	0	0	0.0	0	0.0	0	0.0	29.7	38	
1530	198	7	169	1	15	2	2	0	1	0	1	0	0	0.0	0	0.0	0	0.0	22.8	32.3	
1545	182	12	148	2	17	3	0	0	0	0	0	0	0								

Time	Total	Classification												JPSL 50	JPSL% 50	JSL1 55 +5kph	JSL1% 55 +5kph	JSL2 60 +10kph	JSL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	34	5	26	0	2	1	0	0	0	0	0	0	0	3	8.8	1	2.9	1	2.9	37.5	48.9
0015	33	3	29	0	1	0	0	0	0	0	0	0	0	2	6.1	0	0.0	0	0.0	40.5	48.7
0030	31	6	24	0	0	0	1	0	0	0	0	0	0	8	25.8	3	9.7	2	6.5	42.8	52.6
0045	23	2	21	0	0	0	0	0	0	0	0	0	0	4	17.4	1	4.3	1	4.3	43.4	53.3
0100	21	2	19	0	0	0	0	0	0	0	0	0	0	3	14.3	1	4.8	1	4.8	40.6	50
0115	20	2	18	0	0	0	0	0	0	0	0	0	0	2	10.0	1	5.0	0	0.0	37.6	46
0130	13	0	11	0	2	0	0	0	0	0	0	0	0	4	30.8	3	23.1	1	7.7	43.8	58.4
0145	24	2	21	0	0	1	0	0	0	0	0	0	0	6	25.0	2	8.3	1	4.2	42.5	50.4
0200	20	3	14	0	2	1	0	0	0	0	0	0	0	4	20.0	3	15.0	1	5.0	39.7	56.3
0215	13	0	12	0	1	0	0	0	0	0	0	0	0	3	23.1	2	15.4	1	7.7	46.9	57.4
0230	13	1	11	0	1	0	0	0	0	0	0	0	0	5	38.5	1	7.7	1	7.7	44.8	54.5
0245	18	1	15	0	1	1	0	0	0	0	0	0	0	3	16.7	2	11.1	0	0.0	45.6	54.3
0300	12	0	12	0	0	0	0	0	0	0	0	0	0	7	58.3	4	33.3	2	16.7	51.5	60.9
0315	16	1	13	0	2	0	0	0	0	0	0	0	0	2	12.5	0	0.0	0	0.0	43.1	50.3
0330	15	0	13	0	2	0	0	0	0	0	0	0	0	7	46.7	3	20.0	3	20.0	48.1	61.7
0345	15	1	11	0	3	0	0	0	0	0	0	0	0	4	26.7	3	20.0	1	6.7	40.7	55.7
0400	13	1	10	0	2	0	0	0	0	0	0	0	0	3	23.1	1	7.7	1	7.7	44.8	53.1
0415	16	0	11	0	5	0	0	0	0	0	0	0	0	4	25.0	3	18.8	1	6.3	45	56.9
0430	12	0	11	0	1	0	0	0	0	0	0	0	0	6	50.0	4	33.3	2	16.7	52.6	63.7
0445	12	1	9	0	2	0	0	0	0	0	0	0	0	5	41.7	2	16.7	2	16.7	44.5	64
0500	18	0	17	0	1	0	0	0	0	0	0	0	0	6	33.3	3	16.7	0	0.0	46.9	56.1
0515	19	0	17	0	2	0	0	0	0	0	0	0	0	6	31.6	3	15.8	2	10.5	45.7	55.1
0530	36	2	31	0	2	0	0	0	1	0	0	0	0	16	44.4	9	25.0	4	11.1	46.4	58
0545	48	1	43	0	3	0	1	0	0	0	0	0	0	19	39.6	6	12.5	4	8.3	45.9	54.7
0600	39	1	37	0	1	0	0	0	0	0	0	0	0	8	20.5	1	2.6	0	0.0	43.5	50.9
0615	61	3	57	0	1	0	0	0	0	0	0	0	0	8	13.1	3	4.9	0	0.0	40.9	49.6
0630	65	6	50	0	6	1	1	0	0	0	1	0	0	2	3.1	2	3.1	1	1.5	39.2	45.8
0645	77	7	64	0	3	2	0	0	0	0	0	1	0	2	2.6	1	1.3	1	1.3	36	44.9
0700	100	12	81	0	6	1	0	0	0	0	0	0	0	3	3.0	1	1.0	0	0.0	34.9	46
0715	112	11	98	0	2	0	0	0	0	1	0	0	0	3	2.7	0	0.0	0	0.0	33.5	42.6
0730	97	6	82	0	4	3	2	0	0	0	0	0	0	1	1.0	1	1.0	0	0.0	36	45.6
0745	104	13	78	0	11	1	1	0	0	0	0	0	0	2	1.9	2	1.9	0	0.0	32.5	41.9
0800	105	7	81	1	12	2	1	0	1	0	0	0	0	6	5.7	1	1.0	0	0.0	34.8	44.9
0815	106	7	87	1	6	3	1	0	1	0	0	0	0	3	2.8	1	0.9	0	0.0	36	44
0830	80	10	63	1	3	2	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	33.5	41.6
0845	98	22	68	1	6	1	0	0	0	0	0	0	0	2	2.0	0	0.0	0	0.0	32.4	44.5
0900	107	13	85	0	8	0	1	0	0	0	0	0	0	4	3.7	1	0.9	0	0.0	35.9	45.5
0915	92	5	73	0	11	1	0	0	1	0	1	0	0	3	3.3	0	0.0	0	0.0	35.8	44
0930	106	9	84	0	12	0	1	0	0	0	0	0	0	3	2.8	1	0.9	0	0.0	33.5	42.7
0945	97	6	81	0	9	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	31.9	39.5
1000	103	3	86	0	11	0	2	0	0	0	1	0	0	3	2.9	0	0.0	0	0.0	34.5	44.5
1015	126	5	98	0	17	5	0	0	1	0	0	0	0	1	0.8	0	0.0	0	0.0	29.7	36.1
1030	112	9	90	0	11	1	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	30.4	38
1045	125	8	102	0	13	1	1	0	0	0	0	0	0	1	0.8	0	0.0	0	0.0	32.6	40.5
1100	126	9	97	0	17	0	3	0	0	0	0	0	0	2	1.6	0	0.0	0	0.0	29	36.1
1115	116	5	87	0	23	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	32.5	39.9
1130	135	8	105	1	20	0	0	0	1	0	0	0	0	3	2.2	1	0.7	0	0.0	33.5	42.4
1145	123	8	89	0	25	1	0	0	0	0	0	0	0	6	4.9	1	0.8	0	0.0	31.5	40.3
1200	141	11	107	0	23	0	0	0	0	0	0	0	0	3	2.1	1	0.7	1	0.7	33	41.3
1215	145	10	108	0	26	0	1	0	0	0	0	0	0	1	0.7	0	0.0	0	0.0	31.6	39.6
1230	143	5	117	3	16	0	0	0	2	0	0	0	0	1	0.7	0	0.0	0	0.0	31.2	39.1
1245	165	7	135	3	17	0	0	0	2	0	1	0	0	0	0.0	0	0.0	0	0.0	32.1	39.1
1300	147	9	111	2	22	1	2	0	0	0	0	0	0	1	0.7	1	0.7	0	0.0	31.4	39.9
1315	172	11	135	2	23	1	0	0	0	0	0	0	0	4	2.3	4	2.3	1	0.6	32.1	41.1
1330	163	11	126	0	23	0	2	0	0	0	1	0	0	2	1.2	1	0.6	0	0.0	28.8	37.1
1345	187	17	147	1	21	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	31.8	39.7
1400	192	8	163	2	18	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	25.5	33.9
1415	175	9	149	2	11	0	1	1	1	0	0	0	1	0	0.0	0	0.0	0	0.0	31	37.9
1430	153	6	129	0	14	0	0	0	3	0	1	0	0	1	0.7	0	0.0	0	0.0	31.6	38.6
1445	119	8	97	1	10	1	0	1	1	0	0	0	0	2	1.7	1	0.8	0	0.0	23	31.8
1500	195	11	156	1	23	0	2	0	2	0	0	0	0	3	1.5	1	0.5	1	0.5	27.5	36.3
1515	190	15	153	1	19	1	0	0	0	0											

Time	Total	Classification												JPSL 50	JPSL% 50	JSL1 55 +5kph	JSL1% 55 +5kph	JSL2 60 +10kph	JSL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	171	18	140	0	11	1	0	0	0	0	0	0	0	19	11.0	5	3.2	2	1.3	39.9	48.8
0100	124	10	106	0	7	1	0	0	0	0	0	0	0	23	18.7	7	5.9	2	1.8	41.6	51.1
0200	100	4	88	0	7	1	0	0	0	0	0	0	0	24	23.7	10	10.1	3	3.4	43.5	52.6
0300	81	5	68	0	8	0	0	0	0	0	0	0	0	27	32.9	11	14.0	4	4.8	44.8	54.6
0400	68	3	54	0	10	0	0	0	0	0	0	0	0	22	32.7	11	15.7	4	5.2	45.1	55.7
0500	97	4	79	0	13	1	0	0	0	0	0	0	0	33	33.6	14	14.5	5	5.0	44.9	54.8
0600	190	15	153	0	20	1	0	0	0	0	0	0	0	26	13.8	10	5.1	3	1.5	39.8	49.6
0700	313	25	244	0	38	3	1	0	1	0	0	0	0	21	6.7	7	2.2	2	0.7	36.5	46.2
0800	347	33	262	1	43	5	2	0	1	0	0	0	0	16	4.6	4	1.2	1	0.3	35.2	44.7
0900	368	30	281	1	53	3	1	0	0	0	0	0	0	14	3.8	4	1.0	2	0.5	33.9	43.8
1000	403	20	309	1	68	3	2	0	0	0	0	0	0	9	2.2	2	0.5	1	0.2	33.2	42.2
1100	442	23	340	1	74	2	2	0	1	0	0	0	0	12	2.7	2	0.4	0	0.1	33.8	42.8
1200	499	32	386	2	72	2	1	0	2	0	0	0	0	5	1.0	1	0.2	0	0.0	32.4	40.6
1300	581	41	456	2	76	3	1	1	1	0	1	0	0	6	1.0	2	0.4	1	0.1	31.7	39.9
1400	613	34	501	4	66	3	2	1	2	0	1	0	0	7	1.1	2	0.3	0	0.1	31.1	39.6
1500	650	39	527	3	70	3	2	1	2	0	1	0	0	4	0.6	1	0.2	1	0.1	28.1	37.4
1600	632	47	519	2	54	4	3	1	1	0	1	0	0	5	0.9	0	0.0	0	0.0	25.2	36.9
1700	631	65	510	5	39	4	4	1	1	0	1	0	0	4	0.6	1	0.2	0	0.0	25.6	37.6
1800	641	63	521	3	43	5	4	1	1	0	1	0	0	8	1.3	2	0.4	0	0.0	29.9	39.6
1900	525	62	424	3	30	3	1	0	1	0	0	0	0	10	1.9	3	0.5	1	0.1	33	41.8
2000	437	50	353	1	28	2	1	0	1	0	0	0	0	14	3.1	3	0.8	1	0.2	34.5	43
2100	359	45	289	1	21	1	1	0	0	0	0	0	0	15	4.2	4	1.2	1	0.4	35.7	44.6
2200	287	33	229	1	22	2	1	0	0	0	0	0	0	21	7.3	7	2.3	2	0.7	37.4	46.4
2300	243	25	200	0	16	1	0	0	0	0	0	0	0	22	9.0	6	2.5	2	0.9	38.8	47.9
07-19	6120	451	4854	24	695	40	25	7	13	2	6	1	1	111	1.8	29	0.5	8	0.1	30.6	40.8
06-22	7631	624	6072	29	795	48	29	7	14	2	7	1	1	175	2.3	49	0.6	14	0.2	31.5	41.6
06-00	8161	682	6502	30	833	50	30	7	15	2	7	1	1	218	2.7	61	0.7	19	0.2	31.9	42.2
00-00	8802	727	7036	31	890	53	31	7	15	2	7	1	1	366	4.2	120	1.4	39	0.4	32.7	43.4

Time	Total	Classification												JPSL 50	JPSL% 50	JSL1 55 +5kph	JSL1% 55 +5kph	JSL2 60 +10kph	JSL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	8639	769	6666	27	1082	37	29	6	12	2	6	1	2	315	3.6	110	1.3	33	0.4	32.5	42.8
Tue	8948	782	7058	31	957	54	30	7	16	6	5	1	1	297	3.3	92	1.0	27	0.3	31.6	42.5
Wed	9458	812	7531	47	892	80	50	10	17	1	15	1	2	310	3.3	123	1.3	43	0.5	30.8	41.9
Thu	9458	798	7642	36	781	89	51	12	25	5	13	2	4	304	3.2	108	1.1	46	0.5	30.8	41.7
Fri	9795	839	7630	35	1183	50	26	9	16	0	6	0	1	385	3.9	123	1.3	36	0.4	32.3	43
JSat	8043	600	6601	25	749	34	15	3	12	1	3	0	0	444	5.5	125	1.6	41	0.5	35.7	45.1
JSun	7276	490	6127	14	587	27	14	3	10	1	2	1	0	504	6.9	160	2.2	46	0.6	36.7	46.1
5 Day Ave.	9260	800	7305	35	979	62	37	9	17	3	9	1	2	322	3.5	111	1.2	37	0.4	31.6	42.4
7 Day Ave.	8802	727	7036	31	890	53	31	7	15	2	7	1	1	366	4.2	120	1.4	39	0.4	32.7	43.4
--	61617	5090	49255	215	6231	371	215	50	108	16	50	6	10	2559	4.2	841	1.4	272	0.4	32.7	43.4

Summary Graphs



18028 / STEEVENS LANE, DUBLIN
MARCH 2026
AUTOMATIC TRAFFIC COUNT

18028 - Steevens Lane, Dublin ATC 3.xlsx DirB - Results

18028 / STEEVENS LANE, DUBLIN
MARCH 2026
AUTOMATIC TRAFFIC COUNT

[illegible]

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	72	0	0	1	2	2	7	8	20	16	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	49	0	0	1	1	7	2	2	8	20	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	77	0	0	1	1	5	6	15	9	20	14	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	47	0	0	0	3	1	3	3	2	11	14	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	69	0	0	1	0	4	8	8	12	12	14	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	67	0	0	3	3	2	1	4	11	15	20	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	50	0	0	1	1	1	3	4	6	17	6	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	56	0	0	0	0	3	3	3	4	19	17	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	41	0	0	0	0	1	5	2	8	14	7	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	57	0	0	0	0	1	1	3	3	13	20	12	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	48	0	0	0	0	2	2	2	6	6	14	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	40	0	0	0	1	2	2	3	2	8	8	8	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	51	0	0	0	0	4	2	1	6	7	15	8	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	46	0	0	0	0	0	2	5	5	14	7	6	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	38	0	0	0	0	1	0	3	5	6	8	9	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	34	0	0	0	0	1	2	3	2	3	5	15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	40	0	0	0	0	5	2	3	3	11	6	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	23	0	0	0	0	1	1	1	1	4	8	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	30	0	0	1	2	0	1	1	3	4	8	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	30	0	0	0	0	1	1	2	6	3	6	3	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	36	0	0	0	0	2	1	3	3	7	13	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	13	0	0	0	0	1	1	2	1	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	17	0	0	0	1	0	1	1	4	3	2	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	11	0	0	0	0	0	1	1	1	3	1	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	18	0	0	0	0	1	4	3	0	4	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	29	0	0	0	0	2	1	1	4	8	7	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	29	0	0	0	0	3	4	1	2	5	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	59	0	0	2	0	1	2	5	7	15	10	11	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	55	0	0	0	0	3	4	6	8	14	11	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715	52	0	0	0	1	3	1	5	6	17	13	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730	25	0	0	1	1	2	1	0	4	5	4	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745	37	1	0	2	0	1	3	4	5	9	8	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	34	0	0	1	1	0	3	0	5	8	11	2	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0815	29	0	0	1	2	0	3	0	2	11	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830	42	0	0	0	0	1	8	4	10	10	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845	49	0	0	0	1	1	4	4	8	20	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	41	0	0	1	2	2	4	4	7	11	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915	40	0	0	1	1	1	4	3	10	8	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930	46	0	0	0	1	3	4	12	8	8	4	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945	65	0	0	0	1	4	11	5	13	15	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	49	0	0	2	0	4	2	3	8	18	6	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015	62	0	0	0	3	4	9	8	18	14	3	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030	74	0	0	0	0	8	12	17	19	14	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045	80	0	0	0	3	3	14	9	20	18	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	82	0	0	1	6	7	6	17	18	14	9	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115	87	0	0	2	2	8	8	13	30	14	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130	80	0	1	1	7	4	6	18	14	22	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145	87	0	0	0	1	6	15	18	20	15	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	92	0	0	3	2	8	13	17	20	19	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215	95	0	0	2	0																								

18028 / STEEVENS LANE, DUBLIN
MARCH 2026
AUTOMATIC TRAFFIC COUNT

[illegible]

18028 / STEEVENS LANE, DUBLIN
MARCH 2026
AUTOMATIC TRAFFIC COUNT

18028 - Steevens Lane, Dublin ATC 3.xlsx DirB - Results

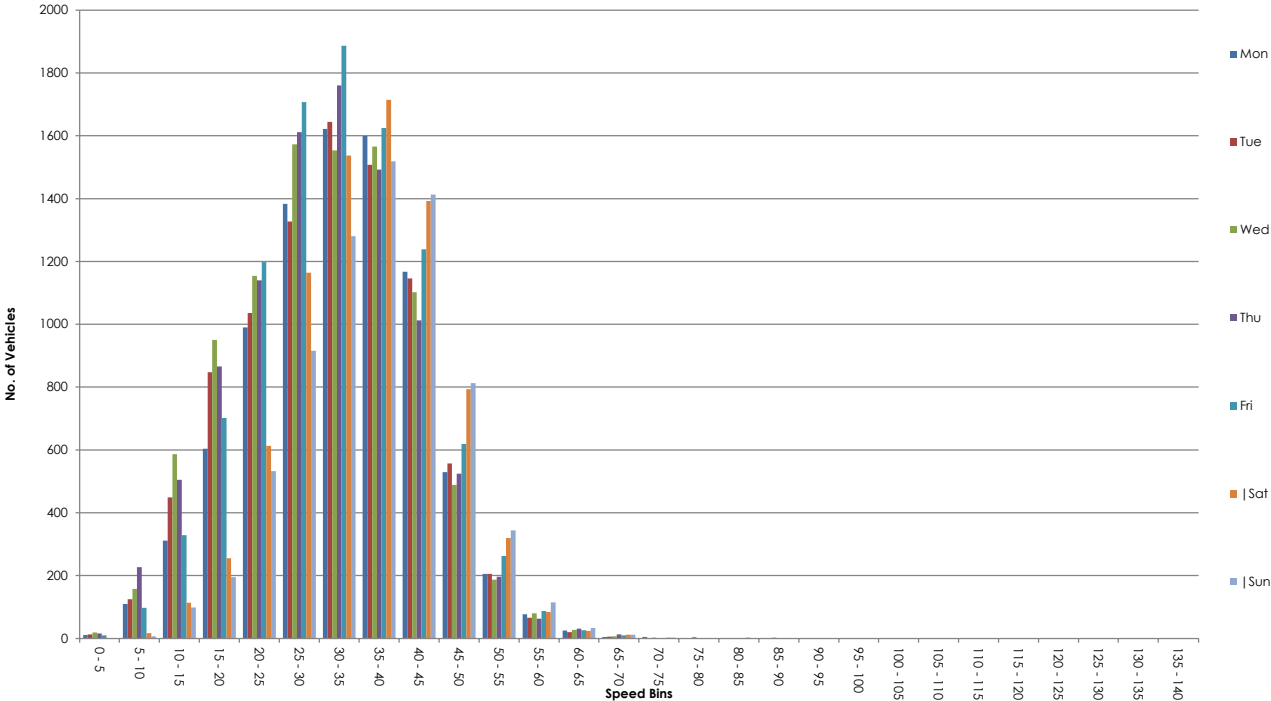
Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	42	0	0	1	2	1	3	5	9	7	7	2	1	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
0015	34	0	0	0	0	0	1	0	2	3	19	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	28	0	0	0	0	1	4	3	5	5	5	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	16	0	0	0	2	0	1	0	2	5	3	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0100	25	0	0	0	0	0	0	2	5	5	5	4	1	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0115	18	0	0	0	2	1	2	0	3	3	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	16	0	0	0	0	1	4	1	1	1	2	3	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0145	12	0	0	0	0	1	1	1	1	3	3	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	10	0	0	0	0	2	1	0	0	3	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	12	0	0	0	0	0	0	0	4	6	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	11	0	0	0	0	0	0	2	2	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	7	0	0	0	0	0	0	0	1	1	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	10	0	0	0	1	1	2	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	8	0	0	0	0	1	0	0	2	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	20	0	0	1	0	2	1	1	2	2	4	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	14	0	0	0	1	1	1	1	5	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	15	0	0	0	0	1	2	2	3	2	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	17	0	0	0	0	0	0	3	1	3	5	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	8	0	0	0	0	0	0	0	0	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	13	0	0	1	1	1	0	0	0	4	3	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	16	0	0	0	0	1	1	1	1	1	3	3	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	19	0	0	0	0	2	0	3	1	0	5	4	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	34	0	0	0	2	2	1	3	1	4	7	7	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	36	0	0	0	0	0	2	2	3	6	9	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	52	0	1	0	2	4	3	4	5	12	11	4	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	46	0	0	1	3	6	6	4	6	8	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	70	0	0	0	2	5	4	7	11	14	16	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	93	0	1	2	5	4	10	16	22	13	11	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	106	0	0	0	2	4	13	19	27	31	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715	88	0	0	1	6	5	12	12	23	21	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730	120	0	0	5	5	13	17	22	27	19	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745	108	0	0	2	6	9	22	19	15	19	9	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	117	0	0	1	6	11	14	29	31	20	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815	104	0	0	0	7	7	10	17	24	19	11	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830	93	0	0	2	9	8	14	20	19	12	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845	110	0	1	4	9	7	16	19	30	11	8	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	90	0	0	2	7	13	14	20	10	21	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915	118	0	0	3	7	10	25	18	26	21	3	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930	102	0	0	4	8	8	15	22	27	11	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945	117	0	1	2	4	14	27	31	18	14	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	114	0	0	2	14	13	19	23	30	7	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015	138	0	1	5	10	20	35	29	23	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030	126	0	0	1	10	18	20	30	24	18	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045	128	0	1	5	15	25	31	14	17	14	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	116	0	2	5	8	7	24	21	22	17	5	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115	97	0	0	3	7	5	19	18	17	22	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130	120	0	0	1	4	11	21	25	33	17	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145	105	1	0	1	2	14	19	18	21	22	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	130	0	1	2	5	11	19	31	26	22	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	34	0	0	0	0	5	2	9	4	5	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	33	0	0	0	1	2	1	2	8	7	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	31	0	0	0	1	2	3	2	2	3	10	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	23	0	0	0	1	1	1	0	3	5	8	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	21	0	0	0	1	1	1	3	3	4	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	20	0	0	0	1	1	3	2	4	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	13	0	0	0	1	0	0	2	1	4	1	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	24	0	0	1	1	0	2	1	2	5	6	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	20	0	0	0	2	1	1	2	4	5	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	13	0	0	0	0	0	1	0	1	3	5	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	13	0	0	0	0	0	2	0	3	1	2	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	18	0	0	0	0	0	0	2	0	5	8	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	12	0	0	0	0	0	0	0	0	4	1	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	16	0	0	0	0	1	1	0	1	7	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	15	0	0	0	0	0	1	1	2	1	3	4	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	15	0	0	0	1	0	3	1	3	1	2	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	13	0	0	1	0	0	2	0	1	0	6	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0415	16	0	0	0	0	0	0	0	2	4	1	5	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	12	0	0	0	0	0	0	0	0	1	0	5	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	12	0	0	0	0	1	2	0	1	1	2	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	18	0	0	0	0	0	1	0	0	6	5	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	19	0	0	0	0	1	0	2	1	5	4	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	36	0	0	0	1	0	2	5	2	5	5	7	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	48	0	0	0	1	1	1	2	6	9	9	13	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	39	0	0	0	2	0	1	1	5	11	11	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	61	0	0	1	1	1	4	7	6	23	10	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	65	0	0	1	1	4	2	7	14	21	13	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	77	0	0	1	2	3	16	13	16	15	9	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	100	0	1	1	9	9	10	23	12	15	17	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715	112	0	0	3	8	14	12	22	21	19	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730	97	0	0	1	4	6	10	21	26	9	19	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745	104	0	1	2	4	14	20	23	18	15	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	105	0	0	2	4	9	17	21	27	10	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815	106	0	0	0	4	6	14	20	26	25	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830	80	0	0	1	4	7	13	16	21	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845	98	0	0	0	14	15	10	19	14	12	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	107	0	0	1	5	8	17	14	24	22	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915	92	0	0	1	6	4	12	12	27	20	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930	106	0	0	1	11	8	18	13	31	15	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945	97	0	1	2	7	6	15	29	25	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	103	0	0	4	3	9	10	27	19	19	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015	126	0	0	3	10	18	32	43	7	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030	112	0	0	1	6	20	31	23	21	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045	125	0	1	0	6	13	16	40	24	20	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	126	0	0	4	12	21	35	30	15	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115	116	0	0	2	1	15	24	32	25	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130	135	0	0	2	7	12	19	37	29	22	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145	123	0	0	1	5	17	34	39	9	9	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	141	0	0	1	4	15	42	21	33	17	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	171	0	0	2	5	8	12	17	29	41	37	13	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	124	0	0	2	3	5	9	10	15	29	28	16	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	100	0	0	0	1	3	5	8	14	22	23	14	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	81	0	0	0	1	3	4	4	9	15	17	15	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	68	0	0	1	1	2	3	4	7	12	16	12	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	97	0	0	0	2	4	4	7	7	18	22	19	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	190	0	0	2	6	10	17	19	30	43	36	16	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	313	0	0	5	14	25	36	51	57	66	37	14	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	347	0	1	5	20	28	47	60	76	60	34	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	368	0	1	7	23	35	60	70	71	58	29	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	403	0	1	7	21	44	68	87	79	64	24	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	442	0	1	8	18	41	76	97	96	68	26	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	499	0	1	12	26	51	94	115	111	62	21	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	581	0	2	14	30	70	118	146	117	61	18	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	613	0	4	18	39	79	130	140	117	61	17	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	650	1	13	37	81	101	140	124	94	41	14	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	632	3	37	80	101	103	92	88	74	35	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	631	3	28	74	107	104	98	86	71	41	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	641	1	12	34	57	91	117	134	104	58	25	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	525	0	2	13	28	50	84	123	112	77	26	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	437	0	0	8	19	38	62	90	100	78	28	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	359	0	0	5	13	26	49	65	79	74	33	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	287	0	0	4	9	19	37	37	58	64	38	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	243	0	0	3	6	12	22	28	48	60	41	16	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	6120	9	101	301	537	771	1076	1200	1066	676	274	82	20	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	7631	10	104	329	601	896	1287	1497	1388	948	397	127	34	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	8161	10	105	336	617	926	1345	1562	1494	1072	475	157	43	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	8802	10	105	341	631	952	1383	1612	1575	1210	618	245	81	27	8	2	1	1	0	0	0	0	0	0	0	0	0	0	0

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	8639	10	109	311	604	990	1383	1622	1599	1167	529	205	77	25	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	8948	12	125	449	847	1036	1327	1644	1508	1146	557	205	65	20	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0
Wed	9458	19	157	586	950	1154	1573	1553	1566	1102	488	187	80	27	6	2	4	0	2	1	1	0	0	0	0	0	0	0	0
Thu	9458	16	227	505	866	1140	1612	1760	1492	1012	524	196	62	31	13	1	0	1	0	0	0	0	0	0	0	0	0	0	0
Fri	9795	9	97	328	701	1198	1707	1887	1625	1239	619	262	87	26	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat	8043	0	17	113	255	613	1164	1537	1715	1392	793	319	84	24	11	2	1	2	1	0	0	0	0	0	0	0	0	0	0
Sun	7276	1	6	98	195	532	915	1280	1519	1413	813	344	114	33	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	9260	13	143	436	794	1104	1520	1693	1558	1133	543	211	74	26	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	8802	10	105	341	631	952	1383	1612	1575	1210	618	245	81	27	8	2	1	1	0	0	0	0	0	0	0	0	0	0	0
--	61617	67	738	2390	4418	6663	9681	11283	11024	8471	4323	1718	569	186	59	13	5	4	3	1	1	0	0	0	0	0	0	0	0

Summary Graphs



Time	Total	Classification												JPSL 50	JPSL% 50	JSL1 55 +5kph	JSL1% 55 +5kph	JSL2 60 +10kph	JSL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	157	9	134	2	2	4	2	0	2	1	1	0	0	10	6.4	2	1.3	1	0.6	40	47.1
0015	156	11	131	2	2	4	2	1	2	0	1	0	0	11	7.1	1	0.6	0	0.0	40.7	48.5
0030	124	7	113	0	3	1	0	0	0	0	0	0	0	13	10.5	2	1.6	1	0.8	42	49.1
0045	132	5	116	3	4	3	1	0	0	0	0	0	0	11	8.3	1	0.8	1	0.8	41.8	48.3
0100	122	4	111	1	3	0	0	0	3	0	0	0	0	13	10.7	4	3.3	1	0.8	42.1	48.2
0115	110	6	94	1	6	1	1	1	0	0	0	0	0	5	4.5	0	0.0	0	0.0	41.5	48.2
0130	109	2	96	0	7	2	0	0	1	0	1	0	0	12	11.0	3	2.8	0	0.0	43.7	48.8
0145	102	2	95	0	1	2	1	0	0	1	0	0	0	12	11.8	3	2.9	0	0.0	42.8	48.9
0200	95	2	88	0	2	2	0	0	0	0	1	0	0	12	12.6	3	3.2	1	1.1	43	49.3
0215	115	1	106	1	5	1	0	0	1	0	0	0	0	10	8.7	2	1.7	0	0.0	42.3	49.2
0230	106	1	98	1	4	0	0	0	0	0	2	0	0	16	15.1	5	4.7	3	2.8	44.3	50.3
0245	124	5	115	0	0	2	1	0	0	1	0	0	0	19	15.3	6	4.8	3	2.4	43.4	50.4
0300	97	2	85	0	7	1	0	0	1	1	0	0	0	13	13.4	3	3.1	1	1.0	42.7	49.5
0315	97	2	92	0	2	1	0	0	0	0	0	0	0	23	23.7	7	7.2	1	1.0	44.6	52.4
0330	100	4	94	0	1	1	0	0	0	0	0	0	0	24	24.0	5	5.0	1	1.0	45.2	51.9
0345	88	3	82	0	2	1	0	0	0	0	0	0	0	15	17.1	6	6.8	4	4.5	44.4	51.2
0400	70	0	64	1	3	0	0	0	2	0	0	0	0	17	24.3	3	4.3	0	0.0	45.4	51
0415	80	1	74	0	3	1	1	0	0	0	0	0	0	11	13.8	3	3.8	0	0.0	44	49.6
0430	57	1	52	0	4	0	0	0	0	0	0	0	0	7	12.3	2	3.5	0	0.0	43.6	49.2
0445	55	1	49	0	5	0	0	0	0	0	0	0	0	12	21.8	5	9.1	0	0.0	45.1	51.7
0500	43	0	35	0	6	1	1	0	0	0	0	0	0	12	27.9	3	7.0	1	2.3	45.7	52.1
0515	46	0	45	0	1	0	0	0	0	0	0	0	0	8	17.4	3	6.5	1	2.2	44.6	50.4
0530	35	0	30	0	4	0	1	0	0	0	0	0	0	8	22.9	3	8.6	0	0.0	44.4	52.4
0545	38	1	33	0	3	1	0	0	0	0	0	0	0	10	26.3	3	7.9	2	5.3	44.1	52.7
0600	56	1	45	0	4	3	1	0	1	0	1	0	0	14	25.0	4	7.1	0	0.0	44.8	53.1
0615	56	6	44	0	4	1	1	0	0	0	0	0	0	4	7.1	1	1.8	0	0.0	39.2	47.6
0630	56	2	46	0	6	1	1	0	0	0	0	0	0	8	14.3	1	1.8	0	0.0	40.2	50.3
0645	63	2	49	2	7	2	1	0	0	0	0	0	0	14	22.2	2	3.2	1	1.6	42.7	51.5
0700	67	1	54	1	7	3	1	0	0	0	0	0	0	6	9.0	3	4.5	0	0.0	41.4	49
0715	72	2	58	0	2	9	1	0	0	0	0	0	0	10	13.9	2	2.8	1	1.4	41.9	49.5
0730	89	4	69	1	5	6	1	1	0	1	1	0	0	8	9.0	6	6.7	2	2.2	37.8	48.5
0745	92	6	80	0	3	1	1	0	0	0	1	0	0	6	6.5	1	1.1	0	0.0	37.8	45.7
0800	83	6	65	0	3	8	1	0	0	0	0	0	0	3	3.6	0	0.0	0	0.0	37.5	44
0815	84	4	69	0	8	2	0	0	0	1	0	0	0	7	8.3	3	3.6	1	1.2	39.1	47
0830	91	4	78	0	3	3	2	0	0	0	0	1	0	6	6.6	2	2.2	0	0.0	39.6	46
0845	105	5	89	0	5	2	3	1	0	0	0	0	0	5	4.8	1	1.0	0	0.0	37.9	44.2
0900	111	11	96	0	2	1	1	0	0	0	0	0	0	4	3.6	1	0.9	0	0.0	34.6	43.6
0915	139	8	114	2	7	2	2	0	2	0	2	0	0	6	4.3	1	0.7	1	0.7	37.5	46.8
0930	132	5	112	1	7	5	2	0	0	0	0	0	0	4	3.0	0	0.0	0	0.0	35	42.2
0945	124	5	103	0	7	6	3	0	0	0	0	0	0	10	8.1	3	2.4	0	0.0	38.2	46.7
1000	137	6	119	0	4	5	2	0	0	0	1	0	0	9	6.6	3	2.2	0	0.0	36.1	45.6
1015	123	11	101	1	5	2	1	0	0	0	2	0	0	3	2.4	1	0.8	0	0.0	33.6	43
1030	166	5	143	1	7	5	5	0	0	0	0	0	0	4	2.4	1	0.6	0	0.0	34	42.2
1045	148	5	130	0	9	3	1	0	0	0	0	0	0	2	1.4	0	0.0	0	0.0	32.4	41.5
1100	157	7	139	2	3	2	2	0	1	0	1	0	0	1	0.6	0	0.0	0	0.0	30.6	39.1
1115	193	14	166	2	7	0	1	0	1	1	0	0	1	1	0.5	0	0.0	0	0.0	27.5	38.1
1130	169	12	142	1	8	4	0	0	1	1	0	0	0	3	1.8	1	0.6	1	0.6	31.3	42.7
1145	147	6	122	2	11	5	0	0	0	0	0	0	0	5	3.4	2	1.4	1	0.7	36.2	44.8
1200	200	8	175	1	11	2	0	0	3	0	0	0	0	2	1.0	0	0.0	0	0.0	32.3	41
1215	182	12	153	3	8	1	0	0	2	0	2	0	1	4	2.2	0	0.0	0	0.0	33.6	42
1230	178	4	154	2	9	5	1	0	2	0	1	0	0	2	1.1	1	0.6	0	0.0	32	39.1
1245	205	9	182	0	11	1	0	0	1	0	1	0	0	3	1.5	1	0.5	1	0.5	30.4	38.5
1300	213	13	188	0	5	2	2	1	1	1	0	0	0	2	0.9	1	0.5	1	0.5	31.2	41.2
1315	200	6	178	0	8	5	1	1	0	0	1	0	0	6	3.0	1	0.5	0	0.0	33.6	41.2
1330	217	11	186	5	8	0	2	1	1	2	0	0	1	0	0.0	0	0.0	0	0.0	24.2	34.6
1345	202	6	181	1	7	4	2	0	1	0	0	0	0	2	1.0	1	0.5	0	0.0	25.3	34.5
1400	216	15	185	2	6	3	1	0	0	0	2	0	2	1	0.5	0	0.0	0	0.0	30	40
1415	197	5	178	3	7	0	0	1	1	0	2	0	0	0	0.0	0	0.0	0	0.0	25.5	35.5
1430	219	13	199	0	4	1	2	0	0	0	0	0	0	3	1.4	1	0.5	0	0.0	28.8	39.6
1445	221	14	194	2	4	0	4	0	1	0	2	0	0	0	0.0	0	0.0	0	0.0	29.9	40.9
1500	178	7	158	0	7	2	0	0	0	2	2	0	0	1	0.6	0	0.0	0	0.0	32.4	42.3
1515																					

Time	Total	Classification												JPSL 50	JPSL% 50	JSL1 55 +5kph	JSL1% 55 +5kph	JSL2 60 +10kph	JSL2% 60 +10kph	Mean	Vpp 85		
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT										
0000	77	7	62	0	4	1	2	0	0	0	1	0	0	10	13.0	2	2.5	1	1.3	0	0.0	41.9	49.4
0015	80	4	69	0	3	2	1	0	0	1	0	0	0	16	20.0	2	2.5	1	1.3	0	0.0	42.6	51.1
0030	71	1	61	1	4	3	1	0	0	0	0	0	0	9	12.7	2	2.8	0	0	0.0	44.3	49.7	
0045	67	3	56	0	5	2	1	0	0	0	0	0	0	14	20.9	5	7.5	1	1.5	0	0.0	45.2	51.2
0100	61	5	49	0	3	2	1	1	0	0	0	0	0	15	24.6	5	8.2	0	0	0.0	44.6	52.7	
0115	57	0	51	0	1	3	1	0	0	0	1	0	0	5	8.8	1	1.8	1	1.8	0	0.0	41.8	47.5
0130	49	2	45	0	2	0	0	0	0	0	0	0	0	6	12.2	1	2.0	0	0	0.0	43.7	49.8	
0145	31	2	25	0	2	0	2	0	0	0	0	0	0	7	22.6	2	6.5	0	0	0.0	43.7	51	
0200	35	0	29	0	6	0	0	0	0	0	0	0	0	2	5.7	0	0.0	0	0	0.0	44.3	49.1	
0215	35	2	29	0	3	0	1	0	0	0	0	0	0	8	22.9	3	8.6	2	5.7	0	0.0	43.9	51
0230	26	1	22	0	2	0	0	0	0	0	1	0	0	5	19.2	3	11.5	2	7.7	46	52.5		
0245	26	0	24	0	2	0	0	0	0	0	0	0	0	4	15.4	1	3.8	0	0	0.0	45.3	50.6	
0300	29	0	23	0	5	1	0	0	0	0	0	0	0	4	13.8	1	3.4	0	0	0.0	43.6	50	
0315	22	0	18	0	4	0	0	0	0	0	0	0	0	7	31.8	2	9.1	0	0	0.0	47.1	54.1	
0330	26	0	21	0	2	1	2	0	0	0	0	0	0	2	7.7	2	7.7	0	0	0.0	42.5	48	
0345	24	1	20	0	3	0	0	0	0	0	0	0	0	4	16.7	1	4.2	0	0	0.0	45.4	51.9	
0400	26	2	20	0	3	0	1	0	0	0	0	0	0	3	11.5	0	0.0	0	0	0.0	41.8	49.1	
0415	25	1	20	0	1	2	0	0	0	0	1	0	0	8	32.0	2	8.0	0	0	0.0	46.2	53.6	
0430	35	0	30	0	3	1	0	0	0	0	1	0	0	6	17.1	0	0.0	0	0	0.0	44.2	51.6	
0445	39	4	27	0	6	0	2	0	0	0	0	0	0	11	28.2	2	5.1	0	0	0.0	44	51.6	
0500	53	0	40	0	8	3	2	0	0	0	0	0	0	5	9.4	0	0.0	0	0	0.0	42.8	48.9	
0515	65	5	54	0	6	0	0	0	0	0	0	0	0	5	7.7	2	3.1	1	1.5	41.1	48.6		
0530	99	2	82	0	10	5	0	0	0	0	0	0	0	11	11.1	2	2.0	0	0	0.0	40.4	47.1	
0545	94	5	76	1	8	2	2	0	0	0	0	0	0	4	4.3	0	0.0	0	0	0.0	39.9	46.8	
0600	135	4	96	2	15	12	5	0	0	0	1	0	0	9	6.7	4	3.0	1	0.7	39.8	47.2		
0615	177	10	141	2	9	10	1	0	1	0	3	0	0	7	4.0	3	1.7	0	0	0.0	36.5	46.5	
0630	179	11	134	1	9	11	10	0	1	1	1	0	0	12	6.7	4	2.2	1	0.6	37.5	46.6		
0645	209	10	177	0	8	10	2	0	1	0	1	0	0	8	3.8	2	1.0	1	0.5	34.1	45.1		
0700	200	7	163	3	15	10	2	0	0	0	0	0	0	5	2.5	2	1.0	2	1.0	32.2	42.1		
0715	214	14	175	1	9	9	5	0	0	0	1	0	0	4	1.9	2	0.9	0	0.0	33.6	42.4		
0730	199	8	175	1	8	3	2	0	0	1	0	1	0	2	1.0	1	0.5	0	0	0.0	26	36.9	
0745	205	13	165	1	9	5	4	0	1	1	5	0	1	4	2.0	1	0.5	1	0.5	23.9	34.8		
0800	174	7	141	0	7	9	6	0	1	2	1	0	0	3	1.7	0	0.0	0	0	0.0	31	40.7	
0815	205	12	161	1	15	6	6	0	1	0	3	0	0	0	0.0	0	0.0	0	0	0.0	21.8	31.7	
0830	194	13	152	1	14	9	5	0	0	0	0	0	0	3	1.5	1	0.5	1	0.5	28.5	39.5		
0845	188	13	146	3	7	12	5	0	1	0	1	0	0	0	0.0	0	0.0	0	0	0.0	24.5	32.7	
0900	189	13	150	2	16	4	2	0	1	0	0	1	0	4	2.1	1	0.5	0	0	0.0	30	40.8	
0915	182	12	145	0	9	7	3	0	1	1	3	0	1	3	1.6	1	0.5	0	0	0.0	30.4	39.2	
0930	164	7	129	1	16	5	2	1	1	1	1	0	0	4	2.4	2	1.2	1	0.6	33.3	42.6		
0945	180	13	146	0	16	2	2	1	0	0	0	0	0	3	1.7	2	1.1	1	0.6	30.2	40.7		
1000	191	8	153	2	14	9	5	0	0	0	0	0	0	1	0.5	0	0.0	0	0	0.0	30.9	40.9	
1015	196	12	151	1	15	6	3	2	3	0	1	0	2	3	1.5	0	0.0	0	0	0.0	30.7	38.9	
1030	181	5	149	0	16	5	1	1	1	1	1	0	1	4	2.2	2	1.1	0	0	0.0	27.8	38.2	
1045	205	5	168	2	22	6	0	0	0	0	1	0	1	1	0.5	1	0.5	0	0	0.0	29.4	39.7	
1100	207	6	168	3	19	5	1	0	2	1	2	0	0	4	1.9	1	0.5	0	0	0.0	32	41.8	
1115	210	10	167	1	17	7	5	1	1	0	1	0	0	1	0.5	0	0.0	0	0	0.0	28.9	38.6	
1130	178	4	147	0	20	4	1	1	0	0	1	0	0	3	1.7	0	0.0	0	0	0.0	30.7	40.7	
1145	201	9	158	2	27	1	1	1	1	0	0	0	1	1	0.5	0	0.0	0	0	0.0	30.6	41.1	
1200	208	12	172	1	12	5	4	0	1	0	0	0	1	1	0.5	0	0.0	0	0	0.0	30.7	39.1	
1215	214	9	183	1	16	1	0	0	2	0	2	0	0	0	0.0	0	0.0	0	0	0.0	28.6	37.2	
1230	207	9	173	0	16	4	3	0	2	0	0	0	0	1	0.5	1	0.5	0	0	0.0	27.1	36.9	
1245	215	11	178	1	16	3	4	0	0	1	1	0	0	0	0.0	0	0.0	0	0	0.0	26.7	36.7	
1300	213	8	180	2	15	4	1	0	2	1	0	0	0	0	0.0	0	0.0	0	0	0.0	24.6	33.2	
1315	218	15	176	3	10	8	1	1	4	0	0	0	0	0	0.0	0	0.0	0	0	0.0	21.5	31.2	
1330	245	15	206	2	13	4	2	2	0	0	1	0	0	3	1.2	2	0.8	1	0.4	26.8	36.5		
1345	193	7	161	1	15	4	1	0	1	2	1	0	0	2	1.0	1	0.5	0	0	0.0	30	40.2	
1400	188	7	152	1	14	3	3	0	4	0	3	0	1	0	0.0	0	0.0	0	0	0.0	27.7	38.8	
1415	213	6	182	2	16	2	1	1	3	0	0	0	0	4	1.9	0	0.0	0	0	0.0	26.9	38.9	
1430	216	7	181	4	19	1	1	1	1	0	1	0	0	0	0.0	0	0.0	0					

Time	Total	Classification												JPSL 50	JPSL% 50	JSL1 55 +5kph	JSL1% 55 +5kph	JSL2 60 +10kph	JSL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	67	4	56	0	4	1	1	0	1	0	0	0	9	13.4	5	7.5	1	1.5	41.3	48.9	
0015	52	0	43	0	6	1	2	0	0	0	0	0	5	9.6	0	0.0	0	0.0	41.6	46.9	
0030	62	4	50	0	6	1	1	0	0	0	0	0	9	14.5	2	3.2	1	1.6	40.8	50.1	
0045	51	2	42	0	3	1	1	0	1	1	0	0	7	13.7	2	3.9	0	0.0	42	49.5	
0100	48	2	39	0	3	2	1	0	1	0	0	0	6	12.5	3	6.3	0	0.0	41.9	48.6	
0115	44	2	38	0	2	2	0	0	0	0	0	0	5	11.4	2	4.5	1	2.3	41.8	47.9	
0130	35	0	29	0	3	3	0	0	0	0	0	0	8	22.9	3	8.6	1	2.9	45.8	51.6	
0145	33	0	31	0	0	0	1	0	1	0	0	0	9	27.3	4	12.1	1	3.0	44.7	53.2	
0200	33	1	25	0	3	3	0	0	0	0	1	0	4	12.1	0	0.0	0	0.0	44	49.7	
0215	38	2	31	0	3	0	2	0	0	0	0	0	9	23.7	4	10.5	1	2.6	42.8	51.4	
0230	19	2	12	0	2	2	0	0	1	0	0	0	3	15.8	0	0.0	0	0.0	43.1	50.4	
0245	28	3	20	0	4	0	1	0	0	0	0	0	6	21.4	2	7.1	2	7.1	43.5	51.2	
0300	31	1	29	0	1	0	0	0	0	0	0	0	8	25.8	0	0.0	0	0.0	44.1	51.7	
0315	24	1	17	0	4	0	1	0	0	0	1	0	2	8.3	1	4.2	0	0.0	42.4	48.3	
0330	29	1	23	0	5	0	0	0	0	0	0	0	8	27.6	3	10.3	3	10.3	46.7	53.2	
0345	23	0	19	0	3	0	1	0	0	0	0	0	4	17.4	0	0.0	0	0.0	45.4	50.4	
0400	25	0	20	0	3	0	1	0	0	0	1	0	3	12.0	1	4.0	0	0.0	43.3	50.2	
0415	24	1	22	0	1	0	0	0	0	0	0	0	4	16.7	1	4.2	1	4.2	44.8	51.3	
0430	38	1	32	0	4	1	0	0	0	0	0	0	9	23.7	4	10.5	0	0.0	46.2	52.7	
0445	39	4	30	0	5	0	0	0	0	0	0	0	5	12.8	2	5.1	2	5.1	41.2	47.9	
0500	62	1	50	1	8	1	1	0	0	0	0	0	8	12.9	2	3.2	1	1.6	44.6	49.8	
0515	67	2	53	0	10	0	2	0	0	0	0	0	5	7.5	2	3.0	0	0.0	41.1	48	
0530	90	3	67	0	14	3	2	0	1	0	0	0	8	8.9	3	3.3	0	0.0	39.5	48.3	
0545	100	8	76	1	12	1	1	0	0	1	0	0	13	13.0	2	2.0	0	0.0	40.8	48.1	
0600	131	4	105	1	12	3	4	0	0	0	2	0	9	6.9	3	2.3	0	0.0	39.3	48.2	
0615	185	8	151	0	10	4	4	0	3	0	5	0	9	4.9	4	2.2	2	1.1	34.7	44	
0630	186	14	147	1	11	4	2	1	2	1	2	0	13	7.0	3	1.6	0	0.0	35.6	46.2	
0645	211	10	182	1	11	5	0	0	1	0	1	0	6	2.8	1	0.5	0	0.0	31.1	40.8	
0700	196	13	160	0	13	6	2	0	1	0	1	0	2	1.0	0	0.0	0	0.0	32.1	42	
0715	187	7	160	1	9	4	3	0	1	0	2	0	5	2.7	1	0.5	0	0.0	30.3	41.1	
0730	226	7	188	2	12	8	6	0	1	0	2	0	3	1.3	1	0.4	1	0.4	30.1	39.7	
0745	191	10	159	0	9	3	6	1	1	1	1	0	4	2.1	1	0.5	0	0.0	28.6	39.9	
0800	221	18	185	0	9	3	4	0	0	1	0	1	0	0.5	0	0.0	0	0.0	28	36.5	
0815	188	12	157	2	8	6	1	0	1	0	0	0	3	1.6	2	1.1	0	0.0	29.1	38.8	
0830	195	14	159	1	13	1	4	1	0	0	2	0	0	0.0	0	0.0	0	0.0	27.8	38.6	
0845	201	14	168	4	10	3	2	0	0	0	0	0	3	1.5	1	0.5	0	0.0	24.4	33.8	
0900	227	12	199	1	9	1	1	0	3	1	0	0	3	1.3	0	0.0	0	0.0	27.7	37.1	
0915	173	12	131	1	19	7	1	1	1	0	0	0	0	0.0	0	0.0	0	0.0	29	38.4	
0930	182	8	153	2	13	2	1	0	1	0	1	1	0	2	1.1	1	0.5	1	0.5	31.8	42.2
0945	178	3	154	0	8	9	1	0	3	0	0	0	3	1.7	1	0.6	0	0.0	30.4	42.1	
1000	203	7	161	1	21	5	3	3	1	0	1	0	0	0.0	0	0.0	0	0.0	27.9	39.7	
1015	200	5	161	2	24	2	2	1	2	0	1	0	1	0.5	1	0.5	0	0.0	22.8	32.3	
1030	171	5	141	1	13	4	2	0	1	0	4	0	2	1.2	0	0.0	0	0.0	31.9	41.8	
1045	177	3	138	1	26	6	1	0	1	1	0	0	4	2.3	2	1.1	1	0.6	35.7	43.2	
1100	180	6	148	1	13	4	2	1	2	1	1	1	0	3	1.7	0	0.0	0	0.0	31.8	40.9
1115	194	6	157	1	21	6	2	0	0	0	1	0	0	0.0	0	0.0	0	0.0	30.1	41	
1130	206	7	167	0	24	5	0	0	3	0	0	0	2	1.0	1	0.5	0	0.0	31.3	41	
1145	192	3	164	0	19	2	0	0	1	1	0	1	6	3.1	1	0.5	0	0.0	28.9	38.6	
1200	224	2	185	1	24	7	3	0	2	0	0	0	2	0.9	0	0.0	0	0.0	30.2	39.1	
1215	226	11	184	1	20	6	2	0	1	0	0	0	3	1.3	0	0.0	0	0.0	28.2	38.9	
1230	227	10	192	0	16	3	4	0	1	0	1	0	0	0.0	0	0.0	0	0.0	24.3	35.3	
1245	225	8	194	0	9	7	4	0	2	1	0	0	2	0.9	0	0.0	0	0.0	25.3	35.6	
1300	211	13	169	1	11	7	5	1	1	0	3	0	0	0.0	0	0.0	0	0.0	28.1	39.9	
1315	207	8	172	2	11	6	2	1	3	1	0	0	1	0.0	0	0.0	0	0.0	22.6	32	
1330	201	9	164	1	15	5	1	2	0	0	1	1	2	1	0.5	0	0.0	0	0.0	23.4	30.3
1345	224	13	189	4	10	2	0	1	2	1	0	1	1	0.0	0	0.0	0	0.0	24.1	34.9	
1400	217	5	191	1	9	4	2	0	2	1	2	0	0	0.9	0	0.0	0	0.0	26.5	35.5	
1415	234	7	193	1	22	3	6	0	0	0	1	0	0	3	1.3	0	0.0	0	0.0	30.9	40.1
1430	228	10	197	2	14	1	0	2	0	1	1	0	0	0.0	0	0.0	0	0.0	22.3	31.4	
1445	220	6	186	1	18	3	3	0	1	0	1	1	0	0.5	1	0.5	0	0.0	22.8	31.3	
1500	229	6	198	3	8	4	3	0	4	1	2	0	0	0.4	0	0.0	0	0.0	24.1	33.8	
1515	230	13	190	2	13	6	5	0	0	0	1	0	0	0.0	0	0.0	0	0.0	22	30.5	
1530	237	10	206	0	12	3	6	0	0	0	0	0	0	0.0	0	0.0	0	0.0	23.9	33.9	
1545	245																				

Time	Total	Classification												JPSL 50	JPSL% 50	JSL1 55 +5kph	JSL1% 55 +5kph	JSL2 60 +10kph	JSL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	86	4	72	1	2	3	3	0	1	0	0	0	0	3	3.5	0	0.0	0	0.0	40.3	45.4
0015	74	6	55	0	2	7	2	0	1	1	0	0	0	3	4.1	0	0.0	0	0.0	38.1	43.4
0030	74	0	68	0	2	4	0	0	0	0	0	0	0	5	6.8	3	4.1	0	0.0	43.3	48.3
0045	61	0	58	0	0	1	2	0	0	0	0	0	0	4	6.6	2	3.3	1	1.6	41.9	47.5
0100	49	0	42	0	4	3	0	0	0	0	0	0	0	5	10.2	0	0.0	0	0.0	40.5	47.2
0115	37	0	32	0	1	3	0	1	0	0	0	0	0	4	10.8	1	2.7	0	0.0	40	47.5
0130	42	0	37	0	3	1	1	0	0	0	0	0	0	2	4.8	0	0.0	0	0.0	42.1	47.8
0145	33	0	32	0	0	0	1	0	0	0	0	0	0	9	27.3	2	6.1	0	0.0	44.6	52.4
0200	44	1	37	0	3	3	0	0	0	0	0	0	0	9	20.5	2	4.5	1	2.3	42.1	51.6
0215	27	0	23	0	2	2	0	0	0	0	0	0	0	1	3.7	0	0.0	0	0.0	41.2	46.7
0230	26	0	24	0	2	0	0	0	0	0	0	0	0	1	3.8	0	0.0	0	0.0	41.1	45.9
0245	29	2	23	0	4	0	0	0	0	0	0	0	0	1	3.4	0	0.0	0	0.0	40.8	47.3
0300	37	1	28	1	5	1	1	0	0	0	0	0	0	2	5.4	1	2.7	0	0.0	41.3	46.6
0315	27	1	23	0	3	0	0	0	0	0	0	0	0	4	14.8	0	0.0	0	0.0	40.4	50
0330	27	1	21	0	4	1	0	0	0	0	0	0	0	3	11.1	1	3.7	1	3.7	41.6	48.5
0345	32	1	28	0	3	0	0	0	0	0	0	0	0	2	6.3	1	3.1	0	0.0	40	47.4
0400	26	0	22	0	3	1	0	0	0	0	0	0	0	2	7.7	0	0.0	0	0.0	40.4	46.6
0415	34	0	28	0	3	2	1	0	0	0	0	0	0	1	2.9	1	2.9	0	0.0	42.6	47.6
0430	30	0	24	0	4	1	1	0	0	0	0	0	0	6	20.0	3	10.0	3	10.0	42.8	53.4
0445	38	5	28	0	3	1	1	0	0	0	0	0	0	4	10.5	1	2.6	0	0.0	39.7	47.8
0500	67	2	53	0	8	2	2	0	0	0	0	0	0	6	9.0	1	1.5	0	0.0	39	46.9
0515	67	2	55	0	4	5	1	0	0	0	0	0	0	6	9.0	2	3.0	0	0.0	39.2	45.7
0530	95	4	74	1	10	4	1	0	0	0	1	0	0	8	8.4	2	2.1	0	0.0	37.5	45.4
0545	88	2	67	0	13	5	0	0	0	1	0	0	0	3	3.4	2	2.3	0	0.0	39.6	47.1
0600	123	2	101	1	8	7	2	0	0	1	1	0	0	9	7.3	2	1.6	0	0.0	37.7	48.3
0615	170	6	140	1	5	8	6	1	0	2	1	0	0	5	2.9	1	0.6	1	0.6	34.8	43.6
0630	188	14	151	0	7	9	3	0	0	2	1	0	1	12	6.4	4	2.1	0	0.0	30.9	43.9
0645	159	8	133	1	4	6	5	0	1	0	1	0	0	1	0.6	0	0.0	0	0.0	32.1	42.9
0700	182	10	155	0	5	4	3	0	1	0	4	0	0	0	0.0	0	0.0	0	0.0	28.9	40.1
0715	187	6	159	2	3	7	7	1	0	0	2	0	0	0	0.0	0	0.0	0	0.0	28.6	38.2
0730	205	12	163	2	3	14	6	0	0	2	1	1	1	2	1.0	1	0.5	1	0.5	31	39.9
0745	179	9	157	0	2	3	2	1	1	0	3	0	1	2	1.1	0	0.0	0	0.0	30.6	41.3
0800	178	17	148	0	1	4	4	0	0	1	0	0	0	1	0.6	1	0.6	0	0.0	24.2	38.2
0815	225	11	196	3	1	9	3	0	1	0	1	0	0	0	0.0	0	0.0	0	0.0	27.9	39.4
0830	220	13	189	1	3	3	7	0	2	0	2	0	0	1	0.5	0	0.0	0	0.0	28.3	38.6
0845	201	15	168	0	9	3	4	0	1	0	1	0	0	1	0.5	1	0.5	0	0.0	30.4	40.5
0900	201	10	171	3	9	6	1	1	0	0	0	0	0	5	2.5	0	0.0	0	0.0	30.5	41.7
0915	196	9	160	1	10	7	5	0	1	0	3	0	0	3	1.5	1	0.5	0	0.0	27.1	40
0930	197	7	170	0	11	2	4	0	1	0	1	0	1	1	0.5	0	0.0	0	0.0	27.1	39.1
0945	163	8	132	1	12	7	1	0	0	1	1	0	0	10	6.1	2	1.2	1	0.6	36	45.6
1000	185	7	148	2	14	9	2	0	2	0	1	0	0	4	2.2	1	0.5	0	0.0	32.1	43.2
1015	209	6	170	3	17	6	3	1	0	1	2	0	0	6	2.9	2	1.0	0	0.0	33.5	42.9
1030	205	8	162	2	25	4	3	0	0	0	1	0	0	6	2.9	1	0.5	0	0.0	34.1	44
1045	206	7	171	1	21	4	0	0	2	0	0	0	0	1	0.5	0	0.0	0	0.0	30.2	38.8
1100	192	4	147	1	27	7	1	0	1	0	2	1	1	4	2.1	0	0.0	0	0.0	29.8	41.9
1115	205	5	167	0	13	10	2	1	2	3	2	0	0	10	4.9	2	1.0	0	0.0	36	45.1
1130	204	0	181	3	11	5	3	0	0	1	0	0	0	4	2.0	1	0.5	0	0.0	33.1	41.9
1145	236	4	199	1	22	2	3	1	1	3	0	0	0	3	1.3	1	0.4	0	0.0	29.9	39.2
1200	201	3	168	3	18	6	0	0	1	1	1	0	0	3	1.5	1	0.5	1	0.5	28.3	39.1
1215	201	11	154	3	26	4	1	2	0	0	0	0	0	4	2.0	2	1.0	0	0.0	31.9	40.7
1230	213	13	185	1	8	3	1	0	1	0	1	0	0	5	2.3	1	0.5	0	0.0	28.3	37.9
1245	204	9	171	1	11	2	2	0	5	2	0	1	0	2	1.0	1	0.5	0	0.0	26	37.6
1300	211	7	178	1	17	2	1	0	4	1	0	0	0	0	0.0	0	0.0	0	0.0	27.2	37.8
1315	227	6	187	3	22	6	3	0	0	0	0	0	0	1	0.4	0	0.0	0	0.0	27.3	38.2
1330	215	10	174	1	23	2	3	0	2	0	0	0	0	3	1.4	0	0.0	0	0.0	28.9	37.9
1345	255	8	224	0	14	4	3	0	2	0	0	0	0	0	0.0	0	0.0	0	0.0	24.1	31.9
1400	177	9	149	1	4	4	4	2	2	1	0	0	1	0	0.0	0	0.0	0	0.0	27.2	37.5
1415	255	6	224	1	11	9	1	2	1	0	0	0	0	2	0.8	0	0.0	0	0.0	25	34.4
1430	215	7	190	1	11	4	1	1	0	0	0	0	0	0	0.0	0	0.0	0	0.0	24.2	33.5
1445	252	9	223	3	8	5	0	0	1	0	3	0	0	1	0.4	0	0.0	0	0.0	24.6	35.1
1500	213	7	186	2	8	4	3	1	1	0	0	0	1	0	0.0	0	0.0	0	0.0	22.9	33.4
151																					

Site 4
Location R148 Victoria Quay west of Diageo access
Direction Westbound

18028 / STEEVENS LANE, DUBLIN
MARCH 2026
AUTOMATIC TRAFFIC COUNT

Time	Total	Classification												JPSL 50	JPSL% 50	JSL1 55 +5kph	JSL1% 55 +5kph	JSL2 60 +10kph	JSL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	109	6	89	1	1	4	6	0	1	0	1	0	0	7	6.4	3	2.8	1	0.9	40.6	47.7
0015	82	3	67	1	2	2	5	0	0	1	0	0	1	2	2.4	0	0.0	0	0.0	40	44.4
0030	73	1	63	1	3	2	2	0	0	0	1	0	0	5	6.8	1	1.4	0	0.0	43	48
0045	71	2	62	1	2	4	0	0	0	0	0	0	0	6	8.5	1	1.4	0	0.0	42.9	48.5
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0200	67	1	60	0	2	2	1	0	0	1	0	0	0	5	7.5	3	4.5	2	3.0	42.2	48.9
0215	55	2	47	0	5	0	1	0	0	0	0	0	0	1	1.8	0	0.0	0	0.0	41.6	47
0230	40	1	32	0	4	1	0	0	0	0	2	0	0	1	2.5	0	0.0	0	0.0	40	46.8
0245	39	0	34	0	1	3	0	0	0	0	1	0	0	2	5.1	0	0.0	0	0.0	40.5	47.5
0300	35	0	30	0	3	1	1	0	0	0	0	0	0	5	14.3	0	0.0	0	0.0	43.3	50.4
0315	35	0	33	0	1	0	0	1	0	0	0	0	0	1	2.9	0	0.0	0	0.0	43.6	47.5
0330	43	0	36	0	5	2	0	0	0	0	0	0	0	6	14.0	0	0.0	0	0.0	42.8	49.3
0345	49	0	43	0	3	2	0	0	1	0	0	0	0	4	8.2	2	4.1	0	0.0	43.4	47.9
0400	49	1	37	0	5	1	4	0	0	0	1	0	0	9	18.4	4	8.2	1	2.0	42.7	51.3
0415	32	1	27	0	3	1	0	0	0	0	0	0	0	6	18.8	4	12.5	2	6.3	43.9	55
0430	34	1	27	0	4	0	1	0	0	0	1	0	0	3	8.8	0	0.0	0	0.0	43.4	48.7
0445	43	0	37	0	2	2	0	0	0	0	2	0	0	9	20.9	3	7.0	1	2.3	44.9	50.5
0500	43	2	32	0	5	1	1	0	0	1	1	0	0	3	7.0	2	4.7	1	2.3	42.4	49.4
0515	37	1	29	0	6	0	0	0	1	0	0	0	0	8	21.6	2	5.4	0	0.0	43.9	51.7
0530	33	0	30	0	1	1	1	0	0	0	0	0	0	6	18.2	1	3.0	0	0.0	44.4	50.3
0545	48	3	41	0	4	0	0	0	0	0	0	0	0	8	16.7	2	4.2	0	0.0	44	50.5
0600	62	1	46	1	8	4	1	0	0	0	1	0	0	9	14.5	1	1.6	0	0.0	42.3	49.9
0615	77	4	62	1	6	4	0	0	0	0	0	0	0	14	18.2	2	2.6	0	0.0	43.1	51.8
0630	63	1	51	0	9	1	0	0	0	1	0	0	0	12	19.1	0	0.0	0	0.0	43	50.8
0645	98	6	82	0	5	5	0	0	0	0	0	0	0	6	6.1	1	1.0	0	0.0	41.5	47.5
0700	131	6	106	0	9	5	3	0	0	0	2	0	0	9	6.9	3	2.3	1	0.8	38.7	45.3
0715	153	7	118	0	9	8	8	0	0	2	1	0	0	5	3.3	2	1.3	1	0.7	31.3	45
0730	175	20	129	1	1	11	7	0	2	1	3	0	0	5	2.9	5	2.9	4	2.3	29.9	40.8
0745	180	6	148	1	8	7	5	1	1	1	2	0	0	5	2.8	3	1.7	0	0.0	32.7	46.2
0800	178	15	140	0	6	7	7	0	0	0	3	0	0	3	1.7	1	0.6	1	0.6	31.3	42.1
0815	166	10	141	0	2	9	1	0	0	0	1	2	0	1	0.6	1	0.6	0	0.0	29.7	40.7
0830	209	11	172	2	7	7	2	0	0	0	5	1	2	5	2.4	1	0.5	0	0.0	26.4	35.6
0845	215	13	179	1	6	11	1	0	0	2	2	0	0	5	2.3	2	0.9	0	0.0	25.4	36.6
0900	204	13	163	4	7	9	6	0	0	1	1	0	0	2	1.0	1	0.5	0	0.0	30.2	42.1
0915	202	12	171	2	7	5	0	1	1	2	1	0	0	1	0.5	1	0.5	0	0.0	24.9	34.3
0930	203	22	156	0	6	12	2	1	1	2	1	0	0	2	1.0	0	0.0	0	0.0	26.8	36.8
0945	189	10	163	1	2	6	2	0	0	1	4	0	0	4	2.1	1	0.5	0	0.0	29	39.1
1000	201	9	177	0	3	5	3	0	0	2	1	1	0	2	1.0	0	0.0	0	0.0	30.8	39.9
1015	195	14	148	1	20	8	3	0	1	0	0	0	0	4	2.1	3	1.5	0	0.0	30.1	42.1
1030	179	13	145	1	6	9	2	1	0	1	0	1	0	0	0.0	0	0.0	0	0.0	28.7	38.5
1045	189	7	165	0	7	8	1	1	0	0	0	0	0	3	1.6	1	0.5	1	0.5	31.5	39.6
1100	170	9	138	0	12	6	2	0	1	1	1	0	0	1	0.6	0	0.0	0	0.0	32.1	40.1
1115	198	13	162	3	7	4	2	2	2	0	1	0	2	1	0.5	0	0.0	0	0.0	27.6	36.9
1130	210	6	179	1	16	4	2	0	1	0	1	0	0	3	1.4	3	1.4	2	1.0	29.3	39.4
1145	177	8	140	0	18	5	3	0	0	0	3	0	0	1	0.6	0	0.0	0	0.0	31.7	41.5
1200	221	7	172	0	23	4	6	2	5	0	2	0	0	1	0.5	0	0.0	0	0.0	30.4	41
1215	216	10	169	0	24	9	1	0	3	0	0	0	0	3	1.4	3	1.4	0	0.0	28.2	40.4
1230	218	5	172	2	28	5	1	0	2	1	1	0	1	0	0.0	0	0.0	0	0.0	29.2	38.7
1245	201	7	165	0	24	3	1	1	0	0	0	0	0	1	0.5	0	0.0	0	0.0	23.2	31.4
1300	224	9	181	2	25	3	1	1	1	1	0	0	0	1	0.4	0	0.0	0	0.0	25.5	34.6
1315	206	9	161	2	19	7	4	3	1	0	0	0	0	1	0.5	0	0.0	0	0.0	28	39
1330	228	10	196	1	9	2	4	0	2	2	1	1	0	1	0.4	0	0.0	0	0.0	26.9	35.5
1345	219	8	173	2	26	1	3	0	4	0	2	0	0	4	1.8	1	0.5	0	0.0	27.7	36.8
1400	224	9	189	2	15	3	3	1	0	0	0	0	2	3	1.3	1	0.4	0	0.0	28.2	38.1
1415	222	10	191	0	10	2	5	1	1	1	1	0	0	1	0.5	0	0.0	0	0.0	22.6	31.1
1430	229	12	188	0	19	4	2	1	1	2	0	0	0	4	1.7	2	0.9	0	0.0	26.9	36.6
1445	224	7	188	3	16	2	1	2	4	0	0	0	1	3	1.3	1	0.4	0	0.0	26.9	38.6
1500	216	8	179	1	17	4	4	0	2	0	0	0	1	5	2.3	3	1.4	0	0.0	33.2	41.8
1515	205	14	167	1	16	1	2	1	0												

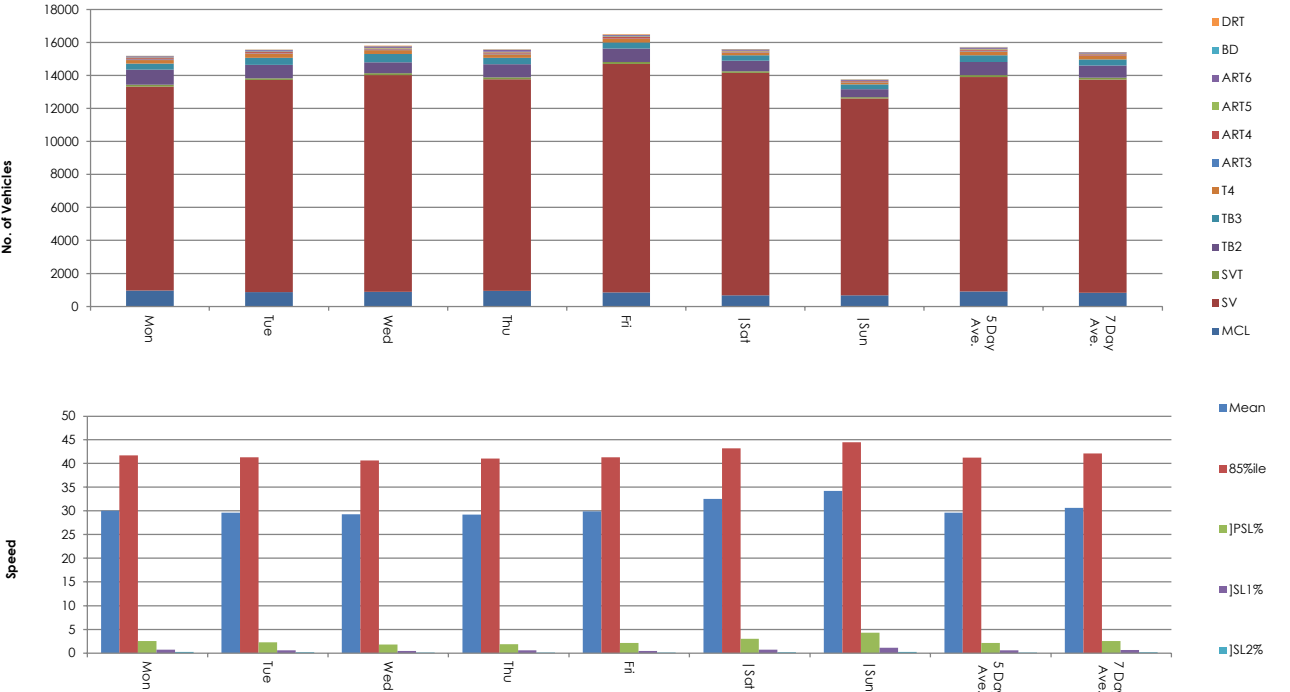
Time	Total	Classification												JPSL 50	JPSL% 50	JSL1 55 +5kph	JSL1% 55 +5kph	JSL2 60 +10kph	JSL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	188	15	161	0	6	3	1	0	2	0	0	0	7	3.7	1	0.5	1	0.5	33.9	42.1	
0015	172	5	154	3	4	4	2	0	0	0	0	0	9	5.2	3	1.7	0	0.0	38.3	45.9	
0030	142	5	124	1	4	7	0	0	0	1	0	0	8	5.6	2	1.4	0	0.0	39.4	46	
0045	107	8	93	0	5	0	0	0	1	0	0	0	5	4.7	1	0.9	1	0.9	39.4	46.5	
0100	141	5	119	0	8	4	1	0	1	2	1	0	12	8.5	2	1.4	0	0.0	41.2	48.2	
0115	104	5	92	0	1	3	3	0	0	0	0	0	8	7.7	3	2.9	2	1.9	38.3	47.4	
0130	107	4	91	1	3	7	0	0	0	0	0	0	1	5	4.7	2	1.9	0	0.0	40.9	46.6
0145	104	2	91	2	4	2	0	0	2	0	1	0	0	14	13.5	0	0.0	0	0.0	43	49.5
0200	87	2	77	0	6	0	0	0	1	0	1	0	0	6	6.9	1	1.1	0	0.0	41.6	48.1
0215	95	4	81	1	4	3	1	0	0	0	1	0	0	6	6.3	2	2.1	1	1.1	41.7	48.1
0230	68	2	61	0	3	1	0	0	0	0	1	0	0	15	22.1	3	4.4	1	1.5	44.8	52.4
0245	85	4	75	1	4	0	0	0	1	0	0	0	0	17	20.0	3	3.5	0	0.0	44.4	50.9
0300	79	1	69	1	7	0	1	0	0	0	0	0	0	13	16.5	3	3.8	2	2.5	42.9	50.1
0315	80	2	69	0	2	3	2	0	0	0	2	0	0	9	11.3	2	2.5	0	0.0	42.9	49
0330	73	0	66	1	3	0	0	0	1	1	1	0	0	13	17.8	4	5.5	0	0.0	44.4	50.2
0345	69	1	62	0	1	2	3	0	0	0	0	0	0	6	8.7	1	1.4	0	0.0	42.9	48.3
0400	54	0	50	0	3	0	1	0	0	0	0	0	0	5	9.3	0	0.0	0	0.0	42.9	48.4
0415	55	0	49	0	3	2	1	0	0	0	0	0	0	5	9.1	2	3.6	1	1.8	42.9	48.1
0430	59	1	52	0	2	2	2	0	0	0	0	0	0	2	3.4	0	0.0	0	0.0	40.9	47
0445	50	3	39	0	3	2	0	0	0	0	3	0	0	4	8.0	0	0.0	0	0.0	41.7	46.8
0500	55	1	47	0	4	1	2	0	0	0	0	0	0	2	3.6	0	0.0	0	0.0	39.1	44.9
0515	59	0	53	0	4	2	0	0	0	0	0	0	0	3	5.1	1	1.7	0	0.0	41.4	46.6
0530	48	0	39	0	3	4	1	0	1	0	0	0	0	4	8.3	1	2.1	1	2.1	43.7	48.9
0545	51	3	37	0	6	2	2	0	0	0	1	0	0	7	13.7	2	3.9	0	0.0	41.6	50
0600	46	2	36	0	3	5	0	0	0	0	0	0	0	3	6.5	0	0.0	0	0.0	42.3	47.1
0615	70	3	60	0	4	2	0	0	0	0	1	0	0	7	10.0	0	0.0	0	0.0	40.5	47.6
0630	84	2	65	0	10	4	3	0	0	0	0	0	0	3	3.6	0	0.0	0	0.0	39.7	46.1
0645	81	3	67	0	5	4	1	1	0	0	0	0	0	8	9.9	2	2.5	0	0.0	41.5	49.1
0700	124	1	106	1	6	8	1	0	0	0	1	0	0	7	5.6	1	0.8	0	0.0	39.1	44.8
0715	165	10	136	1	7	6	2	0	1	1	1	0	0	1	0.6	0	0.0	0	0.0	30.7	43
0730	198	12	162	0	12	5	5	1	0	0	1	0	0	7	3.5	2	1.0	0	0.0	31.9	41.7
0745	170	7	147	2	7	1	1	0	0	1	2	1	1	5	2.9	0	0.0	0	0.0	33.2	44.1
0800	173	8	155	1	2	2	2	0	0	1	2	0	0	2	1.2	0	0.0	0	0.0	31.4	41.2
0815	169	5	143	3	9	6	2	0	0	1	0	0	0	1	0.6	0	0.0	0	0.0	31	41.1
0830	168	7	144	2	5	6	3	0	0	0	1	0	0	2	1.2	1	0.6	0	0.0	32.3	41.3
0845	161	13	121	2	12	5	0	0	2	1	4	0	1	2	1.2	0	0.0	0	0.0	28.1	39.1
0900	204	9	168	2	10	7	6	0	1	0	1	0	0	2	1.0	0	0.0	0	0.0	27.3	36.1
0915	192	13	161	0	10	4	2	0	0	1	1	0	0	1	0.5	0	0.0	0	0.0	29.6	38.5
0930	172	12	143	1	8	4	4	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	23	32.1
0945	186	6	165	1	7	5	1	0	0	0	1	0	0	1	0.5	0	0.0	0	0.0	28.2	38.8
1000	177	7	152	1	8	5	3	0	0	1	0	0	0	2	1.1	0	0.0	0	0.0	30.7	40.2
1015	180	9	145	3	16	3	1	0	2	1	0	0	0	7	3.9	0	0.0	0	0.0	32.6	41.9
1030	172	8	140	4	11	5	2	0	0	0	1	0	1	6	3.5	1	0.6	0	0.0	31.4	40.6
1045	176	11	142	1	15	4	2	0	0	0	1	0	0	2	1.1	0	0.0	0	0.0	31.2	41.8
1100	201	7	168	1	18	3	1	0	2	1	0	0	0	5	2.5	0	0.0	0	0.0	31.7	39.7
1115	170	4	145	1	11	3	3	0	1	1	0	0	1	2	1.2	0	0.0	0	0.0	32.3	40.9
1130	214	7	174	1	22	5	1	0	0	2	2	0	0	6	2.8	2	0.9	1	0.5	33.9	41.3
1145	192	8	151	1	19	3	2	3	3	1	1	0	0	5	2.6	0	0.0	0	0.0	34.1	43.1
1200	210	14	172	3	14	3	2	0	1	0	1	0	0	3	1.4	0	0.0	0	0.0	30.9	39.8
1215	201	7	166	1	18	2	2	0	2	0	3	0	0	0	0.0	0	0.0	0	0.0	30.5	40.2
1230	204	7	168	0	18	5	2	0	3	0	0	0	1	2	1.0	0	0.0	0	0.0	31.8	39.1
1245	207	9	164	4	24	0	4	1	0	0	0	0	1	1	0.5	1	0.5	0	0.0	27.8	37.3
1300	217	7	173	1	24	5	2	0	3	1	0	0	1	0	0.0	0	0.0	0	0.0	24.8	34.8
1315	248	5	219	1	17	0	4	1	1	0	0	0	0	4	1.6	1	0.4	0	0.0	26	36
1330	236	8	198	3	20	2	3	0	2	0	0	0	0	1	0.4	1	0.4	0	0.0	23.2	32.4
1345	221	17	185	1	10	2	1	1	2	1	1	0	0	0	0.0	0	0.0	0	0.0	23.2	32.3
1400	257	6	223	2	18	3	2	0	0	0	0	1	2	0	0.0	0	0.0	0	0.0	24.4	34.5
1415	223	8	202	2	8	2	0	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	23.1	31.3
1430	273	15	234	2	15	0	2	1	2	1	0	1	0	4	1.5	1	0.4	0	0.0	25.8	34.3
1445	253	6	219	3	12	1	5	1	1	0	3	1	1	0	0.0	0	0.0	0	0.0	26.9	34.6
1500	226	6	187	3	23	4	1	0	0	0	2	0	0	0	0.0	0	0.0	0	0.0	25.9	36.7
1515	230	12	184																		

Time	Total	Classification												JPSL 50	JPSL% 50	JSL1 55 +5kph	JSL1% 55 +5kph	JSL2 60 +10kph	JSL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	193	5	175	1	2	6	1	0	0	1	0	1	1	0	0.0	0	0.0	0	0.0	27.3	33.3
0015	175	5	151	2	5	5	2	0	2	0	2	1	0	7	4.0	2	1.1	0	0.0	39	45.1
0030	150	7	133	2	1	6	1	0	0	0	0	0	0	6	4.0	1	0.7	0	0.0	38.3	44.8
0045	150	9	125	0	5	6	3	1	0	1	0	0	0	2	1.3	0	0.0	0	0.0	37.9	44.2
0100	129	2	112	2	2	4	4	0	1	1	1	0	0	4	3.1	1	0.8	0	0.0	40.3	44.4
0115	112	5	94	2	3	5	2	0	1	0	0	0	0	5	4.5	1	0.9	0	0.0	38.8	44.7
0130	127	8	108	2	3	4	0	0	1	0	1	0	0	6	4.7	3	2.4	0	0.0	37	44.2
0145	102	1	92	2	3	4	0	0	0	0	0	0	0	5	4.9	0	0.0	0	0.0	41.1	45.7
0200	120	1	114	0	2	3	0	0	0	0	0	0	0	7	5.8	1	0.8	0	0.0	41.4	48
0215	112	3	98	0	3	6	1	0	0	0	0	1	0	7	6.3	1	0.9	0	0.0	39.4	46.9
0230	99	0	95	0	2	1	0	0	1	0	0	0	0	10	10.1	0	0.0	0	0.0	42.7	47.9
0245	108	3	102	0	0	1	0	0	0	0	2	0	0	8	7.4	1	0.9	0	0.0	42.7	48.8
0300	82	0	77	1	1	1	2	0	0	0	0	0	0	12	14.6	3	3.7	1	1.2	43.6	49.8
0315	79	3	69	1	1	2	2	0	1	0	0	0	0	10	12.7	2	2.5	1	1.3	42.2	49.2
0330	85	1	77	2	0	1	1	0	0	1	2	0	0	11	12.9	2	2.4	0	0.0	43.4	49.7
0345	97	1	95	0	1	0	0	0	0	0	0	0	0	7	7.2	2	2.1	0	0.0	44.3	48.4
0400	69	2	61	0	3	2	0	0	0	0	1	0	0	4	5.8	0	0.0	0	0.0	43.8	48.9
0415	107	3	99	0	5	0	0	0	0	0	0	0	0	19	17.8	6	5.6	3	2.8	45.3	50.6
0430	77	1	70	1	2	1	1	0	1	0	0	0	0	13	16.9	4	5.2	2	2.6	43.8	50.5
0445	98	0	86	0	9	2	0	0	1	0	0	0	0	9	9.2	2	2.0	1	1.0	41.4	48
0500	82	0	76	1	4	0	0	0	0	1	0	0	0	3	3.7	1	1.2	0	0.0	39.8	45.8
0515	66	5	58	1	1	1	0	0	0	0	0	0	0	3	4.5	1	1.5	0	0.0	40.8	46.6
0530	58	2	47	0	7	0	0	0	0	1	1	0	0	13	22.4	1	1.7	1	1.7	44.5	52
0545	43	0	39	0	3	1	0	0	0	0	0	0	0	8	18.6	3	7.0	1	2.3	44.7	52.4
0600	46	0	40	0	5	1	0	0	0	0	0	0	0	8	17.4	2	4.3	0	0.0	45.2	50.4
0615	48	0	38	0	9	1	0	0	0	0	0	0	0	9	18.8	3	6.3	1	2.1	44.7	51.8
0630	45	0	40	0	2	1	0	0	0	1	1	0	0	5	11.1	1	2.2	0	0.0	41.1	48.6
0645	56	1	43	0	9	3	0	0	0	0	0	0	0	13	23.2	4	7.1	1	1.8	44.6	51.7
0700	85	1	65	0	8	6	1	0	0	3	1	0	0	6	7.1	1	1.2	0	0.0	39.6	47.6
0715	108	7	90	0	4	5	1	0	1	0	0	0	0	11	10.2	3	2.8	0	0.0	40.8	47.1
0730	111	7	89	1	4	3	5	0	0	0	2	0	0	9	8.1	4	3.6	0	0.0	39.4	47.9
0745	117	6	92	2	5	10	0	0	0	0	1	1	0	4	3.4	2	1.7	1	0.9	35.4	45.2
0800	119	9	97	0	3	4	4	0	0	0	2	0	0	9	7.6	2	1.7	1	0.8	37.4	45.4
0815	122	7	101	0	6	5	2	0	0	0	0	0	1	9	7.4	2	1.6	0	0.0	37.9	46.2
0830	110	3	93	0	7	4	1	0	0	1	1	0	0	14	12.7	2	1.8	1	0.9	40	49.4
0845	95	3	83	0	6	2	0	0	0	0	1	0	0	7	7.4	2	2.1	0	0.0	41.4	47.7
0900	103	6	84	0	6	4	2	0	1	0	0	0	0	12	11.7	6	5.8	1	1.0	39.5	48.8
0915	122	6	106	0	8	2	0	0	0	0	0	0	0	4	3.3	1	0.8	1	0.8	35.4	44.3
0930	169	3	151	0	9	5	0	1	0	0	0	0	0	3	1.8	1	0.6	0	0.0	30.5	41
0945	161	12	128	1	14	3	1	0	0	0	1	0	1	1	0.6	0	0.0	0	0.0	29.8	40.1
1000	151	4	121	1	19	4	0	0	1	1	0	0	0	1	0.7	0	0.0	0	0.0	33.4	42.3
1015	167	5	137	4	13	1	1	0	2	1	1	2	0	6	3.6	2	1.2	1	0.6	35.5	41.3
1030	159	6	133	0	14	1	0	1	2	0	2	0	0	3	1.9	0	0.0	0	0.0	32.5	42.7
1045	164	7	133	2	15	5	0	0	1	0	1	0	0	5	3.0	2	1.2	0	0.0	36.2	44.7
1100	192	6	170	0	13	1	0	0	1	0	1	0	0	4	2.1	0	0.0	0	0.0	32.9	43.3
1115	188	3	162	0	15	2	1	2	1	0	2	0	0	4	2.1	3	1.6	1	0.5	28.5	38.8
1130	154	6	128	1	15	2	2	0	0	0	0	0	0	3	1.9	1	0.6	0	0.0	31.9	40.8
1145	193	7	168	0	6	3	4	0	0	1	2	1	1	0	0.0	0	0.0	0	0.0	29.7	39.7
1200	198	14	160	0	11	3	6	1	2	0	0	1	0	7	3.5	1	0.5	1	0.5	29.8	41.4
1215	220	7	189	2	14	3	3	1	0	0	1	0	0	4	1.8	1	0.5	0	0.0	31.9	41.4
1230	217	7	183	4	17	3	1	1	0	0	1	0	0	4	1.8	0	0.0	0	0.0	31.1	41.8
1245	181	9	152	2	8	2	3	0	3	2	0	0	0	3	1.7	0	0.0	0	0.0	31.6	41.5
1300	194	6	170	1	12	2	2	0	1	0	0	0	0	2	1.0	2	1.0	0	0.0	31.9	42.7
1315	212	12	175	3	13	3	4	0	2	0	0	0	0	3	1.4	0	0.0	0	0.0	28.1	40.3
1330	217	20	179	1	11	1	0	1	0	1	2	0	1	4	1.8	1	0.5	0	0.0	27.3	37.1
1345	231	11	204	1	10	1	1	0	1	0	0	1	1	2	0.9	0	0.0	0	0.0	24.9	36
1400	224	8	201	1	7	3	1	0	1	1	1	0	0	3	1.3	0	0.0	0	0.0	29.8	38.8
1415	224	8	198	3	11	0	1	1	0	0	1	0	1	1	0.4	0	0.0	0	0.0	26.9	36.3
1430	211	7	189	1	12	2	0	0	0	0	0	0	0	5	2.4	2	0.9	0	0.0	29.1	38.5
1445	220	5	191	2	12	3	4	0	2	1	0	0	0	2	0.9	1	0.5	1	0.5	30.9	40.6
1500	226	11	188	3	17	1	3	1	2	0	0	0	0	1	0.4	0	0.0	0	0.0	28.3	36.9
1515	220	5	196	3	7	3	2	0	0	0	3	0	1	0	0.0	0	0.0	0	0.0	22.3	30.4
1530	215	19	178	0	4	10	3	0	0	0	1	0	0	7	3.3	2	0.9	2	0.9	30.7	42.8
1545	241	13	208	0	10	5	3	1	1	0	0	0	0	2	0.8	1	0.4	0	0.0	27.4	36.7
1600	212	15	177	0	11	5	2	0	2	0	0	0	0	2	0.9	1	0.5	1	0.5	28	39.8
1615	229	7	200	0	7	7	6	0	0	1	1	0	0	2	0.9	0	0.0	0	0.0	29.2	38.6
1630	230	15	196	2	8	2	1	2	3	0	1	0	0	1	0.4	0	0.0	0	0.0	25.3	34.5
1645	227	6	200	0	13	3	1	1	2	0	1	0	0	1	0.4	0	0.0	0	0.0	30	39
1700	240	6	222	2	6	1	1	0	1	0	0	1	0	1	0.4	0	0.0	0	0.0	27.8	38.4
1715	233	14	201	0	11	4	0	0	2	1	0	0	0	1	0.4	0	0.0	0	0.0	26.8	36.6
1730	216	13	182	0	13	2	3	0	1	0	1	1	0	0	0.0	0	0.0	0	0.0	26.1	36.7
1745	244	12	215	1	9	4	1	0	2	0	0	0	0	2	0.8	2	0.8	0	0.0	31.8	41.2
1800	231	7	212	0	8	1	1	1	0	0	1	0	0	0	0.0	0	0.0	0	0.0	24.5	34.3
1815	222	11	196	2	4	4	4	1	0	0	0	0	0	5	2.3	2	0.9	1	0.5	27.2	38.3
1830	212	22	174	3	4	5	1	1	2	0	0	0	0	2	0.9	0	0.0	0	0.0	30.3	42.2
1845	213	8	190	1	5	3	1	0	1	1	2	0	1	3	1.4	0	0.0	0	0.0	27.5	36.2
1900																					

Time	Total	Classification												JPSL 50	JPSL% 50	JSL1 55 +5kph	JSL1% 55 +5kph	JSL2 60 +10kph	JSL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	429	20	369	3	13	13	6	0	2	1	1	0	0	29	6.8	6	1.5	2	0.4	39.3	46.9
0100	270	8	235	2	10	8	3	0	2	1	1	0	0	26	9.6	7	2.4	1	0.4	41.4	48.1
0200	254	7	226	1	12	5	1	0	1	0	2	0	0	28	11.0	7	2.6	3	1.1	42.5	48.9
0300	217	4	193	1	12	3	2	0	1	0	1	0	0	32	14.6	8	3.6	2	1.0	43.5	49.9
0400	195	5	168	0	14	4	3	0	1	0	2	0	0	28	14.4	8	4.0	2	1.2	43.4	49.8
0500	247	8	203	1	25	7	3	0	0	1	1	0	0	27	10.9	7	2.8	1	0.6	41.4	48.5
0600	437	19	353	2	29	19	8	0	2	1	3	0	0	34	7.7	8	1.8	1	0.3	37.3	47
0700	630	31	518	3	28	24	13	1	2	2	6	1	1	20	3.1	7	1.1	2	0.3	32.3	43.4
0800	663	40	549	4	27	22	12	0	2	1	5	1	1	14	2.1	4	0.6	1	0.1	29.8	41.2
0900	692	38	575	4	38	20	8	1	3	2	3	0	0	14	2.0	4	0.6	1	0.1	30.3	41
1000	716	29	586	5	57	20	7	2	3	1	3	1	1	13	1.8	3	0.5	0	0.1	31.5	41.4
1100	761	27	632	4	62	16	7	2	4	3	4	1	1	12	1.6	3	0.4	1	0.1	31.2	41
1200	832	35	691	5	65	15	9	1	7	1	3	0	1	9	1.1	2	0.2	0	0.1	29.2	39.1
1300	872	40	732	7	57	13	8	3	6	2	2	1	1	6	0.7	2	0.2	0	0.0	26.4	36.9
1400	898	34	777	7	48	10	8	3	5	2	4	1	1	6	0.7	1	0.2	0	0.0	26.5	36.5
1500	910	41	769	7	52	15	9	3	5	1	4	0	2	6	0.7	2	0.2	0	0.0	25.8	36.2
1600	970	59	810	6	46	17	13	3	5	2	4	1	3	5	0.5	1	0.1	0	0.0	24.8	34.9
1700	991	89	805	10	34	18	18	2	6	2	5	2	1	4	0.4	1	0.1	0	0.0	24.6	34.7
1800	933	82	762	8	26	20	15	2	5	2	8	1	1	8	0.8	2	0.2	1	0.1	25.4	35.7
1900	841	67	694	8	20	26	13	1	4	2	6	0	2	7	0.8	2	0.3	1	0.1	28.6	38.5
2000	799	50	677	7	18	25	12	1	3	2	3	0	1	10	1.2	3	0.4	1	0.1	31	40.7
2100	686	39	588	5	14	20	10	0	3	2	4	1	0	15	2.2	4	0.5	1	0.1	33.7	42.6
2200	618	36	527	5	11	21	9	0	3	2	3	0	1	17	2.8	4	0.7	1	0.2	36.7	44.2
2300	553	29	473	4	13	21	6	0	3	1	2	0	1	18	3.3	5	0.9	1	0.2	35.7	44.2
07-19	9868	545	8207	70	540	208	127	23	52	21	50	9	15	117	1.2	31	0.3	8	0.1	27.8	38.8
06-22	12631	720	10518	92	621	298	170	25	64	28	66	10	19	183	1.4	48	0.4	12	0.1	28.7	39.7
06-00	13802	784	11517	101	645	340	184	26	70	31	72	11	20	219	1.6	57	0.4	14	0.1	29.3	40.4
00-00	15415	836	12911	108	730	379	203	27	76	34	79	12	20	388	2.5	99	0.6	25	0.2	30.6	42.1

Time	Total	Classification												JPSL 50	JPSL% 50	JSL1 55 +5kph	JSL1% 55 +5kph	JSL2 60 +10kph	JSL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	15171	961	12362	110	904	366	221	31	93	26	74	5	18	384	2.5	111	0.7	32	0.2	30	41.7
Tue	15559	864	12852	100	820	416	257	23	72	37	87	12	19	348	2.2	88	0.6	27	0.2	29.6	41.3
Wed	15789	884	13121	121	667	495	242	28	66	40	90	11	24	281	1.8	72	0.5	14	0.1	29.3	40.6
Thu	15580	942	12824	108	803	377	221	44	80	38	99	21	23	287	1.8	86	0.6	20	0.1	29.2	41
Fri	16491	848	13835	130	802	378	210	24	88	41	84	16	35	354	2.1	74	0.4	19	0.1	29.9	41.3
JSat	15579	677	13464	107	637	332	149	22	69	28	72	11	11	473	3.0	114	0.7	30	0.2	32.5	43.2
JSun	13735	674	11917	83	480	291	123	15	61	27	46	5	13	590	4.3	151	1.1	35	0.3	34.2	44.5
5 Day Ave.	15718	900	12999	114	799	406	230	30	80	36	87	13	24	331	2.1	86	0.5	22	0.1	29.6	41.2
7 Day Ave.	15415	836	12911	108	730	379	203	27	76	34	79	12	20	388	2.5	99	0.6	25	0.2	30.6	42.1
--	107904	5850	90375	759	5113	2655	1423	187	529	237	552	81	143	2717	2.5	696	0.6	177	0.2	30.6	42.1

Summary Graphs



Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	157	0	0	1	5	5	5	14	32	58	27	8	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	156	0	0	1	3	2	8	19	31	46	35	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	124	0	0	0	3	1	5	7	25	42	28	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	132	0	0	0	0	1	5	9	36	43	27	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	122	0	0	0	2	0	2	12	26	41	26	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	110	0	0	0	1	5	2	10	15	38	34	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	109	0	0	1	0	0	1	5	20	32	38	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	102	0	0	0	0	2	2	10	18	30	28	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	95	0	0	0	0	1	3	8	15	37	19	9	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	115	0	0	0	0	0	4	9	25	36	31	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	106	0	0	0	0	0	1	5	17	40	27	11	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	124	0	0	0	1	2	3	8	22	34	35	13	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	97	0	0	0	1	2	3	9	13	34	22	10	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	97	1	0	0	0	0	2	3	18	26	24	16	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	100	0	0	1	0	1	1	1	13	28	31	19	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	88	0	0	0	1	0	1	4	17	23	27	9	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	70	0	0	0	0	0	0	0	15	20	18	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	80	0	0	0	0	0	0	7	9	35	18	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	57	0	0	0	0	0	1	3	11	15	20	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	55	0	0	0	0	1	0	2	8	21	11	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	43	0	0	0	0	0	1	2	5	12	11	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	46	0	0	0	0	0	1	3	7	11	16	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	35	0	0	0	0	0	0	2	7	11	7	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	38	0	0	0	0	0	0	3	12	6	7	7	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	56	0	0	0	0	1	2	0	10	15	14	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	56	0	0	1	1	2	0	12	13	14	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	56	0	0	0	2	0	8	7	9	10	12	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	63	0	1	0	0	2	2	3	11	21	9	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	67	0	0	1	0	0	4	7	15	15	19	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715	72	0	0	0	1	2	2	6	11	32	8	8	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0730	89	0	0	1	3	8	8	18	11	19	13	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745	92	0	0	2	0	6	11	12	19	28	8	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	83	0	0	0	0	7	4	17	25	21	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815	84	0	0	0	1	6	6	10	18	25	11	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830	91	0	0	0	3	0	6	12	23	27	14	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845	105	0	0	2	3	3	4	17	33	29	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	111	0	1	3	9	8	11	14	26	28	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915	139	0	0	1	3	7	14	29	32	24	23	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930	132	0	0	2	2	12	12	40	35	15	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945	124	0	0	1	0	3	15	23	29	32	11	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	137	0	2	3	5	11	10	22	30	32	13	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015	123	0	0	2	11	10	17	29	22	19	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030	166	0	0	2	9	14	24	32	48	28	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045	148	0	1	5	8	20	24	22	39	20	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	157	0	0	0	16	27	27	41	27	13	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115	193	0	2	13	31	33	44	21	32	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130	169	0	2	10	12	21	26	32	33	18	12	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145	147	0	0	2	8	5	19	24	34	36	14	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	200	1	1	6	10	18	26	65	41	20	10	2	0																

18028 / STEEVENS LANE, DUBLIN
MARCH 2026
AUTOMATIC TRAFFIC COUNT

18028 - Steevens Lane, Dublin ATC 4.xlsx Westbound - Results

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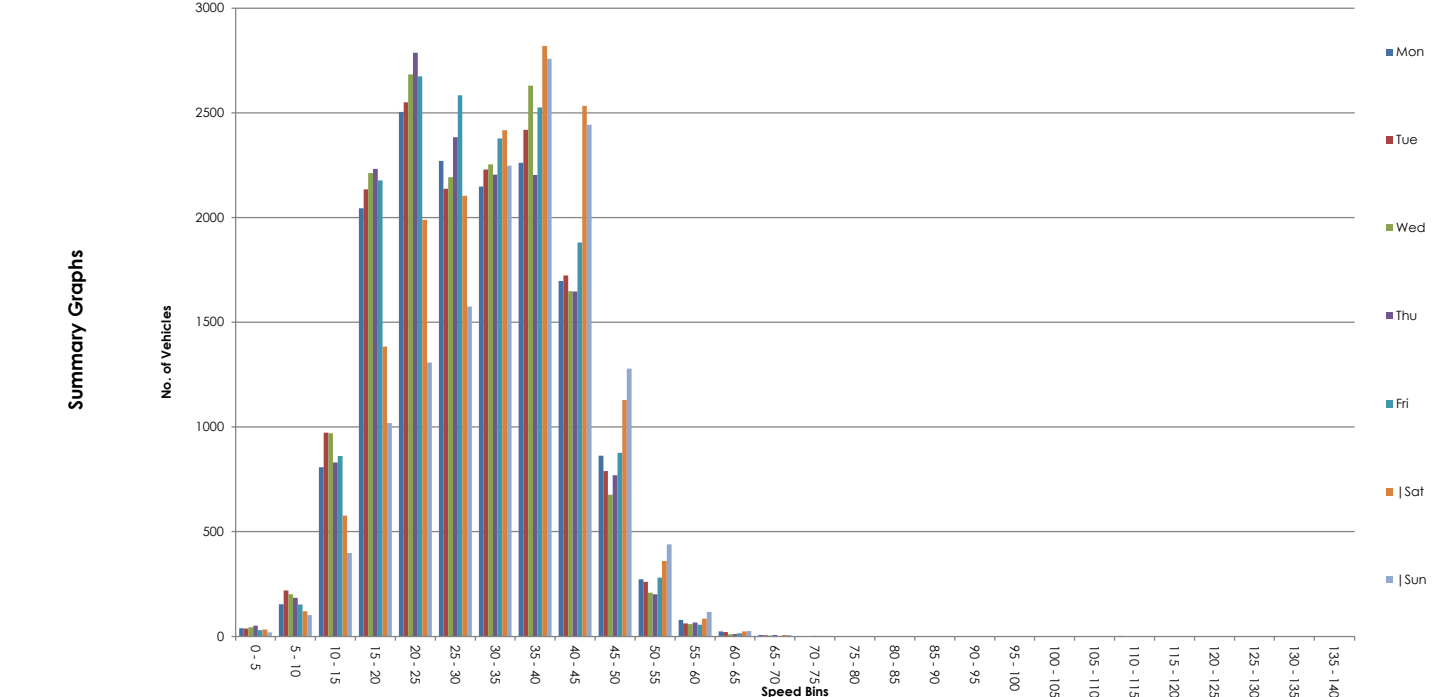
Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	109	0	0	1	1	7	1	11	18	46	17	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	82	0	0	0	0	0	2	9	30	32	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	73	0	0	0	0	0	0	5	11	34	18	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	71	0	0	0	0	1	0	3	15	30	16	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	67	0	0	0	0	1	2	6	17	18	18	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	55	0	0	0	0	1	0	5	13	21	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	40	0	0	0	1	1	4	3	7	11	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	39	0	0	0	0	1	3	4	7	16	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	35	0	0	0	0	0	0	3	7	12	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	35	0	0	0	0	0	0	1	5	16	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	43	0	0	0	1	0	3	2	5	12	14	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	49	0	0	0	0	0	0	2	10	23	10	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	49	0	0	0	0	1	2	5	12	13	7	5	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	32	0	0	0	0	0	1	2	7	14	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	34	0	0	0	0	0	0	3	4	13	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	43	0	0	0	0	0	2	1	5	13	13	6	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	43	0	0	0	1	0	2	3	10	12	12	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	37	0	0	0	0	0	1	4	4	13	7	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	33	0	0	0	0	0	0	6	1	9	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	48	0	0	0	1	1	1	0	4	21	12	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	62	0	0	0	1	0	2	5	12	16	17	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	77	0	0	0	0	3	2	2	11	29	16	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	63	0	0	0	0	1	1	3	15	20	11	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	98	0	0	1	3	2	2	6	17	29	32	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	131	0	0	0	4	3	4	21	43	36	11	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715	153	1	2	2	28	21	18	25	10	23	18	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730	175	1	4	11	24	26	21	16	39	18	10	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745	180	0	3	10	10	34	23	19	25	24	27	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	178	0	1	3	17	36	27	27	31	21	12	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815	166	3	2	12	21	16	21	23	38	23	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830	209	3	0	9	30	54	56	25	20	5	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845	215	2	3	28	44	40	36	25	15	8	9	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	204	0	3	11	27	30	28	29	31	26	17	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915	202	1	2	17	48	49	29	28	19	5	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930	203	1	2	10	27	60	35	32	15	14	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945	189	0	0	8	23	38	39	27	31	17	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	201	0	2	5	19	30	31	45	40	18	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015	195	1	1	13	23	30	31	29	29	22	12	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030	179	0	0	7	23	42	26	34	25	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045	189	0	1	4	20	21	18	68	32	10	12	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	170	1	0	2	9	26	23	38	46	20	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115	198	0	2	10	21	57	34	34	25	7	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130	210	1	2	8	19	55	34	28	37	20	3	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
1145	177	1	0	3	14	21	43	22	36	26	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	221	0	4	16	24	19	32	41	45	31	8	1	0	0	0	0													

Time	Total	Speed Bins (km/h)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
0000	188	0	0	4	15	12	31	32	40	41	6	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	172	0	0	4	1	4	12	22	57	42	21	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	142	0	0	2	4	2	12	7	34	54	19	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	107	0	0	2	4	2	7	8	26	34	19	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	141	0	0	0	2	3	3	21	23	46	31	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	104	1	0	2	1	5	13	16	13	24	21	5	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	107	0	0	1	0	3	4	5	26	39	24	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	104	0	0	0	0	0	1	12	18	30	29	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	87	0	0	1	0	1	3	6	18	28	24	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	95	0	0	0	2	1	4	5	17	35	25	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	68	0	0	0	0	1	1	3	8	24	16	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	85	0	0	0	0	2	3	2	9	26	26	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	79	0	0	0	0	1	2	10	15	19	19	10	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	80	0	0	0	0	1	3	5	14	27	21	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	73	0	0	0	0	1	1	5	8	23	22	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	69	0	0	0	0	0	1	2	20	20	20	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	54	0	0	0	0	1	3	1	9	18	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	55	0	0	0	0	0	0	2	15	22	11	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	59	0	0	0	0	1	1	8	15	17	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	50	0	0	0	0	1	3	2	9	21	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	55	0	0	0	0	1	4	4	19	21	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	59	0	0	0	0	0	1	6	19	18	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	48	0	0	0	0	0	0	2	9	20	13	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	51	0	0	0	1	1	1	6	12	12	11	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	46	0	0	0	1	0	0	4	5	21	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	70	0	0	0	1	1	4	13	11	20	13	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	84	0	0	0	1	3	4	12	19	29	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	81	0	0	0	2	6	2	4	11	23	25	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	124	0	0	0	1	2	5	20	37	42	10	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715	165	0	4	6	16	26	29	20	20	30	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730	198	0	1	7	24	25	22	35	38	26	13	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745	170	0	0	6	13	14	39	25	27	24	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	173	0	0	9	19	21	28	24	33	29	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815	169	1	0	3	24	19	35	17	36	25	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830	168	0	0	3	17	20	23	29	46	21	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845	161	0	2	12	26	31	18	26	28	10	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	204	0	2	11	30	44	34	38	29	13	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915	192	0	1	9	20	27	43	35	39	11	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930	172	3	1	14	56	45	23	10	8	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945	186	1	1	14	31	26	28	26	40	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	177	0	2	2	21	32	26	23	43	19	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015	180	0	1	4	10	25	27	39	32	28	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030	172	2	4	4	9	20	37	30	38	17	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045	176	0	1	4	17	29	35	25	29	26	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	201	1	1	8	14	17	39	47	47	17	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115	170	0	0	1	12	22	30	35	40	24	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130	214	0	0	7	16	15	21	37	70	29	13	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145	192	2	1	5	9	13	19	46	53	27	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	210	0	1	5	12	34	45	45	37	22	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215	201	1	1	13	18	24	31	38	41	24	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230	204	0	1	3	15	26	30	43	69	9	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245	207	0	5	13	30	32	43	37	29	14	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	217	0	4	17	50	49	42	24	19	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315	248	0	5	17	49	51	61	19	22	17	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330	236	0	5	32	68	48	32	27	12	9	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345	221	1	6	21	51	62	29	32	12	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	257	0	6	20	62	54	51	31	23	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415	223	1	5	25	56	54	42	22	10	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430	273	1	1	19	34	76	71	36	22	9	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445	253	0	2	20	17	56	68	56	23	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	226	1	3	15	48																									

Time	Total	Speed Bins (km/h)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	193	0	0	5	20	41	63	51	5	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	175	0	0	0	0	1	7	38	54	49	19	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	150	0	0	2	3	1	11	27	38	50	12	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	150	0	0	4	4	0	9	17	54	45	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	129	0	0	0	1	1	4	13	37	56	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	112	0	1	0	2	6	8	9	22	48	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	127	0	2	2	3	3	11	19	37	34	10	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	102	0	0	0	3	0	2	3	24	50	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	120	0	1	0	1	0	4	12	24	44	27	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	112	0	1	2	3	3	3	13	26	36	18	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	99	0	0	0	0	2	1	6	16	43	21	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	108	0	0	0	1	0	5	5	14	43	32	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	82	0	0	1	0	1	0	5	11	32	20	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	79	0	0	0	1	1	1	6	19	27	14	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	85	0	0	0	0	0	0	3	21	33	17	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	97	0	0	0	0	1	0	1	12	39	37	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	69	0	0	0	0	0	1	4	10	21	29	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	107	0	0	0	0	1	0	3	13	33	38	13	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	77	0	0	0	1	1	5	3	9	21	24	9	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0445	98	0	0	0	0	0	4	15	17	33	20	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	82	0	0	0	0	0	6	13	22	27	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	66	0	0	0	3	0	3	2	19	18	18	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	58	0	0	0	0	1	0	2	10	18	14	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	43	0	0	0	0	0	1	2	2	20	10	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	46	0	0	0	0	0	0	2	5	13	18	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	48	0	0	0	0	0	0	3	7	18	11	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	45	0	0	0	0	0	3	5	11	16	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	56	0	0	0	0	0	1	3	11	14	14	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	85	0	0	0	0	2	7	12	24	20	14	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715	108	0	0	0	1	2	6	14	26	29	19	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730	111	0	0	1	1	2	10	19	18	30	21	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745	117	0	1	3	4	10	17	17	21	24	16	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	119	0	0	0	4	5	15	25	22	27	12	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815	122	0	0	4	5	4	10	20	21	33	16	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830	110	0	0	0	4	3	9	6	28	32	14	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845	95	0	0	2	1	3	1	2	18	42	19	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	103	0	0	1	3	3	4	14	30	22	14	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0915	122	0	0	1	6	6	18	25	30	22	10	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0930	169	0	0	13	14	20	38	25	29	23	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945	161	0	1	14	14	26	26	20	33	22	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	151	0	0	2	14	18	19	20	31	36	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015	167	0	0	1	4	13	13	39	62	24	5	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030	159	0	0	8	15	22	12	30	27	32	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045	164	0	0	1	6	17	18	23	37	40	17	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	192	0	0	3	13	25	29	41	37	22	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115	188	0	4	11	22	44	26	30	29	12	6	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1130	154	0	0	6	14	21	15	36	35	20	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145	193	1	1	5	25	32	41	27	33	24	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	198	0	1	12	30	31	27	35	23	22	10	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215	220	0	0	6	14	24	51	49	35	19	18	3	1	0	0	0	0	0	0	0	0	0	0	0	0			

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	429	0	0	4	9	13	29	49	100	131	63	23	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	270	0	0	1	2	4	9	26	57	89	55	19	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	254	0	0	0	1	3	7	19	48	84	64	21	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	217	0	0	0	1	2	3	13	38	71	57	24	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	195	0	0	0	1	2	5	13	33	63	51	20	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	247	0	0	1	2	5	12	21	56	75	49	20	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	437	0	1	8	19	31	41	53	87	98	65	26	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	630	1	5	22	61	83	91	96	109	95	47	13	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	663	2	7	39	87	105	99	95	108	77	31	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	692	2	5	34	77	113	110	108	119	77	33	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	716	1	4	25	69	97	103	130	143	96	35	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	761	2	4	26	75	107	117	140	156	87	35	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	832	2	10	47	97	132	141	156	143	69	26	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	872	3	16	66	151	181	159	124	97	52	17	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	898	3	14	67	151	188	163	143	96	52	16	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	910	4	19	73	167	202	167	117	91	49	16	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	970	5	20	91	206	226	164	114	85	41	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	991	3	18	93	227	243	148	116	82	44	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	933	4	17	73	205	221	140	117	87	46	16	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	841	2	10	42	121	147	133	156	138	63	22	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	799	1	6	25	71	116	140	148	156	92	35	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	686	1	2	17	41	68	89	132	161	117	44	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	618	0	1	8	15	33	54	103	182	147	57	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	553	0	2	13	29	37	53	78	145	126	50	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	9868	31	138	655	1574	1896	1602	1458	1315	784	299	86	24	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	12631	35	158	746	1825	2258	2005	1946	1857	1153	464	135	36	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	13802	35	161	767	1870	2328	2112	2128	2185	1426	572	161	43	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	15415	36	161	773	1886	2357	2178	2268	2517	1939	911	289	74	18	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0

Virtual Week (1)																														
Time	Total	Speed Bins (km/h)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
Mon	15171	39	154	807	2044	2504	2270	2148	2261	1697	863	273	79	23	6	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0
Tue	15559	37	219	973	2134	2551	2137	2229	2419	1723	789	260	61	21	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	15789	43	201	969	2212	2683	2192	2254	2630	1648	676	209	58	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	15580	51	184	830	2232	2787	2384	2205	2204	1647	769	201	66	11	6	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Fri	16491	30	151	861	2177	2674	2584	2377	2526	1881	876	280	55	14	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat	15579	32	120	576	1384	1989	2104	2418	2820	2534	1129	359	84	23	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	13735	18	101	398	1018	1308	1575	2247	2758	2444	1278	439	116	25	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	15718	40	182	888	2160	2640	2313	2243	2408	1719	795	245	64	16	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	15415	36	161	773	1886	2357	2178	2268	2517	1939	911	289	74	18	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	107904	250	1130	5414	13201	16496	15246	15878	17618	13574	6380	2021	519	126	36	9	3	0	0	1	0	0	0	0	2	0	0	0	0	0



Time	Total	Classification												JPSL 50	JPSL% 50	JSL1 55 +5kph	JSL1% 55 +5kph	JSL2 60 +10kph	JSL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	174	9	153	2	9	1	0	0	0	0	0	0	110	63.2	69	39.7	33	19.0	52.4	61.3	
0015	165	8	139	1	9	1	1	0	5	0	0	1	105	63.6	47	28.5	16	9.7	51.4	58.2	
0030	123	7	103	0	10	0	0	0	3	0	0	0	87	70.7	52	42.3	27	22.0	52.7	62.8	
0045	134	5	116	2	8	1	0	0	1	1	0	0	93	69.4	55	41.0	33	24.6	54.4	62.3	
0100	134	3	122	1	6	0	0	0	2	0	0	0	104	77.6	61	45.5	29	21.6	54.9	61.2	
0115	110	4	92	3	8	1	1	0	1	0	0	0	81	73.6	45	40.9	19	17.3	53.6	60.4	
0130	123	2	108	0	10	1	0	0	1	1	0	0	99	80.5	76	61.8	31	25.2	55.9	61.7	
0145	105	3	97	1	2	0	1	0	0	0	1	0	81	77.1	58	55.2	34	32.4	56.1	64.5	
0200	97	2	89	0	3	0	0	1	2	0	0	0	72	74.2	46	47.4	20	20.6	54.9	63.3	
0215	110	1	97	2	7	0	0	0	2	0	1	0	74	67.3	50	45.5	26	23.6	54.5	63.4	
0230	113	1	105	0	5	0	0	0	2	0	0	0	91	80.5	61	54.0	30	26.6	56.3	65.1	
0245	126	6	117	1	1	0	0	0	1	0	0	0	96	76.2	65	51.6	40	31.8	56.2	65.6	
0300	98	2	87	0	6	1	0	0	2	0	0	0	81	82.7	47	48.0	24	24.5	56.6	63.5	
0315	99	1	92	1	4	0	1	0	0	0	0	0	80	80.8	57	57.6	34	34.3	57.6	69.4	
0330	105	3	93	2	4	0	1	0	2	0	0	0	80	76.2	55	52.4	36	34.3	56.5	66.4	
0345	87	4	78	1	3	1	0	0	0	0	0	0	68	78.2	44	50.6	27	31.0	56.5	68.1	
0400	72	1	65	1	3	0	0	0	2	0	0	0	57	79.2	39	54.2	23	31.9	55.6	62.6	
0415	80	1	71	0	6	0	0	0	2	0	0	0	58	72.5	41	51.3	23	28.8	55.8	64.4	
0430	57	2	48	0	5	0	0	0	1	1	0	0	40	70.2	27	47.4	15	26.3	53.9	61.5	
0445	55	1	50	0	4	0	0	0	0	0	0	0	44	80.0	28	50.9	16	29.1	56.4	67.3	
0500	46	1	35	0	10	0	0	0	0	0	0	0	40	87.0	31	67.4	18	39.1	57.4	66.4	
0515	44	0	41	0	3	0	0	0	0	0	0	0	36	81.8	26	59.1	18	40.9	57	66.2	
0530	37	0	30	0	7	0	0	0	0	0	0	0	23	62.2	11	29.7	9	24.3	54.4	66.5	
0545	38	1	32	0	4	0	0	0	0	1	0	0	20	52.6	19	50.0	13	34.2	54.3	66.2	
0600	58	0	47	0	6	1	0	0	3	0	1	0	38	65.5	28	48.3	12	20.7	53.9	63.3	
0615	52	5	38	0	8	1	0	0	0	0	0	0	31	59.6	21	40.4	8	15.4	51.1	61.4	
0630	53	1	41	0	9	1	0	0	1	0	0	0	32	60.4	22	41.5	10	18.9	52.3	63.2	
0645	69	2	54	1	8	2	0	0	1	1	0	0	49	71.0	29	42.0	17	24.6	53.3	68	
0700	73	1	54	0	15	1	1	0	0	1	0	0	43	58.9	30	41.1	14	19.2	52.7	61.2	
0715	74	2	56	1	13	0	0	0	0	2	0	0	53	71.6	33	44.6	16	21.6	54.4	62.3	
0730	94	6	76	0	9	1	0	0	1	1	0	0	61	64.9	32	34.0	19	20.2	51.2	63.3	
0745	90	6	67	1	14	1	0	0	0	1	0	0	51	56.7	27	30.0	15	16.7	50.9	61.7	
0800	83	6	54	1	16	2	1	0	0	1	2	0	41	49.4	19	22.9	7	8.4	48.9	57.6	
0815	90	3	63	0	18	1	0	0	1	3	1	0	50	55.6	23	25.6	11	12.2	50.8	59.2	
0830	100	4	77	0	11	4	2	0	0	0	2	0	59	59.0	26	26.0	12	12.0	50.6	58.1	
0845	110	6	87	0	11	0	2	0	1	3	0	0	57	51.8	32	29.1	17	15.5	50.6	60.2	
0900	117	9	99	0	8	0	0	0	0	0	1	0	50	42.7	24	20.5	7	6.0	48.3	56.3	
0915	141	5	115	1	16	1	0	0	3	0	0	0	37	26.2	21	14.9	7	5.0	45.7	55.1	
0930	136	5	104	1	21	0	1	1	2	1	0	0	56	41.2	26	19.1	8	5.9	48	55.4	
0945	125	7	98	1	10	3	0	0	4	1	1	0	32	25.6	17	13.6	11	8.8	47.1	54.5	
1000	144	4	125	0	14	1	0	0	0	0	0	0	50	34.7	29	20.1	12	8.3	47.2	57	
1015	135	10	104	2	17	0	1	0	0	1	0	0	56	41.5	22	16.3	9	6.7	47.1	56.3	
1030	175	5	149	1	14	1	3	0	2	0	0	0	50	28.6	25	14.3	8	4.6	44.6	54.7	
1045	165	3	139	0	18	2	0	0	1	1	1	0	54	32.7	18	10.9	6	3.6	47	53.6	
1100	180	9	155	0	13	2	1	0	0	0	0	0	43	23.9	8	4.4	1	0.6	42.6	51.5	
1115	219	14	181	1	17	1	1	0	3	1	0	0	32	14.6	13	5.9	3	1.4	38.6	50	
1130	177	12	147	1	14	0	0	0	1	2	0	0	53	29.9	28	15.8	7	4.0	46.2	55.5	
1145	163	9	125	4	21	2	0	0	0	0	1	0	62	38.0	31	19.0	17	10.4	48.5	57.4	
1200	217	12	178	1	22	1	0	0	2	1	0	0	45	20.7	22	10.1	4	1.8	45.1	51.6	
1215	207	12	171	1	15	0	1	1	3	2	1	0	36	17.4	11	5.3	4	1.9	43.5	50.9	
1230	177	7	147	0	19	1	1	0	1	1	0	0	38	21.5	18	10.2	7	4.0	44.9	52.2	
1245	244	11	202	4	18	2	3	1	2	1	0	0	63	25.8	22	9.0	11	4.5	41.9	53.2	
1300	226	13	191	2	15	1	1	0	2	0	1	0	42	18.6	16	7.1	11	4.9	43.5	51.3	
1315	230	10	196	2	14	1	1	0	2	4	0	0	41	17.8	18	7.8	9	3.9	43.5	51.5	
1330	268	12	230	1	21	2	0	0	2	0	0	0	22	8.2	9	3.4	4	1.5	38.1	48	
1345	211	8	184	1	13	2	1	0	2	0	0	0	16	7.6	9	4.3	3	1.4	37.2	47.2	
1400	250	14	209	2	17	2	2	0	3	0	1	0	44	17.6	20	8.0	3	1.2	43.5	51.2	
1415	242	10	216	0	12	3	0	0	1	0	0	0	19	7.9	8	3.3	1	0.4	33.8	45.7	
1430	229	11	196	2	11	2	2	0	2	2	0	1	38	16.6	18	7.9	6	2.6	42.7	50.9	
1445	253	17	217	1	10	4	0	0	1	2	1	0	48	19.0	22	8.7	3	1.2	42.9	51.7	
1500	201	7	175	1	17	1	0	0	0	0	0	0	47	23.4	21	10.5	8	4.0	45.6	52.3	
1515	253	11	215	2	20	1	1	0	1</												

Time	Total	Classification												JPSL 50	JPSL% 50	JSL1 55 +5kph	JSL1% 55 +5kph	JSL2 60 +10kph	JSL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	76	4	59	0	11	1	0	0	0	0	1	0	0	45	59.2	31	40.8	16	21.1	53.3	62.2
0015	82	3	69	0	6	2	0	0	0	1	1	0	0	55	67.1	37	45.1	18	22.0	52.5	60.8
0030	71	1	60	0	9	0	0	0	0	1	0	0	0	56	78.9	34	47.9	18	25.4	55.9	63.5
0045	69	2	58	0	7	0	0	0	0	1	1	0	0	60	87.0	35	50.7	16	23.2	56.9	63.4
0100	61	3	49	0	7	0	0	0	0	2	0	0	0	48	78.7	28	45.9	20	32.8	55.3	64.1
0115	52	0	46	0	5	1	0	0	0	0	0	0	0	32	61.5	21	40.4	13	25.0	53.5	63.6
0130	52	2	46	0	2	0	0	0	0	1	1	0	0	35	67.3	24	46.2	17	32.7	54.6	62.6
0145	30	2	25	0	3	0	0	0	0	0	0	0	0	20	66.7	17	56.7	8	26.7	54.8	69
0200	36	0	27	0	9	0	0	0	0	0	0	0	0	29	80.6	19	52.8	11	30.6	55.7	64.4
0215	37	2	29	0	6	0	0	0	0	0	0	0	0	23	62.2	18	48.7	11	29.7	55	68.9
0230	26	2	19	0	4	0	0	0	0	0	1	0	0	22	84.6	18	69.2	12	46.2	58.7	68.5
0245	26	0	22	1	3	0	0	0	0	0	0	0	0	20	76.9	11	42.3	8	30.8	55.2	62.7
0300	30	1	24	0	5	0	0	0	0	0	0	0	0	22	73.3	15	50.0	10	33.3	54	65.2
0315	24	0	16	0	7	0	0	0	0	0	1	0	0	16	66.7	14	58.3	12	50.0	56.6	69.1
0330	27	0	20	0	6	0	0	0	0	0	1	0	0	20	74.1	13	48.2	7	25.9	54.8	63.6
0345	23	1	18	0	4	0	0	0	0	0	0	0	0	18	78.3	14	60.9	7	30.4	56.4	63.7
0400	25	1	19	0	5	0	0	0	0	0	0	0	0	14	56.0	8	32.0	7	28.0	53	69.8
0415	26	1	22	0	3	0	0	0	0	0	0	0	0	21	80.8	16	61.5	10	38.5	58.3	70
0430	36	0	27	0	7	1	0	0	0	0	1	0	0	29	80.6	15	41.7	9	25.0	55.9	66
0445	38	4	22	0	11	1	0	0	0	0	0	0	0	28	73.7	24	63.2	17	44.7	55.7	67.2
0500	51	0	34	0	15	1	0	0	0	0	1	0	0	43	84.3	29	56.9	16	31.4	56.7	65
0515	69	4	48	0	15	1	0	0	0	1	0	0	0	53	76.8	37	53.6	19	27.5	54.7	64.7
0530	98	2	74	0	20	1	0	0	1	0	0	0	0	63	64.3	31	31.6	15	15.3	52.9	60.5
0545	103	2	73	2	20	1	1	0	1	2	1	0	0	55	53.4	37	35.9	14	13.6	52.4	59.8
0600	132	4	85	0	35	2	0	0	3	3	0	0	0	81	61.4	42	31.8	14	10.6	51	58.7
0615	178	15	127	0	29	0	2	0	3	0	2	0	0	94	52.8	50	28.1	21	11.8	49.6	58.8
0630	199	5	144	4	32	3	2	0	4	4	1	0	0	93	46.7	38	19.1	17	8.5	48.3	56.9
0645	235	11	172	0	39	1	2	0	3	5	1	0	1	65	27.7	35	14.9	14	6.0	43.2	54.7
0700	225	6	179	1	27	9	0	1	1	1	0	0	0	26	11.6	14	6.2	4	1.8	38.4	48.3
0715	218	9	170	1	26	2	3	2	2	1	2	0	0	60	27.5	25	11.5	12	5.5	45.2	53.9
0730	232	13	181	0	28	2	1	0	3	4	0	0	0	48	20.7	24	10.3	10	4.3	42.8	52.8
0745	234	13	181	0	27	1	6	2	0	0	3	0	1	17	7.3	8	3.4	2	0.9	34.2	45.6
0800	202	14	155	2	24	1	0	1	1	3	1	0	0	33	16.3	18	8.9	9	4.5	42.1	50.8
0815	223	14	173	1	26	5	1	1	2	0	0	0	0	10	4.5	4	1.8	1	0.4	29.2	41.8
0830	217	11	159	3	35	1	0	1	2	2	3	0	0	57	26.3	30	13.8	12	5.5	45.8	54.4
0845	208	10	159	3	26	1	5	0	1	1	1	1	0	14	6.7	6	2.9	4	1.9	33.2	46.5
0900	219	17	156	1	38	2	0	0	2	2	1	0	0	63	28.8	24	11.0	7	3.2	44.2	53.6
0915	192	9	136	1	35	1	1	0	4	4	1	0	0	57	29.7	24	12.5	10	5.2	45	54.3
0930	191	10	126	0	41	6	1	2	3	0	2	0	0	52	27.2	26	13.6	5	2.6	46.2	54.5
0945	181	10	127	1	33	4	2	1	0	0	1	2	0	50	27.6	24	13.3	11	6.1	44.6	54.7
1000	212	8	152	1	38	8	1	0	4	0	0	0	0	40	18.9	16	7.5	5	2.4	44.2	51.3
1015	214	6	154	6	35	2	1	2	3	2	1	0	2	37	17.3	14	6.5	4	1.9	42.5	50.8
1030	193	3	144	2	34	4	0	0	2	3	1	0	0	33	17.1	17	8.8	6	3.1	40.9	51.5
1045	222	7	153	1	42	9	2	0	4	2	1	1	0	37	16.7	9	4.1	4	1.8	39	50.5
1100	216	3	150	4	46	2	4	0	3	2	2	0	0	35	16.2	12	5.6	6	2.8	42	50.2
1115	224	4	169	2	38	2	0	0	4	4	1	0	0	23	10.3	13	5.8	5	2.2	39.7	48.6
1130	207	4	160	1	31	6	1	0	1	2	1	0	0	38	18.4	14	6.8	3	1.4	43.9	51.4
1145	218	10	153	1	44	8	0	1	1	0	0	0	0	52	23.9	25	11.5	7	3.2	45.8	53.4
1200	208	11	152	1	34	3	0	1	0	5	1	0	0	33	15.9	11	5.3	2	1.0	43.2	50.5
1215	238	12	194	5	20	2	0	1	0	2	1	0	1	25	10.5	5	2.1	1	0.4	39.3	48.7
1230	228	6	180	1	35	3	0	0	0	0	3	0	0	26	11.4	9	3.9	2	0.9	36.1	48.5
1245	246	12	194	1	29	3	0	1	3	1	0	1	1	26	10.6	10	4.1	3	1.2	39.1	47.6
1300	238	12	200	1	16	5	2	0	0	0	2	0	0	13	5.5	3	1.3	1	0.4	28	40.7
1315	240	14	191	0	22	5	4	0	1	3	0	0	0	9	3.8	4	1.7	1	0.4	25.7	38.3
1330	247	13	194	1	29	1	2	1	3	2	1	0	0	17	6.9	6	2.4	2	0.8	29.5	41.9
1345	226	10	170	0	36	3	1	1	2	1	1	0	1	48	21.2	24	10.6	8	3.5	42.4	53.4
1400	218	7	163	2	32	5	0	1	2	2	3	1	0	25	11.5	7	3.2	1	0.5	40.1	49
1415	241	9	192	2	26	4	2	0	5	1	0	0	0	38	15.8	13	5.4	5	2.1	39.3	50.3
1430	231	6	187	1	26	5	2	1	2	1	0	0	0	13	5.6	4	1.7	1	0.4	28.4	43.8
1445	256	10	205	2	28	2	3														

Time	Total	Classification												JPSL 50	JPSL% 50	JSL1 55 +5kph	JSL1% 55 +5kph	JSL2 60 +10kph	JSL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	73	3	54	1	11	3	1	0	0	0	0	0	41	56.2	19	26.0	10	13.7	50.6	59.9	
0015	51	0	42	0	6	2	0	0	0	1	0	0	32	62.8	14	27.5	7	13.7	52.5	59.6	
0030	60	1	45	1	10	3	0	0	0	0	0	0	30	50.0	17	28.3	12	20.0	50.7	61.3	
0045	51	1	41	0	7	0	0	0	1	0	1	0	28	54.9	18	35.3	11	21.6	51.6	61.5	
0100	47	2	35	0	10	0	0	0	0	0	0	0	30	63.8	11	23.4	8	17.0	51.4	60.9	
0115	42	0	38	0	1	1	0	0	0	1	0	0	25	59.5	16	38.1	9	21.4	52.6	60.8	
0130	34	0	29	0	5	0	0	0	0	0	0	0	24	70.6	17	50.0	10	29.4	55	62.6	
0145	33	0	30	0	1	0	0	0	2	0	0	0	18	54.6	13	39.4	10	30.3	54.4	69.1	
0200	32	1	26	0	3	1	0	0	0	0	1	0	23	71.9	15	46.9	10	31.3	54.2	63	
0215	39	0	34	0	4	1	0	0	0	0	0	0	29	74.4	16	41.0	9	23.1	54.8	65.1	
0230	19	0	14	0	5	0	0	0	0	0	0	0	12	63.2	4	21.1	3	15.8	52.1	61	
0245	28	3	17	0	7	1	0	0	0	0	0	0	17	60.7	9	32.1	5	17.9	52.3	65	
0300	30	2	25	0	2	0	0	0	0	1	0	0	20	66.7	16	53.3	11	36.7	54.3	64.9	
0315	26	0	19	0	5	0	1	0	0	1	0	0	17	65.4	12	46.2	6	23.1	53.4	63.4	
0330	30	0	24	0	6	0	0	0	0	0	0	0	23	76.7	17	56.7	15	50.0	59.2	72.7	
0345	21	0	15	0	6	0	0	0	0	0	0	0	16	76.2	12	57.1	6	28.6	56.3	65	
0400	25	0	14	0	9	0	0	1	0	0	1	0	15	60.0	10	40.0	8	32.0	54.1	62.8	
0415	25	2	19	0	3	1	0	0	0	0	0	0	18	72.0	11	44.0	8	32.0	56.5	69	
0430	38	0	29	0	9	0	0	0	0	0	0	0	31	81.6	24	63.2	18	47.4	59.5	72.8	
0445	43	4	31	0	7	1	0	0	0	0	0	0	28	65.1	15	34.9	7	16.3	52	61.7	
0500	62	2	47	0	11	1	0	0	0	0	1	0	48	77.4	36	58.1	22	35.5	56.4	65.2	
0515	66	3	45	0	15	1	0	0	0	1	1	0	40	60.6	30	45.5	10	15.2	52.2	60.2	
0530	99	3	74	0	20	1	0	0	0	1	0	0	49	49.5	31	31.3	16	16.2	50.1	61.4	
0545	111	11	78	0	16	0	1	0	2	1	2	0	67	60.4	38	34.2	17	15.3	50.3	60.5	
0600	146	5	104	1	26	6	1	0	2	0	1	0	53	36.3	25	17.1	14	9.6	47.6	56	
0615	170	10	134	1	17	4	2	0	2	0	0	0	67	39.4	31	18.2	16	9.4	47.2	56.3	
0630	201	11	155	1	23	2	1	1	4	1	1	0	85	42.3	41	20.4	22	11.0	48.7	57	
0645	228	9	186	0	20	9	0	0	2	2	0	0	57	25.0	29	12.7	12	5.3	43.5	54.1	
0700	203	10	147	2	30	5	2	1	1	4	1	0	62	30.5	28	13.8	8	3.9	45.8	54.1	
0715	215	8	183	0	16	3	2	0	1	1	0	1	42	19.5	28	13.0	11	5.1	43.1	53.5	
0730	240	4	203	1	19	10	0	0	1	1	1	0	35	14.6	17	7.1	7	2.9	39.9	49.9	
0745	199	7	160	2	19	8	1	0	2	0	0	0	63	31.7	22	11.1	4	2.0	44.4	53.8	
0800	234	11	182	2	21	10	1	1	2	1	2	0	33	14.1	14	6.0	4	1.7	40.2	49.8	
0815	215	16	166	2	18	8	0	0	3	1	0	1	30	14.0	11	5.1	4	1.9	40.8	49.7	
0830	220	13	170	2	23	5	1	0	1	1	3	0	36	16.4	21	9.5	9	4.1	40.8	51.3	
0845	243	13	187	4	27	6	0	0	2	3	0	0	1	27	11.1	6	2.5	3	1.2	35.7	47.9
0900	235	14	190	1	16	4	1	1	2	4	2	0	22	9.4	9	3.8	4	1.7	36.9	47.3	
0915	199	11	142	1	31	5	1	0	2	5	1	0	52	26.1	20	10.1	9	4.5	45.1	52.7	
0930	203	9	157	3	24	6	1	0	1	1	1	0	53	26.1	16	7.9	7	3.4	44.6	53.5	
0945	186	3	147	1	26	2	2	0	3	1	1	0	48	25.8	20	10.8	6	3.2	45.3	53	
1000	229	4	172	2	33	10	0	2	3	2	1	0	44	19.2	27	11.8	10	4.4	41.3	52.3	
1015	220	3	159	3	38	4	2	3	3	3	2	0	22	10.0	12	5.5	2	0.9	35.5	47.8	
1030	171	3	135	4	18	7	2	0	1	1	0	0	56	32.8	25	14.6	13	7.6	47.8	55	
1045	192	5	139	3	36	5	0	0	1	1	1	0	68	35.4	28	14.6	12	6.3	47.8	54.7	
1100	213	8	158	2	36	4	0	0	1	3	1	0	51	23.9	21	9.9	6	2.8	44.1	52.5	
1115	210	5	161	1	28	7	2	0	3	2	0	0	48	22.9	21	10.0	5	2.4	41.9	53.7	
1130	218	6	165	0	34	7	0	0	2	3	1	0	40	18.4	14	6.4	3	1.4	43.4	51.1	
1145	207	3	158	5	30	8	0	0	2	0	0	0	45	21.7	16	7.7	6	2.9	39.6	52.1	
1200	245	3	180	1	34	13	4	0	4	4	2	0	27	11.0	8	3.3	1	0.4	41	48.7	
1215	233	5	181	1	30	5	1	2	1	3	3	0	21	9.0	7	3.0	0	0.0	38.3	47.2	
1230	252	10	203	0	25	8	1	1	2	2	0	0	14	5.6	3	1.2	2	0.8	33.5	45.6	
1245	244	6	196	2	30	5	3	0	0	1	1	0	37	15.2	16	6.6	3	1.2	40.3	50.3	
1300	240	9	193	1	27	7	2	0	1	0	0	0	46	19.2	18	7.5	6	2.5	42.4	51.1	
1315	252	9	201	1	23	9	4	0	1	1	3	0	28	11.1	6	2.4	2	0.8	38.4	48.4	
1330	234	11	183	1	27	10	0	0	0	1	1	0	15	6.4	5	2.1	4	1.7	30.1	44.8	
1345	256	7	203	2	28	11	0	2	0	2	1	0	13	5.1	5	2.0	4	1.6	29.7	46	
1400	242	2	194	1	21	11	1	1	3	3	3	0	2	26	10.7	11	4.5	1	0.4	36.3	48
1415	257	6	209	1	22	12	1	1	2	1	2	0	30	11.7	13	5.1	1	0.4	41	48.8	
1430	249	7	204	1	28	5	0	0	2	2	0	0	12	4.8	5	2.0	2	0.8	29.6	42.4	
1445	253	9	212	1	20	6	1	1	0	2	1	0	6	2.4	0	0.0	0	0.0	26.4	40.1	
1500	259	7	218	2	19	7	0	0	1	3	1	1	11	4.2	6	2.3	4	1.5	28.3	42.9	
1515	254	9	212	3	24	2	2	2	0	0	0	0	2	0.8	2	td					

Time	Total	Classification												JPSL 50	JPSL% 50	JSL1 55 +5kph	JSL1% 55 +5kph	JSL2 60 +10kph	JSL2% 60 +10kph	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	90	2	77	0	8	2	0	0	0	1	0	0	0	56	62.2	19	21.1	9	10.0	52	58.2	
0015	69	5	52	0	9	1	1	0	0	1	0	0	0	41	59.4	13	18.8	7	10.1	50.3	57.5	
0030	70	0	61	0	7	1	0	0	0	1	0	0	0	48	68.6	28	40.0	11	15.7	54.2	62.9	
0045	61	0	54	0	4	2	0	0	0	1	0	0	0	36	59.0	17	27.9	9	14.8	52.5	60.2	
0100	48	1	36	1	8	1	0	0	0	1	0	0	0	22	45.8	14	29.2	7	14.6	50.8	60.8	
0115	35	0	31	0	2	1	0	1	0	0	0	0	0	15	42.9	10	28.6	3	8.6	50.3	58.4	
0130	47	1	38	0	7	0	1	0	0	0	0	0	0	26	55.3	11	23.4	5	10.6	50.5	56.2	
0145	31	0	28	0	2	1	0	0	0	0	0	0	0	24	77.4	18	58.1	9	29.0	57.4	64.2	
0200	43	0	38	0	5	0	0	0	0	0	0	0	0	29	67.4	22	51.2	16	37.2	57.2	69.5	
0215	29	0	23	0	5	1	0	0	0	0	0	0	0	22	75.9	16	55.2	8	27.6	54.3	63.9	
0230	26	0	23	0	2	0	0	0	0	1	0	0	0	19	73.1	9	34.6	7	26.9	55.3	63.6	
0245	28	1	22	0	4	0	0	0	1	0	0	0	0	18	64.3	9	32.1	2	7.1	51	58.3	
0300	39	1	26	1	11	0	0	0	0	0	0	0	0	25	64.1	18	46.2	10	25.6	53.9	64.1	
0315	24	1	19	0	4	0	0	0	0	0	0	0	0	11	45.8	10	41.7	9	37.5	51.5	67.2	
0330	28	1	22	0	5	0	0	0	0	0	0	0	0	21	75.0	13	46.4	7	25.0	55.4	65.4	
0345	32	1	22	0	7	1	0	0	0	0	1	0	0	17	53.1	9	28.1	5	15.6	50.7	61.6	
0400	26	0	19	0	7	0	0	0	0	0	0	0	0	15	57.7	11	42.3	9	34.6	53.9	65	
0415	32	0	25	0	7	0	0	0	0	0	0	0	0	25	78.1	11	34.4	6	18.8	53.7	60.3	
0430	29	0	20	0	8	0	0	0	0	0	0	1	0	20	69.0	14	48.3	8	27.6	58.1	72.4	
0445	37	5	27	0	5	0	0	0	0	0	0	0	0	22	59.5	15	40.5	8	21.6	52.5	62.5	
0500	62	2	41	0	14	1	0	0	0	0	1	2	0	39	62.9	26	41.9	17	27.4	53.5	65.2	
0515	72	2	53	0	13	1	0	0	1	2	0	0	0	28	38.9	23	31.9	16	22.2	51.3	63.2	
0530	101	4	80	1	13	1	0	0	0	2	0	0	0	49	48.5	28	27.7	20	19.8	50.2	63	
0545	90	3	60	1	24	1	0	0	0	0	0	1	0	58	64.4	35	38.9	15	16.7	51.8	61.6	
0600	145	2	114	1	20	5	0	0	0	0	2	1	0	55	37.9	38	26.2	17	11.7	47.5	59.3	
0615	177	6	134	1	23	4	1	0	0	3	1	3	0	61	34.5	31	17.5	20	11.3	47.7	57	
0630	236	13	182	2	24	9	2	0	0	1	2	1	0	82	34.8	31	13.1	13	5.5	45.1	54.5	
0645	185	7	145	0	17	9	0	0	0	3	3	1	0	55	29.7	27	14.6	11	5.9	41.7	54.9	
0700	225	8	183	1	21	6	2	1	1	0	0	3	0	30	13.3	12	5.3	7	3.1	39.2	49.3	
0715	224	11	172	4	21	9	1	1	1	3	0	0	0	43	19.2	18	8.0	4	1.8	42.1	51.4	
0730	233	7	187	4	17	12	1	0	3	1	1	0	0	67	28.8	22	9.4	14	6.0	45.4	53.4	
0745	212	10	166	2	16	9	2	0	0	4	0	3	0	40	18.9	22	10.4	11	5.2	42.9	52	
0800	215	13	168	5	14	7	2	1	0	0	2	3	0	26	12.1	9	4.2	1	0.5	34.7	49.2	
0815	243	12	193	2	19	7	2	1	2	1	3	1	0	41	16.9	21	8.6	9	3.7	37.5	51.3	
0830	239	14	171	4	23	15	5	0	1	1	4	1	0	35	14.6	14	5.9	3	1.3	38.7	49.8	
0845	225	15	172	3	16	12	2	1	0	2	2	1	0	50	22.2	18	8.0	11	4.9	43.4	52.1	
0900	218	11	168	3	23	6	1	1	1	1	2	2	0	54	24.8	21	9.6	8	3.7	44.6	52.8	
0915	229	11	170	1	28	12	1	1	3	0	2	0	0	46	20.1	18	7.9	7	3.1	42.6	51.7	
0930	228	10	169	2	30	8	2	0	0	2	2	3	0	35	15.4	13	5.7	5	2.2	39.8	50.2	
0945	174	6	129	0	25	10	1	0	2	1	0	0	0	76	43.7	39	22.4	17	9.8	47.9	56.6	
1000	199	4	144	3	24	11	0	3	4	4	1	0	1	58	29.2	31	15.6	14	7.0	45.2	55.3	
1015	219	8	165	1	26	8	5	0	0	2	3	1	0	36	16.4	13	5.9	6	2.7	42.3	50.9	
1030	220	5	168	3	27	10	2	0	2	2	0	0	1	51	23.2	22	10.0	8	3.6	45.3	52.7	
1045	227	9	168	2	32	6	3	0	2	1	3	0	1	40	17.6	7	3.1	3	1.3	42.6	51.2	
1100	218	6	166	1	27	12	0	1	2	1	2	0	0	65	29.8	31	14.2	11	5.0	44.4	55	
1115	236	6	160	4	43	11	0	0	8	1	1	1	1	67	28.4	29	12.3	10	4.2	45.9	53.9	
1130	237	4	185	3	27	8	1	0	2	3	2	1	1	31	13.1	12	5.1	2	0.8	41.9	49.5	
1145	237	5	188	1	30	3	1	0	0	4	3	2	0	28	11.8	11	4.6	6	2.5	38.6	48.8	
1200	223	5	163	1	34	7	4	0	4	2	2	0	1	41	18.4	18	8.1	4	1.8	42.7	51.7	
1215	223	10	168	1	33	6	1	1	1	1	1	0	0	44	19.7	11	4.9	2	0.9	42.8	51.3	
1230	220	7	177	1	15	6	3	0	0	3	2	3	2	1	28	12.7	9	4.1	3	1.4	39	49.3
1245	240	6	198	2	18	8	2	2	2	1	0	0	1	22	9.2	6	2.5	3	1.3	37.4	48	
1300	223	8	171	2	32	5	1	0	3	1	0	0	0	35	15.7	11	4.9	3	1.3	33.9	50.4	
1315	269	8	220	2	30	2	1	0	0	3	1	2	0	47	17.5	18	6.7	14	5.2	42.7	51.2	
1330	250	6	201	2	27	4	3	0	0	2	3	1	0	40	16.0	16	6.4	3	1.2	42.1	50.5	
1345	273	12	229	2	24	2	0	1	3	0	0	0	0	13	4.8	4	1.5	1	0.4	29.6	41.6	
1400	191	11	152	1	21	2	0	0	0	2	1	1	0	23	12.0	11	5.8	2	1.0	34.3	47.8	
1415	274	13	222	4	25	6	2	0	0	0	1	1	0	16	5.8	9	3.3	2	0.7	31.2	44.9	
1430	248	7	204	2	27	2	0	1	1	3	1	0	0	15	6.0	2	0.8	1	0.4	32	45	
1445	268	5	241	1	13	3	0	0	0	2	2	1	0	8	3.0	4</						

Time	Total	Classification												JPSL 50	JPSL% 50	JSL1 55 +5kph	JSL1% 55 +5kph	JSL2 60 +10kph	JSL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	110	6	93	0	8	2	0	0	0	1	0	0	0	62	56.4	32	29.1	13	11.8	51.5	58.4
0015	90	1	74	2	9	2	0	0	1	1	0	0	0	46	51.1	21	23.3	11	12.2	51.2	57.8
0030	81	1	72	0	8	0	0	0	0	0	0	0	0	59	72.8	31	38.3	9	11.1	53.4	59.2
0045	64	2	51	1	4	2	0	0	1	0	2	0	1	42	65.6	22	34.4	8	12.5	52.1	59.1
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0200	70	1	66	0	2	1	0	0	0	0	0	0	0	31	44.3	20	28.6	7	10.0	49.5	58.8
0215	51	3	43	0	4	0	0	0	0	0	1	0	0	32	62.8	15	29.4	2	3.9	50.7	57.8
0230	39	3	27	0	6	0	0	0	0	1	1	0	1	27	69.2	21	53.9	8	20.5	53	64.1
0245	40	0	36	0	3	0	0	0	0	0	1	0	0	27	67.5	17	42.5	9	22.5	53	64.1
0300	42	0	34	0	6	1	0	0	0	1	0	0	0	31	73.8	15	35.7	9	21.4	54.2	63.3
0315	36	0	32	0	4	0	0	0	0	0	0	0	0	27	75.0	15	41.7	9	25.0	54.8	62
0330	43	0	37	0	4	1	0	0	0	1	0	0	0	33	76.7	22	51.2	12	27.9	56.6	64.9
0345	55	1	45	0	8	0	0	0	1	0	0	0	0	30	54.6	24	43.6	12	21.8	53.7	62.2
0400	46	1	33	0	9	1	0	0	1	0	1	0	0	33	71.7	25	54.4	18	39.1	56.2	64.2
0415	31	1	21	0	8	0	0	0	0	1	0	0	0	21	67.7	15	48.4	11	35.5	55.8	66.5
0430	37	1	29	0	6	0	0	0	0	1	0	0	0	28	75.7	16	43.2	5	13.5	53.9	60.3
0445	44	0	36	0	5	1	0	1	0	0	0	0	1	32	72.7	18	40.9	9	20.5	55.7	63.4
0500	40	1	25	0	11	0	0	0	0	1	2	0	0	29	72.5	14	35.0	9	22.5	54.6	62.3
0515	39	1	29	0	7	1	0	0	0	0	0	0	1	26	66.7	19	48.7	10	25.6	55.9	66.6
0530	34	0	28	0	5	1	0	0	0	0	0	0	0	23	67.7	15	44.1	11	32.4	55.2	65.8
0545	43	2	32	0	7	0	2	0	0	0	0	0	0	35	81.4	25	58.1	17	39.5	56.4	67
0600	66	1	43	1	18	0	1	0	0	1	1	0	0	38	57.6	21	31.8	11	16.7	52.9	60.6
0615	81	4	60	1	13	1	0	0	0	2	0	0	0	53	65.4	35	43.2	23	28.4	53.3	64.7
0630	67	1	50	0	14	1	0	0	1	0	0	0	0	47	70.2	27	40.3	13	19.4	53.4	61
0645	104	7	75	0	20	0	1	0	1	0	0	0	0	68	65.4	37	35.6	21	20.2	51.9	62.5
0700	138	4	106	0	18	6	0	0	4	0	0	0	0	58	42.0	27	19.6	16	11.6	49	57.5
0715	170	8	123	2	28	3	2	1	1	2	0	0	0	82	48.2	42	24.7	19	11.2	49.9	58.7
0730	219	23	149	2	30	8	1	1	4	1	0	0	0	71	32.4	38	17.4	17	7.8	46.1	56.7
0745	214	5	170	1	26	4	2	1	2	1	1	1	0	78	36.5	41	19.2	26	12.2	46.3	58.6
0800	182	7	139	2	23	2	2	1	3	2	1	0	0	83	45.6	33	18.1	14	7.7	48.7	56.4
0815	185	6	154	1	15	7	0	0	1	1	0	0	0	52	28.1	25	13.5	10	5.4	46.8	54.5
0830	254	9	206	3	19	11	0	1	3	1	0	0	1	36	14.2	19	7.5	8	3.2	41.1	49.8
0845	206	9	156	3	17	11	5	1	1	1	2	0	0	28	13.6	17	8.3	8	3.9	37.4	48.5
0900	233	15	174	1	24	8	5	0	1	2	3	0	0	49	21.0	22	9.4	12	5.2	42.9	53.4
0915	243	18	193	0	25	3	1	0	1	1	1	0	0	8	3.3	3	1.2	1	0.4	35.7	43.1
0930	252	26	188	0	28	7	0	1	1	1	0	0	0	2	0.8	0	0.0	0	0.0	37.6	44.7
0945	225	15	172	2	26	6	1	1	0	1	1	0	0	18	8.0	6	2.7	4	1.8	39.4	46.7
1000	210	12	156	1	22	9	3	0	3	3	1	0	0	38	18.1	19	9.0	9	4.3	43.3	51.4
1015	212	10	158	0	23	11	2	0	2	5	1	0	0	47	22.2	17	8.0	10	4.7	43.6	52
1030	188	12	138	2	27	6	0	0	2	1	0	0	0	43	22.9	20	10.6	10	5.3	44	52
1045	218	4	176	1	21	5	2	0	2	5	2	0	0	54	24.8	16	7.3	7	3.2	44.8	52.2
1100	183	7	138	3	26	6	0	0	0	2	0	0	1	47	25.7	16	8.7	2	1.1	45.2	52.3
1115	226	10	175	3	18	9	1	0	3	2	4	0	1	28	12.4	9	4.0	0	0.0	40.7	49.2
1130	219	8	170	3	26	6	1	0	2	2	0	0	1	44	20.1	12	5.5	7	3.2	41.2	51
1145	191	7	143	4	27	6	1	0	1	1	1	0	0	57	29.8	19	9.9	6	3.1	46.8	53.9
1200	241	5	165	4	47	6	3	0	3	3	3	0	2	52	21.6	17	7.1	7	2.9	42.9	52.4
1215	235	7	178	2	38	3	3	2	1	0	0	0	1	37	15.7	18	7.7	9	3.8	42.8	50.8
1230	249	4	187	2	41	4	2	0	1	4	2	0	2	29	11.7	13	5.2	2	0.8	41.6	48.7
1245	230	8	183	1	31	3	1	0	1	1	0	0	1	15	6.5	7	3.0	6	2.6	34.3	45.2
1300	259	14	195	2	39	2	1	1	2	2	1	0	0	21	8.1	8	3.1	3	1.2	37.1	46.6
1315	239	14	182	2	29	7	2	0	1	1	1	0	0	39	16.3	14	5.9	4	1.7	41	50.3
1330	259	17	198	0	34	2	3	1	3	1	0	0	0	27	10.4	12	4.6	6	2.3	40.5	48.2
1345	258	9	205	0	34	2	1	1	3	3	0	0	0	30	11.6	5	1.9	2	0.8	40.9	49.1
1400	275	11	219	3	29	5	3	1	4	0	0	0	0	38	13.8	15	5.5	7	2.5	40.5	49.2
1415	257	13	212	3	25	2	0	0	0	1	1	0	0	8	3.1	3	1.2	0	0.0	30	43.6
1430	251	7	204	2	23	7	2	0	1	1	4	0	0	20	8.0	9	3.6	2	0.8	40.3	47.6
1445	265	12	198	3	39	4	3	0	5	0	1	0	0	50	18.9	24	9.1	7			

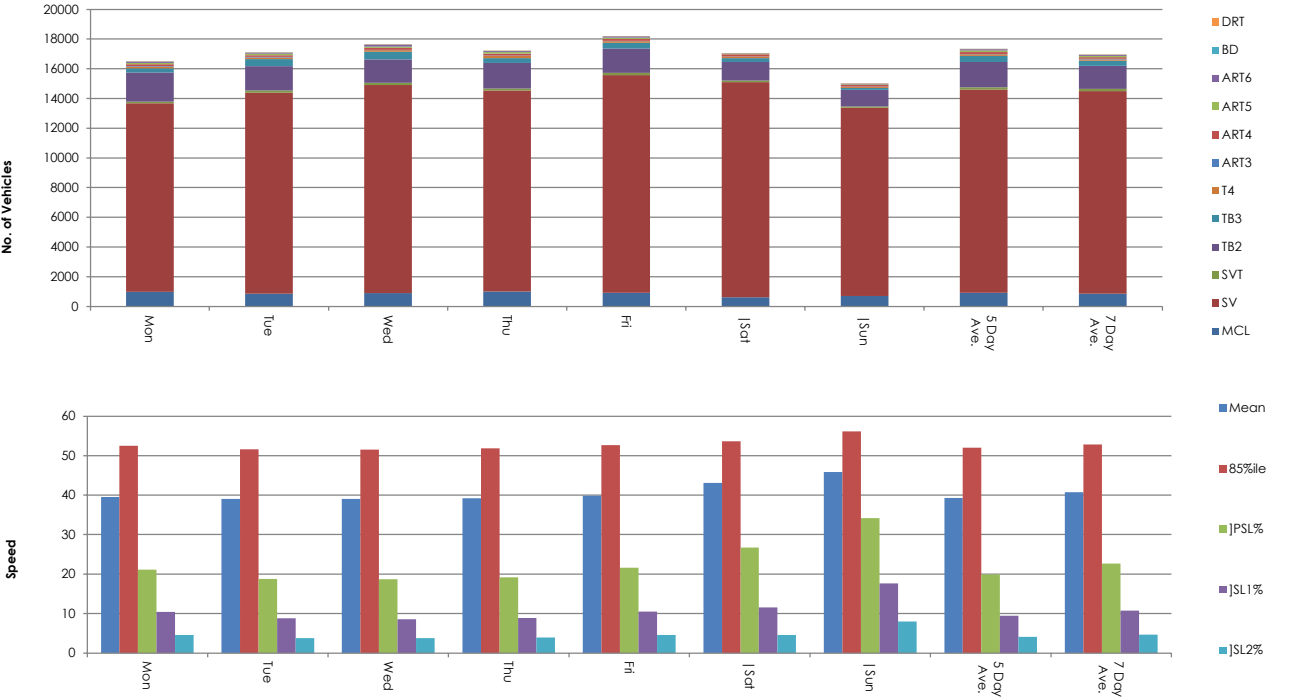
Time	Total	Classification												JPSL 50	JPSL% 50	JSL1 55 +5kph	JSL1% 55 +5kph	JSL2 60 +10kph	JSL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	200	19	161	2	13	0	0	0	2	2	1	0	0	77	38.5	38	19.0	16	8.0	47.3	56.4
0015	180	9	154	1	8	5	2	0	0	1	0	0	0	66	36.7	28	15.6	10	5.6	46.1	55.4
0030	140	8	115	1	12	3	0	0	0	0	1	0	0	59	42.1	36	25.7	19	13.6	50.1	58.7
0045	104	6	83	0	6	6	0	0	3	0	0	0	0	60	57.7	36	34.6	15	14.4	50.9	59.8
0100	143	4	123	2	9	3	0	0	1	1	0	0	0	92	64.3	56	39.2	24	16.8	52.6	60.7
0115	114	5	98	0	4	6	0	0	1	0	0	0	0	74	64.9	45	39.5	21	18.4	52.8	61.1
0130	101	4	86	2	6	2	0	0	0	1	0	0	0	58	57.4	34	33.7	12	11.9	50.4	59.2
0145	110	3	97	0	5	2	0	0	2	1	0	0	0	71	64.6	43	39.1	14	12.7	51.9	59.1
0200	92	2	81	0	6	1	1	0	1	0	0	0	0	58	63.0	37	40.2	13	14.1	52.4	59.8
0215	97	4	81	1	7	1	0	0	1	1	1	0	0	75	77.3	40	41.2	18	18.6	53.6	62.2
0230	72	2	65	1	3	1	0	0	0	0	0	0	0	60	83.3	40	55.6	21	29.2	56.1	65.4
0245	89	5	79	1	4	0	0	0	0	0	0	0	0	64	71.9	47	52.8	24	27.0	54.6	64.4
0300	84	1	71	0	9	0	0	0	2	0	1	0	0	57	67.9	34	40.5	20	23.8	54	63.2
0315	77	2	74	0	1	0	0	0	0	0	0	0	0	55	71.4	33	42.9	16	20.8	53.7	62.5
0330	72	0	62	1	7	2	0	0	0	0	0	0	0	55	76.4	36	50.0	21	29.2	55.6	64.6
0345	70	2	64	0	3	0	0	0	0	0	1	0	0	46	65.7	33	47.1	16	22.9	54.1	61.4
0400	56	0	49	0	3	1	0	1	0	1	0	1	0	44	78.6	29	51.8	20	35.7	55.8	63
0415	55	0	45	0	5	2	0	0	1	0	2	0	0	39	70.9	25	45.5	14	25.5	54.5	62
0430	61	1	54	0	6	0	0	0	0	0	0	0	0	43	70.5	26	42.6	13	21.3	53.8	61.7
0445	51	3	40	0	4	1	0	0	0	1	0	2	0	41	80.4	26	51.0	9	17.7	54.6	60.6
0500	52	1	44	0	2	1	1	0	1	0	2	0	0	14	26.9	5	9.6	2	3.8	46	53.7
0515	58	0	50	0	5	0	1	0	0	0	2	0	0	37	63.8	21	36.2	15	25.9	53.1	64.6
0530	49	0	42	0	6	1	0	0	0	0	0	0	0	39	79.6	26	53.1	13	26.5	56.6	63.2
0545	57	3	41	0	12	1	0	0	0	0	0	0	0	43	75.4	29	50.9	14	24.6	52.8	61.4
0600	46	2	35	0	7	1	0	0	0	1	0	0	0	35	76.1	26	56.5	11	23.9	55.9	67.1
0615	69	3	50	0	12	1	0	0	0	0	2	1	0	49	71.0	36	52.2	22	31.9	54.9	67.3
0630	94	5	69	0	14	4	0	0	1	1	0	0	0	41	43.6	20	21.3	10	10.6	48.7	57.6
0645	81	4	55	1	18	2	0	0	0	0	1	0	0	51	63.0	35	43.2	17	21.0	51.8	62.7
0700	125	3	94	0	21	4	0	0	3	0	0	0	0	70	56.0	37	29.6	21	16.8	51.8	60.8
0715	169	11	125	0	21	6	0	0	3	0	3	0	0	99	58.6	50	29.6	33	19.5	50.7	61.6
0730	209	10	162	0	22	6	1	0	2	4	1	1	0	81	38.8	53	25.4	28	13.4	48.8	59.6
0745	194	3	150	2	26	5	2	0	2	3	1	0	0	74	38.1	37	19.1	11	5.7	46.8	56
0800	194	8	147	1	26	7	0	0	1	1	2	1	0	39	20.1	15	7.7	7	3.6	42.5	51.8
0815	174	6	131	2	23	9	1	0	1	1	0	0	0	78	44.8	35	20.1	10	5.7	48.2	56.3
0830	186	6	148	2	17	8	2	0	0	2	1	0	0	44	23.7	14	7.5	9	4.8	45.3	51.8
0845	179	7	141	1	13	9	0	0	4	1	3	0	0	40	22.4	25	14.0	8	4.5	45.1	54.8
0900	221	5	181	1	19	10	2	0	0	2	1	0	0	20	9.1	8	3.6	3	1.4	41.4	48.2
0915	212	12	162	0	23	8	2	0	1	4	0	0	0	48	22.6	15	7.1	8	3.8	43.9	52.5
0930	201	9	160	0	15	9	4	0	1	2	0	0	1	18	9.0	6	3.0	3	1.5	39.7	48.1
0945	195	13	159	0	12	6	0	0	0	3	1	0	1	36	18.5	13	6.7	4	2.1	36.6	51.3
1000	180	8	144	0	19	6	0	0	1	1	1	0	0	55	30.6	17	9.4	9	5.0	46	53.1
1015	187	10	142	0	24	7	2	0	1	1	0	0	0	61	32.6	29	15.5	12	6.4	45.7	55.5
1030	183	5	145	1	24	5	0	0	2	0	0	0	1	47	25.7	21	11.5	9	4.9	44.7	53.6
1045	216	11	149	0	34	12	1	0	2	4	2	0	1	71	32.9	25	11.6	9	4.2	46.2	53.7
1100	216	4	174	0	28	6	2	0	1	1	0	0	0	64	29.6	29	13.4	9	4.2	45.3	54.2
1115	182	7	139	1	28	3	1	0	0	2	1	0	0	53	29.1	18	9.9	9	4.9	44.2	54
1130	218	8	164	4	29	6	3	0	3	1	0	0	0	50	22.9	20	9.2	7	3.2	44.4	53
1145	205	8	142	1	34	4	2	0	5	8	1	0	0	61	29.8	23	11.2	6	2.9	45.4	53.2
1200	230	15	184	0	23	3	0	0	3	2	0	0	0	55	23.9	25	10.9	6	2.6	43.6	52.3
1215	223	10	169	1	29	7	0	1	2	2	1	0	1	47	21.1	16	7.2	6	2.7	43.6	52
1230	206	4	169	2	23	3	0	2	1	1	1	0	0	43	20.9	16	7.8	5	2.4	45.2	51.3
1245	243	11	187	1	34	3	3	0	3	1	0	0	0	37	15.2	15	6.2	7	2.9	40.3	50.2
1300	252	10	192	2	41	2	1	0	3	0	0	0	1	29	11.5	11	4.4	0	0.0	36	49.2
1315	279	12	216	2	38	2	3	0	4	1	1	0	0	35	12.5	11	3.9	5	1.8	38.4	49
1330	254	13	206	0	27	4	1	0	1	1	1	0	0	6	2.4	2	0.8	0	0.0	26.4	38.5
1345	255	11	211	2	25	3	2	0	0	0	1	0	0	9	3.5	4	1.6	1	0.4	25.7	39.4
1400	262	9	220	2	26	2	3	0	0	0	0	0	0	12	4.6	4	1.5	2	0.8	26.9	37.8
1415	238	13	202	1	17	4	0	0	1	0	0	0	0	9	3.8	5	2.1	1	0.4	26.2	39.3
1430	284	15	227	1	28	4	3	0	2	2	0	0	2	8	2.8	2	0.7	1	0.4	29	39.8
1445	303	14	236	2	35	9															

Time	Total	Classification												JPSL 50	JPSL% 50	JSL1 55 +5kph	JSL1% 55 +5kph	JSL2 60 +10kph	JSL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	204	3	183	2	10	3	0	0	2	0	1	0	0	3	1.5	0	0.0	0	0.0	38.6	45
0015	193	5	171	2	13	0	1	0	1	0	0	0	0	61	31.6	30	15.5	6	3.1	45.7	55.2
0030	176	6	156	0	10	2	0	0	2	0	0	0	0	66	37.5	25	14.2	12	6.8	47.8	54.8
0045	156	4	140	1	10	1	0	0	0	0	0	0	0	70	44.9	17	10.9	5	3.2	48.4	54.5
0100	148	2	127	2	11	2	1	0	3	0	0	0	0	92	62.2	33	22.3	9	6.1	51.2	57.4
0115	113	4	98	2	4	4	1	0	0	0	0	0	0	64	56.6	26	23.0	10	8.9	50.2	57.4
0130	130	4	116	0	9	0	1	0	0	0	0	0	0	61	46.9	20	15.4	6	4.6	49.6	55.5
0145	113	1	107	2	3	0	0	0	0	0	0	0	0	69	61.1	25	22.1	6	5.3	50.6	55.7
0200	118	0	111	0	6	1	0	0	0	0	0	0	0	62	52.5	34	28.8	8	6.8	50.7	57.8
0215	122	4	110	1	6	0	1	0	0	0	0	0	0	66	54.1	30	24.6	13	10.7	50.6	57.3
0230	109	0	104	0	4	1	0	0	0	0	0	0	0	65	59.6	29	26.6	10	9.2	51	59.2
0245	111	2	107	0	1	0	0	1	0	0	0	0	0	66	59.5	24	21.6	13	11.7	50.6	56.7
0300	81	0	79	0	2	0	0	0	0	0	0	0	0	58	71.6	38	46.9	13	16.1	54	60.6
0315	81	3	72	0	5	0	0	0	1	0	0	0	0	54	66.7	31	38.3	14	17.3	53.4	60.7
0330	88	0	79	2	4	1	0	0	1	0	1	0	0	56	63.6	37	42.1	17	19.3	53.3	61
0345	97	1	94	0	1	0	0	0	1	0	0	0	0	80	82.5	40	41.2	19	19.6	55.4	62
0400	75	3	64	1	5	1	0	0	0	1	0	0	0	60	80.0	37	49.3	15	20.0	54.8	61.8
0415	99	2	90	1	5	1	0	0	0	0	0	0	0	75	75.8	43	43.4	22	22.2	54.6	61.2
0430	78	1	70	1	3	1	0	0	1	0	0	1	0	47	60.3	28	35.9	14	18.0	52.6	61
0445	102	0	92	0	8	0	0	0	2	0	0	0	0	71	69.6	34	33.3	15	14.7	52.8	60
0500	81	0	74	1	6	0	0	0	0	0	0	0	0	42	51.9	22	27.2	5	6.2	50.6	58.2
0515	65	2	56	0	6	0	0	0	1	0	0	0	0	28	43.1	10	15.4	6	9.2	49.3	57.5
0530	61	1	51	0	8	1	0	0	0	0	0	0	0	43	70.5	27	44.3	21	34.4	55.8	65.9
0545	44	0	40	0	4	0	0	0	0	0	0	0	0	30	68.2	16	36.4	12	27.3	55.2	66
0600	44	0	39	0	5	0	0	0	0	0	0	0	0	28	63.6	18	40.9	7	15.9	53.2	60.8
0615	49	0	39	0	10	0	0	0	0	0	0	0	0	37	75.5	14	28.6	6	12.2	53.5	58.8
0630	45	0	37	0	5	2	0	0	1	0	0	0	0	35	77.8	19	42.2	8	17.8	53.4	61
0645	54	1	39	0	9	4	0	0	0	1	0	0	0	32	59.3	17	31.5	7	13.0	52.4	59.4
0700	83	1	67	1	12	2	0	0	0	0	0	0	0	57	68.7	22	26.5	10	12.1	51.9	59
0715	115	7	97	1	7	1	0	0	0	2	0	0	0	57	49.6	26	22.6	13	11.3	49.7	57.1
0730	124	5	96	1	18	2	0	1	1	0	0	0	0	69	55.7	27	21.8	11	8.9	49.8	56.8
0745	127	5	100	0	17	1	2	0	1	0	1	0	0	63	49.6	32	25.2	12	9.4	49.6	57.8
0800	120	8	95	0	13	3	0	0	0	0	1	0	0	70	58.3	39	32.5	16	13.3	50.7	59.8
0815	133	4	102	0	23	2	0	0	1	1	0	0	0	58	43.6	28	21.1	11	8.3	49.5	56.1
0830	107	4	82	0	12	5	1	0	0	1	1	0	0	64	59.8	37	34.6	19	17.8	51.8	60.4
0845	88	2	67	0	15	2	0	0	0	1	1	0	0	55	62.5	24	27.3	12	13.6	51.8	59.5
0900	106	5	74	1	21	3	0	0	2	0	0	0	0	53	50.0	31	29.3	15	14.2	50.5	59.9
0915	142	7	106	0	20	5	0	0	1	3	0	0	0	66	46.5	36	25.4	12	8.5	48.8	56.9
0930	190	7	152	0	17	7	1	0	2	1	3	0	0	50	26.3	18	9.5	9	4.7	44	52.9
0945	172	5	131	1	21	9	0	0	2	2	1	0	0	52	30.2	17	9.9	6	3.5	46.4	53.6
1000	151	7	117	2	19	3	0	0	2	0	1	0	0	38	25.2	16	10.6	5	3.3	46.1	53.7
1015	173	6	145	1	15	6	0	0	0	0	0	0	0	56	32.4	23	13.3	10	5.8	46.3	54.4
1030	161	4	130	1	15	7	1	0	2	0	0	0	1	47	29.2	22	13.7	4	2.5	46.6	54.6
1045	176	8	139	0	24	4	1	0	0	0	0	0	0	61	34.7	25	14.2	12	6.8	46.5	54
1100	199	5	176	1	13	2	1	0	1	0	0	0	0	46	23.1	17	8.5	8	4.0	42.3	52.9
1115	205	4	172	0	17	9	0	0	3	0	0	0	0	31	15.1	16	7.8	8	3.9	41	50
1130	175	6	143	5	16	4	0	1	0	0	0	0	0	45	25.7	25	14.3	12	6.9	45.2	53.8
1145	213	10	173	2	18	3	2	1	2	0	1	1	0	47	22.1	23	10.8	11	5.2	43.4	52.1
1200	214	10	174	2	19	3	2	0	2	1	1	0	0	41	19.2	21	9.8	10	4.7	42.4	51.7
1215	239	8	209	1	14	3	1	1	2	0	0	0	0	46	19.3	24	10.0	6	2.5	42.9	51.6
1230	219	8	181	2	19	4	2	1	1	1	0	0	0	41	18.7	9	4.1	4	1.8	44.2	51.3
1245	209	7	176	2	18	1	3	0	1	0	1	0	0	56	26.8	19	9.1	5	2.4	45.5	53
1300	214	7	171	0	23	3	3	0	5	0	1	1	0	47	22.0	21	9.8	9	4.2	44.8	52.4
1315	236	14	187	1	22	4	1	0	4	2	0	0	1	34	14.4	13	5.5	6	2.5	38.6	49.9
1330	243	8	216	1	9	2	2	1	0	1	2	0	1	16	6.6	3	1.2	2	0.8	33.7	45
1345	258	15	206	1	24	3	4	1	3	0	1	0	0	12	4.7	5	1.9	3	1.2	30.2	43.9
1400	248	5	218	1	12	4	4	0	0	2	2	0	0	19	7.7	7	2.8	2	0.8	35.8	48
1415	258	14	212	1	24	4	0	1	1	0	1	0	0	30	11.6	20	7.8	7	2.7	35.8	48.2
1430	234	5	204	3	16	3	1	0	1	1	0	0	0	35	15.0	9	3.8	2	0.9	39.7	50.2
1445	244	6	209	1	23	0	3	0	2	0	0	0	0	40	16.4	9	3.7.				

Time	Total	Classification												JPSL 50	JPSL% 50	JSL1 55 +5kph	JSL1% 55 +5kph	JSL2 60 +10kph	JSL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	445	17	377	3	35	7	1	0	4	2	1	0	0	228	51.1	117	26.3	54	12.1	49.9	58.4
0100	279	7	243	2	19	4	1	0	2	1	0	0	0	181	64.7	103	36.9	48	17.1	52.7	60.7
0200	261	6	230	1	18	1	0	0	2	0	1	0	0	176	67.3	106	40.7	52	20.0	53.4	62.3
0300	221	4	192	1	20	1	0	0	1	1	0	0	0	160	72.1	103	46.7	58	26.1	55	63.9
0400	197	5	162	1	24	2	0	0	2	1	1	0	0	143	72.4	90	45.8	51	25.9	54.8	62.9
0500	253	7	194	1	43	2	1	0	1	2	2	0	0	157	62.1	100	39.3	56	22.0	52.9	62.7
0600	466	19	350	2	69	11	2	0	6	4	2	0	0	216	46.3	118	25.2	56	12.1	48.4	58.5
0700	697	29	543	4	81	18	5	2	6	5	3	0	0	229	32.8	113	16.3	54	7.7	45.2	55.6
0800	725	36	558	7	78	23	5	1	5	5	5	1	1	178	24.6	83	11.5	36	4.9	42.2	53.4
0900	767	41	584	3	94	22	4	1	7	7	4	0	0	172	22.4	74	9.6	29	3.8	43	52.6
1000	770	26	587	6	102	24	5	1	7	6	3	0	1	193	25.0	81	10.5	33	4.2	44.2	52.7
1100	830	27	641	8	108	21	4	1	8	7	3	0	1	184	22.1	75	9.1	26	3.1	43.2	52.3
1200	912	33	721	6	107	17	6	3	7	6	4	0	2	146	16.1	55	6.0	18	2.0	41.2	50.4
1300	984	44	792	5	104	15	7	1	8	4	3	0	1	107	10.9	40	4.1	17	1.7	36	48.1
1400	1003	38	826	7	91	17	6	1	7	5	4	0	1	96	9.6	39	3.9	11	1.1	34.9	47.3
1500	1047	43	860	10	97	16	5	2	5	4	3	1	1	89	8.5	36	3.5	15	1.4	32.9	46.5
1600	1070	64	863	11	84	19	8	3	7	3	6	1	2	66	6.2	25	2.3	8	0.7	30.4	44.6
1700	1101	92	865	11	77	21	11	2	8	4	6	1	2	82	7.4	34	3.1	13	1.2	32.4	45.8
1800	1059	87	837	13	68	21	11	2	8	4	5	1	1	98	9.3	42	3.9	15	1.4	34.2	47
1900	949	72	764	9	59	23	5	2	7	4	3	2	1	142	15.0	57	6.0	21	2.2	38.9	50
2000	903	57	748	8	55	17	5	1	7	2	3	1	0	168	18.6	59	6.5	21	2.3	42.6	51.2
2100	753	39	630	6	47	16	3	1	6	2	2	0	1	188	25.0	77	10.2	27	3.6	44.5	53
2200	671	34	571	4	38	16	2	1	4	1	1	0	0	234	34.9	106	15.8	39	5.8	47.1	55.3
2300	599	26	507	4	39	13	2	1	5	1	1	0	0	210	35.1	96	16.0	38	6.3	46.5	55.4
07-19	10965	561	8678	91	1090	234	78	21	83	61	50	6	13	1640	15.0	698	6.4	274	2.5	37.6	50
06-22	14036	747	11171	116	1319	300	93	25	108	73	60	9	16	2354	16.8	1008	7.2	399	2.8	38.7	50.7
06-00	15306	807	12249	124	1395	329	96	26	116	75	62	10	16	2798	18.3	1210	7.9	477	3.1	39.4	51.2
00-00	16963	854	13647	133	1553	346	99	27	128	81	68	10	17	3841	22.7	1829	10.8	795	4.7	40.7	52.8

Time	Total	Classification												JPSL 50	JPSL% 50	JSL1 55 +5kph	JSL1% 55 +5kph	JSL2 60 +10kph	JSL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	16513	987	12678	127	1940	297	106	37	123	100	86	14	18	3486	21.1	1723	10.4	757	4.6	39.5	52.5
Tue	17119	846	13539	143	1648	476	99	39	125	104	69	12	19	3214	18.8	1504	8.8	647	3.8	39	51.6
Wed	17647	890	14005	157	1569	526	103	28	121	97	111	17	23	3297	18.7	1516	8.6	665	3.8	39	51.5
Thu	17229	995	13535	145	1715	332	133	36	128	94	78	13	25	3300	19.2	1535	8.9	681	4.0	39.2	51.8
Fri	18195	923	14652	135	1645	390	107	19	136	84	75	10	19	3928	21.6	1916	10.5	828	4.6	39.8	52.6
Sat	17051	625	14469	117	1250	255	86	20	145	39	32	4	9	4549	26.7	1973	11.6	787	4.6	43.1	53.6
Sun	14988	714	12649	105	1101	144	61	13	119	49	27	1	5	5116	34.1	2639	17.6	1197	8.0	45.8	56.1
5 Day Ave.	17341	928	13682	141	1703	404	110	32	127	96	84	13	21	3445	19.9	1639	9.5	716	4.1	39.3	52.0
7 Day Ave.	16963	854	13647	133	1553	346	99	27	128	81	68	10	17	3841	22.7	1829	10.8	795	4.7	40.7	52.8
--	118742	5980	95527	929	10868	2420	695	192	897	567	478	71	118	26890	22.7	12806	10.8	5562	4.7	40.7	52.8

Summary Graphs



Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	174	0	0	0	3	2	1	1	5	11	41	41	36	22	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	165	0	0	0	3	2	2	1	1	9	42	58	31	10	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	123	0	0	0	0	1	3	3	9	8	12	35	25	18	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0
0045	134	0	0	0	0	0	2	1	1	4	33	38	22	22	5	4	1	0	1	0	0	0	0	0	0	0	0	0	0
0100	134	0	0	0	0	2	0	0	0	9	19	43	32	19	5	2	1	1	0	0	0	0	0	1	0	0	0	0	0
0115	110	0	0	0	0	1	2	1	1	4	20	36	26	13	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	123	0	0	1	0	0	0	0	1	2	20	23	45	19	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0145	105	0	0	0	0	1	1	1	2	3	16	23	24	21	7	4	0	1	0	0	0	0	1	0	0	0	0	0	0
0200	97	0	0	0	0	1	1	0	2	2	19	26	26	9	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0
0215	110	0	0	0	0	0	0	0	3	4	29	24	24	13	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	113	0	0	0	0	0	0	0	1	5	16	30	31	13	11	3	3	0	0	0	0	0	0	0	0	0	0	0	0
0245	126	0	0	0	0	2	1	0	0	6	21	31	25	20	15	2	2	0	1	0	0	0	0	0	0	0	0	0	0
0300	98	0	0	0	0	0	0	0	1	3	13	34	23	13	6	2	2	0	0	0	0	0	0	0	1	0	0	0	0
0315	99	0	0	0	0	0	0	1	4	2	12	23	23	11	9	9	2	2	1	0	0	0	0	0	0	0	0	0	0
0330	105	0	0	0	1	0	2	1	0	2	19	25	19	14	15	3	3	1	0	0	0	0	0	0	0	0	0	0	0
0345	87	0	0	0	0	1	0	1	1	8	8	24	17	12	6	5	3	0	0	1	0	0	0	0	0	0	0	0	0
0400	72	0	0	0	0	1	0	0	0	3	11	18	16	17	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	80	0	0	0	0	0	0	0	1	4	17	17	18	13	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0
0430	57	0	0	0	1	0	0	1	0	6	9	13	12	10	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	55	0	0	0	0	1	0	0	0	2	8	16	12	5	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0
0500	46	0	0	0	1	0	0	0	1	0	4	9	13	7	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	44	0	0	0	0	0	0	0	0	6	2	10	8	10	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0
0530	37	0	0	0	0	0	0	0	0	7	7	12	2	3	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0
0545	38	0	0	0	0	0	0	1	0	6	11	1	6	6	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0
0600	58	0	0	0	0	0	1	1	0	3	15	10	16	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	52	0	0	0	1	3	0	0	3	2	12	10	13	5	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0630	53	0	0	0	0	1	0	0	2	13	5	10	12	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	69	0	0	1	0	0	2	3	2	8	4	20	12	6	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0
0700	73	0	0	1	0	0	1	1	1	7	19	13	16	9	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0
0715	74	0	0	0	0	1	0	0	1	7	12	20	17	12	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0
0730	94	0	0	0	1	3	2	7	4	1	15	29	13	8	7	2	1	0	1	0	0	0	0	0	0	0	0	0	0
0745	90	0	0	0	1	2	0	2	4	10	20	24	12	10	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	83	0	0	0	2	0	4	2	2	14	18	22	12	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0815	90	0	0	0	0	0	1	3	3	12	21	27	12	8	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0830	100	0	0	0	1	3	0	2	4	9	22	33	14	4	7	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0845	110	0	0	1	1	2	1	1	2	9	36	25	15	13	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0
0900	117	0	0	0	1	5	0	1	7	21	32	26	17	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915	141	0	0	0	3	3	3	5	11	34	45	16	14	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930	136	0	0	0	2	3	1	2	10	26	36	30	18	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0945	125	0	0	0	2	1	0	2	8	38	42	15	6	7	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1000	144	0	0	0	2	2	0	5	19	33	33	21	17	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1015	135	0	0	0	2	4	4	5	4	27	33	34	13	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030	175	0	2	0	1	4	3	13	32	33	37	25	17	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1045	165	0	0	1	1	1	0	1	14	43	50	36	12	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	180	0	1	0	2	2	4	21	39	36	32	35	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115	219	0	1	9	10	11	18	17	39	50	32	19	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130	177	0	0	1	1	8	4	5	11	40	54	25	21	2	3	0	1	0	0	0	0	1	0	0	0	0	0	0	0
1145	163	0	0	0	4	0	4	2	10	27	54	31	14	12	2	1	0	0	1	0	1	0	0	0	0	0	0	0	0
1200	217	0	0	0	1																								

18028 / STEEVENS LANE, DUBLIN
MARCH 2026
AUTOMATIC TRAFFIC COUNT

18028 - Steevens Lane, Dublin ATC 5.xlsx Westbound - Results

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	73	0	0	0	0	1	2	2	5	7	15	22	9	3	4	2	0	0	1	0	0	0	0	0	0	0	0	0	0
0015	51	0	0	0	0	0	1	0	2	1	15	18	7	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	60	0	0	0	1	0	1	0	4	12	12	13	5	7	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	51	0	0	0	0	0	0	1	4	6	12	10	7	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	47	0	0	1	1	0	0	0	1	5	9	19	3	3	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	42	0	0	0	0	0	0	1	1	11	4	9	7	7	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
0130	34	0	0	0	0	0	0	0	0	1	2	7	7	8	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0145	33	0	0	0	0	0	0	0	1	6	8	5	3	4	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0
0200	32	0	0	0	0	0	0	0	0	1	3	5	8	5	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0215	39	0	0	0	0	0	1	0	2	2	5	13	7	3	3	2	0	0	0	0	0	1	0	0	0	0	0	0	0
0230	19	0	0	0	0	0	0	0	1	0	6	8	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	28	0	0	0	0	1	0	1	1	4	4	8	4	1	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0
0300	30	0	0	0	0	1	0	1	2	1	5	4	5	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	26	0	0	0	1	0	0	0	0	0	3	5	5	6	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0330	30	0	0	0	0	0	0	0	1	2	4	6	2	5	5	1	3	1	0	0	0	0	0	0	0	0	0	0	0
0345	21	0	0	0	0	0	0	0	1	0	4	4	6	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	25	0	0	0	0	0	0	1	0	1	8	5	2	7	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0415	25	0	0	0	0	0	0	0	1	2	4	7	3	4	1	1	0	1	0	1	0	0	0	0	0	0	0	0	0
0430	38	0	0	0	0	0	0	0	0	1	2	4	7	6	9	2	3	2	1	1	0	0	0	0	0	0	0	0	0
0445	43	0	0	0	2	0	1	1	2	1	8	13	8	3	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0
0500	62	0	1	0	0	0	1	0	2	2	8	12	14	13	4	3	0	0	0	1	1	0	0	0	0	0	0	0	0
0515	66	0	0	0	0	1	3	0	0	10	12	10	20	5	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0
0530	99	0	0	1	1	1	1	3	8	16	19	18	15	10	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0
0545	111	0	0	1	4	5	1	2	3	7	21	29	21	7	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	146	0	0	0	0	2	1	4	18	42	26	28	11	8	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0615	170	0	0	0	1	4	5	9	13	30	41	36	15	9	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	201	0	0	0	1	6	1	7	10	41	50	44	19	8	7	4	2	1	0	0	0	0	0	0	0	0	0	0	0
0645	228	0	0	2	1	8	11	21	32	59	37	28	17	8	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	203	0	0	1	2	2	3	5	33	47	48	34	20	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0715	215	0	0	2	5	8	13	8	38	49	50	14	17	7	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0730	240	1	5	4	1	9	16	24	49	64	32	18	10	5	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0745	199	0	1	0	1	4	7	13	43	34	33	41	18	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0800	234	0	0	0	4	9	14	29	68	43	34	19	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815	215	0	1	1	5	13	18	10	34	59	44	19	7	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0830	220	0	0	2	8	15	5	21	40	63	30	15	12	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0845	243	0	2	8	24	21	24	22	40	49	26	21	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	235	0	1	5	5	26	31	31	35	55	24	13	5	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0915	199	0	0	0	4	3	7	7	22	51	53	32	11	4	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0930	203	0	0	0	2	3	4	21	22	46	52	37	9	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945	186	0	0	0	2	1	4	12	23	44	52	28	14	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	229	0	0	4	9	10	14	17	46	43	42	17	17	5	1	1	2	0	1	0	0	0	0	0	0	0	0	0	0
1015	220	0	3	5	10	18	36	34	46	28	18	10	10	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1030	171	0	0	0	0	1	1	0	8	56	49	31	12	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1045	192	0	0	1	0	1	0	9	13	34	66	40	16	8	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	213	0	1	0	1	6	11	10	31	47	55	30	15	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1115	210	0	0	2	10	15	6	11	36	33	49	27	16	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130	218	0	0	2	4	7	8	8	27	50	72	26	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145	207	0	2	3	15	17	18	13	17	37	40	29	10	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	245	0	0	0	2	9</																							

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MARCH 2026
AUTOMATIC TRAFFIC COUNT

Time	Total	Speed Bins (km/h)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
0000	90	0	0	0	0	1	0	0	1	8	24	37	10	6	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0015	69	0	0	0	0	2	1	1	2	4	18	28	6	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	70	0	0	0	0	1	0	0	0	0	5	16	20	17	2	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0
0045	61	0	0	0	0	0	0	0	0	1	9	15	19	8	6	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0100	48	0	0	1	0	0	0	0	3	14	8	8	7	2	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
0115	35	0	0	0	0	0	0	1	2	7	10	5	7	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0130	47	0	0	0	0	0	1	0	2	5	13	15	6	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	31	0	0	0	0	0	0	0	1	1	5	6	9	5	2	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
0200	43	0	0	0	0	0	0	0	0	4	10	7	6	8	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0
0215	29	0	0	0	0	0	0	1	2	2	2	6	8	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	26	0	0	0	0	0	0	0	1	1	5	10	2	5	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0245	28	0	0	0	0	0	0	1	1	5	3	9	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	39	0	0	0	0	0	0	0	2	7	5	7	8	6	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	24	0	0	0	0	1	0	2	2	6	1	1	5	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	28	0	0	0	0	0	1	0	0	1	5	8	6	3	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0345	32	0	0	1	0	0	0	1	2	4	7	8	4	2	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	26	0	0	0	0	0	0	0	2	1	8	4	2	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	32	0	0	0	0	0	0	0	1	3	3	14	5	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	29	0	0	0	0	0	0	0	0	2	7	6	6	1	2	2	1	0	0	2	0	0	0	0	0	0	0	0	0	0
0445	37	0	0	0	1	0	1	1	2	2	8	7	7	4	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	62	0	0	1	0	1	0	1	3	3	14	13	9	7	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	72	0	0	0	0	1	1	0	1	15	26	5	7	7	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	101	0	0	1	1	1	2	3	5	13	26	21	8	15	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0
0545	90	0	0	1	1	1	1	4	3	3	18	23	20	9	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	145	0	0	0	0	4	2	11	21	17	35	17	21	11	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	177	0	0	0	1	2	0	15	11	43	44	30	11	10	4	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	236	0	0	1	6	7	3	12	31	52	42	51	18	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	185	1	0	7	13	15	7	11	15	17	44	28	16	6	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	225	0	0	1	9	12	30	21	40	46	36	18	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715	224	0	1	1	6	10	8	13	34	63	45	25	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730	233	0	0	0	3	3	8	17	23	44	68	45	8	10	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0745	212	0	0	0	5	4	4	22	46	54	37	18	11	7	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	215	0	3	10	25	23	24	20	22	26	36	17	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815	243	1	3	9	24	29	8	13	26	50	39	20	12	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830	239	0	1	6	16	17	15	18	51	37	43	21	11	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0845	225	0	0	2	8	8	3	19	24	49	62	32	7	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	218	0	0	0	5	4	5	14	28	47	61	33	13	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915	229	0	1	0	2	3	7	27	42	66	35	28	11	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930	228	0	0	3	8	8	11	36	52	44	31	22	8	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945	174	0	0	3	0	2	2	8	23	28	32	37	22	10	1	1	3	1	0	0	0	1	0	0	0	0	0	0	0	0
1000	199	0	0	0	2	1	7	16	30	42	43	27	17	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015	219	0	0	3	4	3	3	20	55	52	43	23	7	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030	220	0	0	0	3	0	0	9	36	69	52	29	14	5	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1045	227	0	0	1	4	3	8	24	31	67	49	33	4	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	218	0	0	0	1	1	13	25	33	41	39	34	20	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115	236	0	0	0	2	0	4	13	34	48	68	38	19	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130	237	0	0	1	1	0	19	21	49	68	47	19	10	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145	237	0	0	3	4	24	22	32	55	49	40	17	5	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	223	0	0	1	0	2	4	26	55	61	33	23	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215	223	0	0	1	5	4	2	14	48	65	40	33	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230	220	0	1	3	5	8	30	22	41	48	34	19	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245	240	0	1	7	9	15	17	38	55	38	38	16	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	223	0	6	21	19	19	21	28	28	22	24	24	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315	269	0	0	0	1	2	5	38	58	71	47	29	4	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330	250	0	1	3	3	5	4	18	64	61	51	24	13	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345	273	0	4	13	53	38	43	36	39	16	18	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	191	1	5	18	16	14	12	19	30	36	17	12	9	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
1415	274	1	11	26	28	20	33	43	36	36	24	7	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430	248	1	7	6	37	33	21	22	53	33	20	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445	268	0	0	31	61	33	49	47	14	16	9	4	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	266	0	6	17	22	16	28	41	38</																					

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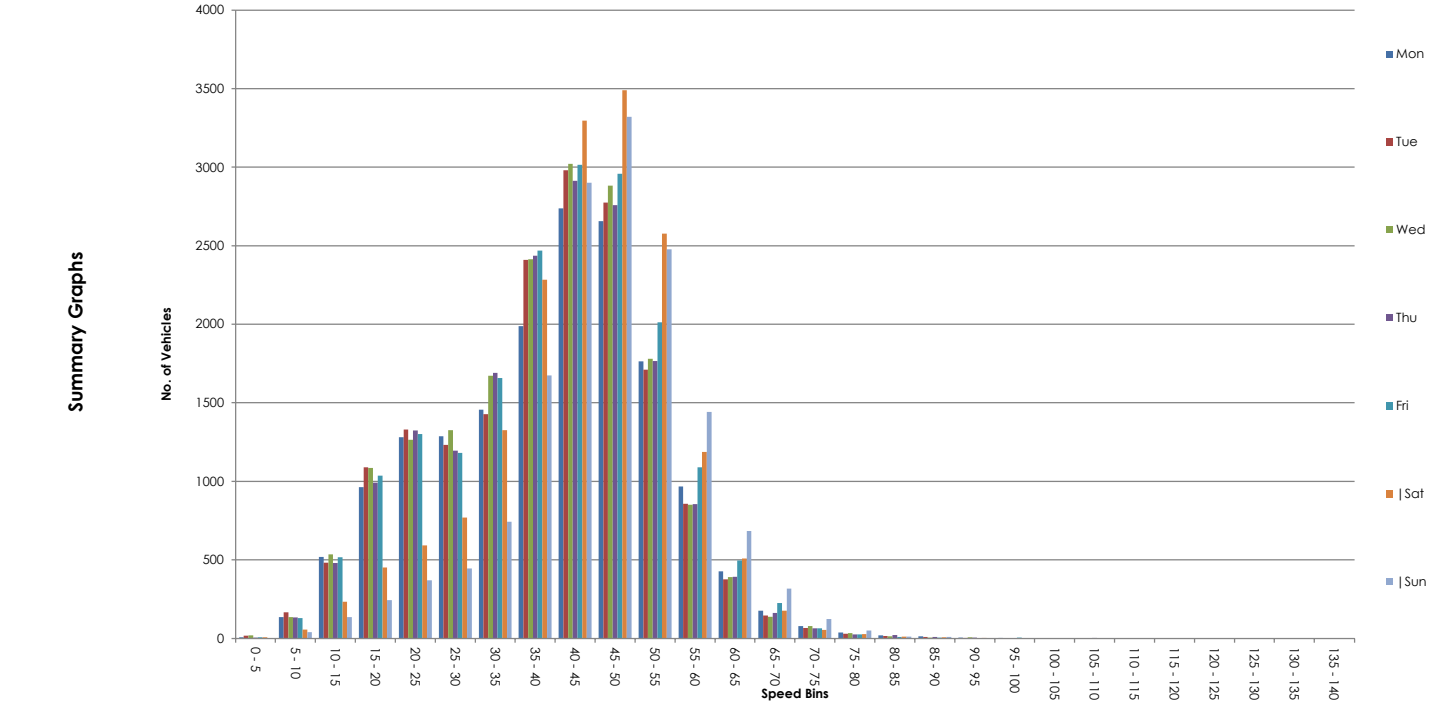
[illegible]

Time	Total	Speed Bins (km/h)																											
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	200	0	0	1	4	8	1	0	22	32	55	39	22	8	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0
0015	180	0	0	0	5	3	7	7	21	20	51	38	18	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	140	0	0	0	1	3	1	1	7	21	47	23	17	14	2	1	1	0	0	0	1	0	0	0	0	0	0	0	0
0045	104	0	0	0	3	0	3	1	3	10	24	24	21	10	1	3	0	0	0	0	1	0	0	0	0	0	0	0	0
0100	143	0	0	0	1	1	1	0	2	16	30	36	32	15	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	114	0	0	0	0	3	1	0	2	8	26	29	24	11	7	2	0	0	0	0	1	0	0	0	0	0	0	0	0
0130	101	0	0	1	0	1	4	1	3	11	22	24	22	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	110	0	0	1	0	1	0	1	5	10	21	28	29	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	92	0	0	0	1	0	0	2	3	8	20	21	24	7	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0215	97	0	0	0	1	1	1	0	1	7	11	35	22	11	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	72	0	0	0	0	0	1	1	0	1	9	20	19	9	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	89	0	0	0	1	0	0	2	3	8	11	17	23	12	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0300	84	0	0	0	0	0	0	1	1	13	12	23	14	11	5	2	1	0	1	0	0	0	0	0	0	0	0	0	0
0315	77	0	0	0	0	1	0	1	0	6	14	22	17	14	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0330	72	0	0	0	0	0	0	1	1	4	11	19	15	12	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0
0345	70	0	0	0	0	1	0	0	0	4	19	13	17	8	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	56	0	0	0	0	0	1	0	0	0	11	15	9	13	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	55	0	0	0	0	0	0	1	0	3	12	14	11	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	61	0	0	0	0	0	1	0	1	6	10	17	13	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	51	0	0	0	0	0	0	2	1	1	6	15	17	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	52	0	0	0	0	0	0	3	11	10	14	9	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	58	0	0	0	0	0	0	2	2	9	8	16	6	7	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0530	49	0	0	0	0	0	0	0	1	4	5	13	13	8	1	2	0	1	0	0	0	1	0	0	0	0	0	0	0
0545	57	0	0	0	1	1	2	1	0	4	5	14	15	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	46	0	0	0	1	0	0	0	0	2	8	9	15	4	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0
0615	69	0	0	0	0	2	0	3	1	5	9	13	14	9	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0
0630	94	0	0	0	3	1	1	2	8	12	26	21	10	5	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0
0645	81	0	1	1	2	1	0	0	0	9	16	16	18	12	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	125	0	0	0	0	2	0	1	6	11	35	33	16	9	10	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0715	169	0	0	0	1	5	1	2	15	26	20	49	17	16	15	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0730	209	0	0	0	1	3	0	8	20	46	50	28	25	15	9	3	0	1	0	0	0	0	0	0	0	0	0	0	0
0745	194	0	0	2	1	3	1	12	23	36	42	37	26	6	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0
0800	194	0	0	0	9	6	9	15	19	56	41	24	8	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0815	174	0	0	0	2	5	1	2	9	28	49	43	25	8	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0830	186	0	0	1	0	0	3	9	25	56	48	30	5	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845	179	0	0	0	3	0	2	7	30	53	44	15	17	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	221	0	0	0	1	11	8	14	51	71	45	12	5	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0915	212	0	0	0	2	3	4	16	37	55	47	33	7	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930	201	0	0	0	3	9	11	30	57	30	43	12	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945	195	0	2	12	20	21	14	10	19	33	28	23	9	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	180	0	0	0	4	3	2	7	17	31	61	38	8	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015	187	0	0	0	2	3	4	12	30	44	31	32	17	7	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1030	183	0	0	1	1	1	4	17	34	40	38	26	12	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1045	216	0	0	0	4	5	3	8	24	29	72	46	16	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	216	0	0	2	1	1	4	7	42	51	44	35	20	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115	182	0	0	0	3	5	17	15	15	32	42	35	9	5	1	2	0	0	0	0	1	0	0	0	0	0	0	0	0
1130	218	0	0	2	1	2	8	12	28	59	56	30	13	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145	205	0	0	1	2	2	6	12	25	44	52	38	17	3	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
1200	230	0	0	1	1	6	4	16	45	63	39	30</																	

Time	Total	Speed Bins (km/h)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	204	0	0	0	2	1	20	36	52	62	28	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	193	0	0	0	0	1	1	11	33	51	35	31	24	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	176	0	0	0	2	0	0	5	24	25	54	41	13	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	156	0	1	0	3	0	0	0	8	23	51	53	12	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0100	148	0	0	0	0	2	1	0	0	10	43	59	24	6	1	1	1	0	0	0	0	0	0	0	0	0	0	0
0115	113	0	0	0	0	2	1	2	5	9	30	38	16	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0
0130	130	0	0	0	0	1	1	0	4	20	43	41	14	3	1	1	0	1	0	0	0	0	0	0	0	0	0	0
0145	113	0	0	0	1	1	0	2	1	9	30	44	19	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	118	0	0	0	0	0	0	3	1	19	33	28	26	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	122	0	0	0	1	2	1	0	3	19	30	36	17	7	3	2	0	0	0	0	1	0	0	0	0	0	0	0
0230	109	0	0	0	0	0	0	1	3	3	16	21	36	19	8	2	0	0	0	0	0	0	0	0	0	0	0	0
0245	111	0	0	0	0	0	0	1	12	8	24	42	11	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	81	0	0	0	0	0	0	1	1	5	16	20	25	9	2	1	0	1	0	0	0	0	0	0	0	0	0	0
0315	81	0	0	0	0	2	1	0	0	5	19	23	17	8	2	3	0	0	1	0	0	0	0	0	0	0	0	0
0330	88	0	0	0	0	0	0	1	0	12	19	19	20	11	6	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	97	0	0	0	0	0	0	0	0	2	15	40	21	11	5	2	1	0	0	0	0	0	0	0	0	0	0	0
0400	75	0	0	0	1	0	0	0	1	2	11	23	22	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0
0415	99	0	0	0	0	1	0	1	0	3	19	32	21	15	5	1	1	0	0	0	0	0	0	0	0	0	0	0
0430	78	0	0	0	1	0	0	0	5	4	21	19	14	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0
0445	102	0	0	0	0	1	0	1	1	7	21	37	19	11	2	1	1	0	0	0	0	0	0	0	0	0	0	0
0500	81	0	0	0	0	0	0	0	1	20	18	20	17	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	65	0	0	0	0	1	0	0	3	13	20	18	4	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0530	61	0	0	0	0	0	0	1	1	6	10	16	6	10	8	1	0	2	0	0	0	0	0	0	0	0	0	0
0545	44	0	0	0	0	0	0	0	0	2	12	14	4	5	4	1	2	0	0	0	0	0	0	0	0	0	0	0
0600	44	0	0	0	0	0	0	1	0	4	11	10	11	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	49	0	0	0	0	0	0	0	0	2	10	23	8	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0630	45	0	0	0	0	0	0	0	0	1	5	4	16	11	6	2	0	0	0	0	0	0	0	0	0	0	0	0
0645	54	0	0	0	0	0	1	0	2	6	13	15	10	3	0	2	2	0	0	0	0	0	0	0	0	0	0	0
0700	83	0	0	0	0	1	0	0	3	10	12	35	12	8	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0715	115	0	0	0	0	2	3	1	10	13	29	31	13	8	2	0	2	1	0	0	0	0	0	0	0	0	0	0
0730	124	0	0	1	3	0	0	0	6	19	26	42	16	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0
0745	127	0	0	0	1	1	0	4	4	24	30	31	20	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	120	0	0	0	2	2	2	3	4	15	22	31	23	7	6	2	0	0	0	1	0	0	0	0	0	0	0	0
0815	133	0	0	0	2	2	0	0	7	15	49	30	17	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0
0830	107	0	0	0	1	2	1	0	0	17	22	27	18	10	5	2	2	0	0	0	0	0	0	0	0	0	0	0
0845	88	0	0	0	1	0	1	0	2	7	22	31	12	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0
0900	106	0	0	0	0	5	0	0	5	19	24	22	16	7	3	3	1	0	1	0	0	0	0	0	0	0	0	0
0915	142	0	0	0	0	3	3	1	13	19	37	30	24	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0930	190	0	0	2	1	2	3	24	31	41	36	32	9	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0
0945	172	0	0	0	2	2	0	2	20	44	50	35	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	151	0	0	0	3	2	2	2	16	33	55	22	11	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1015	173	0	0	0	0	4	4	8	12	48	41	33	13	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0
1030	161	0	0	0	0	5	1	3	15	39	51	25	18	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1045	176	0	0	0	2	2	5	10	19	27	50	36	13	8	3	0	1	0	0	0	0	0	0	0	0	0	0	0
1100	199	0	0	1	3	15	13	17	20	44	40	29	9	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0
1115	205	0	0	3	7	6	5	32	36	46	39	15	8	5	2	0	0	0	0	1	0	0	0	0	0	0	0	0
1130	175	0	0	0	1	4	2	10	34	40	39	20	13	7	2	1	1	0	1	0	0	0	0	0	0	0	0	0
1145	213	0	0	1	9	3	8	16	28	44	57	24	12	8	2	0	1	0	0	0	0	0	0	0	0	0	0	0
1200	214	0	0	3	2	6	13	25	29	51	44	20	11	7	1	0	1	1	0	0	0	0	0	0	0	0	0	0
1215	239	0	0	0	4	4	18	20	24	78	45	22	18	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1230	219																											

Time	Total	Speed Bins (km/h)																												
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140	
0000	445	0	0	0	4	4	7	11	32	53	106	110	63	32	12	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0
0100	279	0	0	1	0	3	2	2	6	25	60	78	55	30	10	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0200	261	0	0	0	1	2	1	3	8	23	48	70	54	27	17	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0
0300	221	0	0	0	0	1	1	2	3	15	39	56	46	31	16	6	3	1	1	0	0	0	0	0	0	0	0	0	0	0
0400	197	0	0	0	1	1	1	2	4	11	36	53	39	29	11	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0
0500	253	0	0	1	2	2	2	4	8	27	51	58	44	30	14	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0
0600	466	0	0	2	6	13	10	19	33	74	94	98	61	31	14	6	4	1	1	0	0	0	0	0	0	0	0	0	0	0
0700	697	0	1	4	12	20	27	42	89	130	143	115	60	32	13	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0
0800	725	0	3	13	28	41	33	49	89	143	148	95	48	20	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	767	0	1	4	14	25	28	68	127	170	157	98	44	18	7	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1000	770	0	1	3	11	18	21	55	111	176	181	112	48	20	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	830	0	1	6	14	26	34	62	124	189	192	109	49	17	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	912	0	3	8	21	32	47	81	175	224	174	91	37	12	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	984	1	12	38	84	80	83	119	163	163	136	67	23	9	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	1003	1	12	43	83	102	106	126	152	163	121	57	28	7	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1500	1047	2	19	64	111	128	125	134	134	136	107	52	22	10	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	1070	1	28	82	143	164	132	127	127	112	87	41	17	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	1101	1	16	64	128	151	137	123	138	153	107	47	21	8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	1059	1	10	46	90	131	119	138	157	153	114	57	27	9	3	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1900	949	0	5	28	43	65	69	89	158	191	158	85	36	11	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	903	0	0	3	16	23	33	75	165	229	191	109	38	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	753	0	0	3	13	15	19	45	109	171	191	111	50	17	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	671	0	0	1	5	8	12	21	66	141	183	128	67	25	9	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	599	0	0	2	6	12	14	29	61	112	152	114	58	23	8	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0
07-19	10965	8	107	374	740	918	891	1123	1586	1911	1667	942	424	167	64	23	9	5	3	1	1	1	0	0	0	0	0	0	0	0
06-22	14036	8	113	409	817	1033	1022	1351	2052	2576	2302	1346	608	241	94	34	16	7	4	1	1	1	1	0	0	0	0	0	0	0
06-00	15306	8	113	412	828	1053	1047	1402	2179	2828	2637	1588	733	288	111	41	19	8	4	2	1	1	1	1	0	0	0	0	0	0
00-00	16963	8	113	414	837	1065	1062	1424	2239	2981	2978	2012	1035	467	191	75	32	14	7	3	2	2	1	0	0	0	0	0	0	0

Virtual Week (1)																														
Time	Total	Speed Bins (km/h)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
Mon	16513	7	135	518	962	1281	1286	1456	1987	2739	2656	1763	966	426	176	79	37	18	12	5	3	1	0	0	0	0	0	0	0	0
Tue	17119	16	165	482	1089	1329	1231	1428	2410	2980	2775	1710	857	376	146	65	29	15	9	3	2	2	0	0	0	0	0	0	0	0
Wed	17647	18	135	535	1084	1264	1325	1672	2413	3022	2882	1781	851	390	138	77	33	13	5	6	1	2	0	0	0	0	0	0	0	0
Thu	17229	5	134	480	992	1323	1195	1690	2437	2914	2759	1765	854	391	162	63	26	21	8	4	1	2	3	0	0	0	0	0	0	0
Fri	18195	6	129	517	1036	1300	1180	1657	2468	3015	2959	2012	1088	495	224	63	24	9	4	2	4	2	1	0	0	0	0	0	0	0
Sat	17051	7	55	232	450	591	769	1326	2284	3297	3491	2576	1186	508	175	54	27	11	6	3	2	0	1	0	0	0	0	0	0	0
Sun	14988	0	39	136	243	369	445	742	1675	2901	3322	2477	1442	684	316	122	49	10	8	1	1	2	1	2	1	0	0	0	0	0
5 Day Ave.	17341	10	140	506	1033	1299	1243	1581	2343	2934	2806	1806	923	416	169	69	30	15	8	4	2	2	1	0	0	0	0	0	0	0
7 Day Ave.	16963	8	113	414	837	1065	1062	1424	2239	2981	2978	2012	1035	467	191	75	32	14	7	3	2	2	1	0	0	0	0	0	0	0
--	118742	59	792	2900	5856	7457	7431	9971	15674	20868	20844	14084	7244	3270	1337	523	225	97	52	24	14	11	6	2	1	0	0	0	0	0



Site No. 1
Location Steeven's Lane
Date 26 March 2026

Time	Eastern Footpath						Western Footpath					
	Northbound		Total	Southbound		Total	Northbound		Total	Southbound		Total
	PED	P/C		PED	P/C		PED	P/C		PED	P/C	
07:00	8	0	8	19	0	19	10	0	10	39	1	40
07:15	9	0	9	20	2	22	12	0	12	20	0	20
07:30	7	0	7	16	1	17	11	0	11	27	0	27
07:45	7	1	8	44	0	44	9	0	9	39	0	39
H/TOT	31	1	32	99	3	102	42	0	42	125	1	126
08:00	3	0	3	41	0	41	12	0	12	13	0	13
08:15	6	0	6	39	2	41	12	0	12	27	0	27
08:30	8	0	8	51	0	51	8	0	8	34	1	35
08:45	8	0	8	48	2	50	6	1	7	36	0	36
H/TOT	25	0	25	179	4	183	38	1	39	110	1	111
09:00	6	0	6	42	0	42	5	0	5	25	0	25
09:15	6	0	6	19	0	19	5	0	5	21	1	22
09:30	9	0	9	24	0	24	12	0	12	15	0	15
09:45	4	0	4	11	0	11	13	0	13	11	0	11
H/TOT	25	0	25	96	0	96	35	0	35	72	1	73
10:00	7	0	7	16	0	16	12	0	12	16	0	16
10:15	7	0	7	13	1	14	11	0	11	9	0	9
10:30	1	0	1	14	1	15	11	0	11	13	0	13
10:45	5	0	5	9	0	9	15	0	15	4	1	5
H/TOT	20	0	20	52	2	54	49	0	49	42	1	43
11:00	10	0	10	10	0	10	7	0	7	13	0	13
11:15	5	0	5	10	1	11	12	0	12	8	0	8
11:30	8	0	8	9	0	9	10	0	10	7	0	7
11:45	21	0	21	11	0	11	14	0	14	12	0	12
H/TOT	44	0	44	40	1	41	43	0	43	40	0	40
12:00	9	0	9	15	1	16	16	0	16	8	0	8
12:15	9	0	9	9	0	9	18	0	18	9	0	9
12:30	6	0	6	16	1	17	14	0	14	14	0	14
12:45	14	0	14	8	0	8	16	0	16	13	0	13
H/TOT	38	0	38	48	2	50	64	0	64	44	0	44
13:00	11	0	11	14	0	14	9	0	9	11	0	11
13:15	11	0	11	12	0	12	13	0	13	24	0	24
13:30	18	1	19	15	0	15	11	0	11	20	0	20
13:45	9	0	9	14	0	14	26	0	26	10	1	11
H/TOT	49	1	50	55	0	55	59	0	59	65	1	66
14:00	10	0	10	10	0	10	15	0	15	11	0	11
14:15	10	0	10	14	0	14	24	0	24	3	1	4
14:30	12	0	12	6	0	6	20	0	20	1	0	1
14:45	17	1	18	8	0	8	29	0	29	10	0	10
H/TOT	49	1	50	38	0	38	88	0	88	25	1	26
15:00	25	1	26	4	0	4	28	0	28	10	0	10
15:15	21	2	23	11	0	11	24	0	24	6	0	6
15:30	14	0	14	10	0	10	25	0	25	14	0	14
15:45	10	0	10	16	0	16	23	0	23	6	0	6
H/TOT	70	3	73	41	0	41	100	0	100	36	0	36
16:00	32	0	32	13	0	13	56	0	56	5	0	5
16:15	23	0	23	5	2	7	37	0	37	13	0	13
16:30	13	1	14	10	1	11	30	0	30	5	0	5
16:45	25	0	25	17	0	17	31	0	31	11	1	12
H/TOT	93	1	94	45	3	48	154	0	154	34	1	35
17:00	40	2	42	15	0	15	27	0	27	7	0	7
17:15	20	2	22	12	0	12	37	0	37	12	0	12
17:30	19	0	19	10	0	10	28	0	28	2	0	2
17:45	15	1	16	15	0	15	21	0	21	17	0	17
H/TOT	94	5	99	52	0	52	113	0	113	38	0	38
18:00	15	0	15	18	1	19	21	0	21	8	0	8
18:15	23	0	23	5	3	8	21	0	21	9	1	10
18:30	16	1	17	6	0	6	15	0	15	7	0	7
18:45	6	0	6	7	1	8	10	0	10	3	0	3
H/TOT	60	1	61	36	5	41	67	0	67	27	1	28
P/TOT	598	13	611	781	20	801	852	1	853	658	8	666

Site No. 1
Location Steeven's Lane
Date 28 March 2026

Time	Eastern Footpath						Western Footpath					
	Northbound		Total	Southbound		Total	Northbound		Total	Southbound		Total
	PED	P/C		PED	P/C		PED	P/C		PED	P/C	
07:00	1	0	1	4	0	4	10	0	10	2	0	2
07:15	4	0	4	4	0	4	7	0	7	12	0	12
07:30	3	0	3	1	1	2	4	0	4	6	0	6
07:45	5	0	5	1	0	1	8	0	8	6	1	7
H/TOT	13	0	13	10	1	11	29	0	29	26	1	27
08:00	4	0	4	5	0	5	14	0	14	0	0	0
08:15	9	0	9	3	0	3	5	0	5	3	0	3
08:30	10	0	10	7	0	7	9	0	9	4	0	4
08:45	5	0	5	6	1	7	8	0	8	7	0	7
H/TOT	28	0	28	21	1	22	36	0	36	14	0	14
09:00	6	0	6	8	0	8	9	0	9	5	0	5
09:15	2	2	4	1	0	1	6	0	6	9	1	10
09:30	4	0	4	16	0	16	8	0	8	4	0	4
09:45	6	1	7	9	0	9	10	1	11	9	0	9
H/TOT	18	3	21	34	0	34	33	1	34	27	1	28
10:00	7	0	7	9	0	9	8	0	8	16	0	16
10:15	10	0	10	9	0	9	10	0	10	12	0	12
10:30	13	0	13	14	1	15	15	0	15	6	0	6
10:45	8	0	8	8	0	8	9	0	9	5	0	5
H/TOT	38	0	38	40	1	41	42	0	42	39	0	39
11:00	9	1	10	16	1	17	10	0	10	19	0	19
11:15	10	0	10	6	0	6	12	0	12	3	0	3
11:30	10	0	10	34	1	35	6	0	6	18	0	18
11:45	9	0	9	11	0	11	12	0	12	8	0	8
H/TOT	38	1	39	67	2	69	40	0	40	48	0	48
12:00	9	0	9	10	0	10	12	1	13	11	0	11
12:15	9	0	9	6	1	7	16	0	16	8	0	8
12:30	14	0	14	19	0	19	17	1	18	8	0	8
12:45	9	0	9	21	0	21	9	1	10	5	0	5
H/TOT	41	0	41	56	1	57	54	3	57	32	0	32
13:00	9	0	9	18	1	19	11	0	11	6	0	6
13:15	11	0	11	25	0	25	7	0	7	14	0	14
13:30	8	0	8	18	0	18	8	0	8	6	0	6
13:45	13	0	13	21	0	21	9	0	9	5	0	5
H/TOT	41	0	41	82	1	83	35	0	35	31	0	31
14:00	11	1	12	31	0	31	10	0	10	10	0	10
14:15	4	0	4	20	0	20	4	1	5	2	2	4
14:30	5	0	5	6	0	6	2	0	2	17	0	17
14:45	22	0	22	9	0	9	12	0	12	8	0	8
H/TOT	42	1	43	66	0	66	28	1	29	37	2	39
15:00	16	1	17	17	1	18	8	0	8	6	0	6
15:15	9	0	9	10	1	11	13	0	13	3	0	3
15:30	8	0	8	8	0	8	7	0	7	1	0	1
15:45	16	0	16	21	0	21	12	0	12	5	0	5
H/TOT	49	1	50	56	2	58	40	0	40	15	0	15
16:00	21	0	21	8	0	8	20	0	20	9	0	9
16:15	12	0	12	19	0	19	16	0	16	7	0	7
16:30	25	0	25	13	0	13	6	0	6	12	1	13
16:45	19	1	20	8	0	8	9	0	9	6	0	6
H/TOT	77	1	78	48	0	48	51	0	51	34	1	35
17:00	7	0	7	17	1	18	3	0	3	3	0	3
17:15	5	0	5	10	1	11	2	0	2	12	0	12
17:30	2	0	2	17	0	17	9	0	9	13	0	13
17:45	3	0	3	13	0	13	7	0	7	17	0	17
H/TOT	17	0	17	57	2	59	21	0	21	45	0	45
18:00	7	0	7	11	0	11	4	1	5	10	0	10
18:15	6	0	6	8	0	8	3	0	3	3	0	3
18:30	4	0	4	5	0	5	13	0	13	7	0	7
18:45	3	0	3	12	0	12	9	0	9	7	0	7
H/TOT	20	0	20	36	0	36	29	1	30	27	0	27
P/TOT	422	7	429	573	11	584	438	6	444	375	5	380

APPENDIX B - PEDESTRIAN COMFORT LEVEL ASSESSMENT



Pedestrian Survey Summary

Steeven's Lane ESB Substation

April 2026

SYSTRA

DOCUMENT CONTROL SHEET

IDENTIFICATION TABLE

Client/Project owner	MWP Ltd
Project	Steeven's Lane ESB Substation
Study	Pedestrian Survey Summary
Type of document	Report
Date	21/07/2026
Reference number	MWP_270226
Number of pages	21

APPROVAL

Version	Name		Position	Date	Modifications
R003	Author	D. Harris	Consultant	21/07/2026	Updated conclusions
	Checked by	G Moon	Associate	21/07/2026	
	Approved by	G Moon	Associate	21/07/2026	

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1. INTRODUCTION

1.1 Overview

- 1.1.1 SYSTRA Ltd (SYSTRA) has been commissioned by MWP Ltd to provide transport planning advice in relation to the proposed development of a 110 kV Distribution Substation at Steeven's Lane, located in the south west of Dublin City Centre.
- 1.1.2 The site location in the context of the wider Dublin City Centre is shown in **Figure 1**.

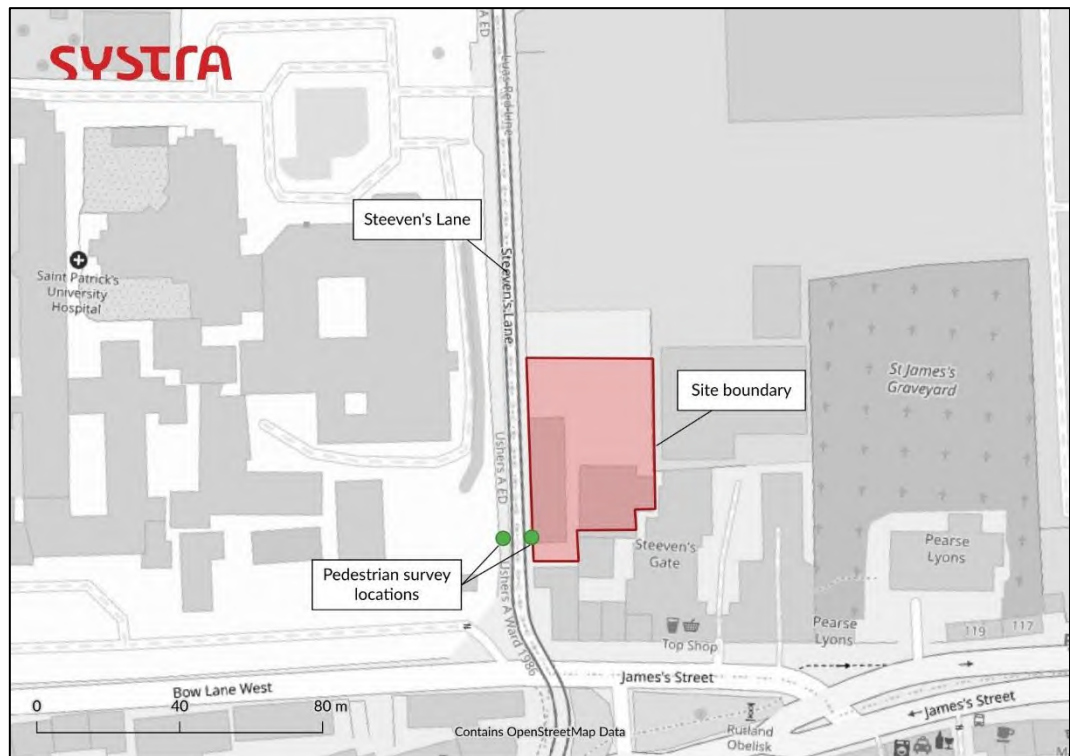
Figure 1. Site Location



1.2 Pedestrian Survey

- 1.2.1 A pedestrian survey was undertaken on Steeven's Lane which recorded the number and direction of pedestrian movements on each footway.
- 1.2.2 The surveys were undertaken on Thursday 26th March 2026 and Saturday 28th March 2026 from 07:00 to 19:00. Pedestrian movements were recorded at 15-minute intervals throughout the survey periods.
- 1.2.3 The locations of the pedestrian surveys are indicated by **Figure 2**.

Figure 2. Locations of Pedestrian Surveys



2. PEDESTRIAN SURVEY RESULTS

2.1.1 A summary of the hourly totals for pedestrian movements on the eastern and western footpaths on Thursday 26 March and Saturday 28 March is provided in **Table 1** and **Table 2**, respectively.

Table 1. Pedestrian Movements by Hour – Thursday 26 March

HOUR	WESTERN FOOTPATH		EASTERN FOOTPATH	
	Northbound	Southbound	Northbound	Southbound
07:00-08:00	42	126	32	102
08:00-09:00	39	111	25	183
09:00-10:00	35	73	25	96
10:00-11:00	49	43	20	54
11:00-12:00	43	40	44	41
12:00-13:00	64	44	38	50
13:00-14:00	59	66	50	55
14:00-15:00	88	26	50	38
15:00-16:00	100	36	73	41
16:00-17:00	154	35	94	48
17:00-18:00	113	38	99	52
18:00-19:00	67	28	61	41
Total	853	666	611	801

2.1.1 **Table 1** shows that a total of ~1,500 northbound and ~1,500 southbound movements were observed throughout the day, split relatively evenly between the eastern and western footpaths.

Table 2. Pedestrian Movements by Hour – Saturday 28 March

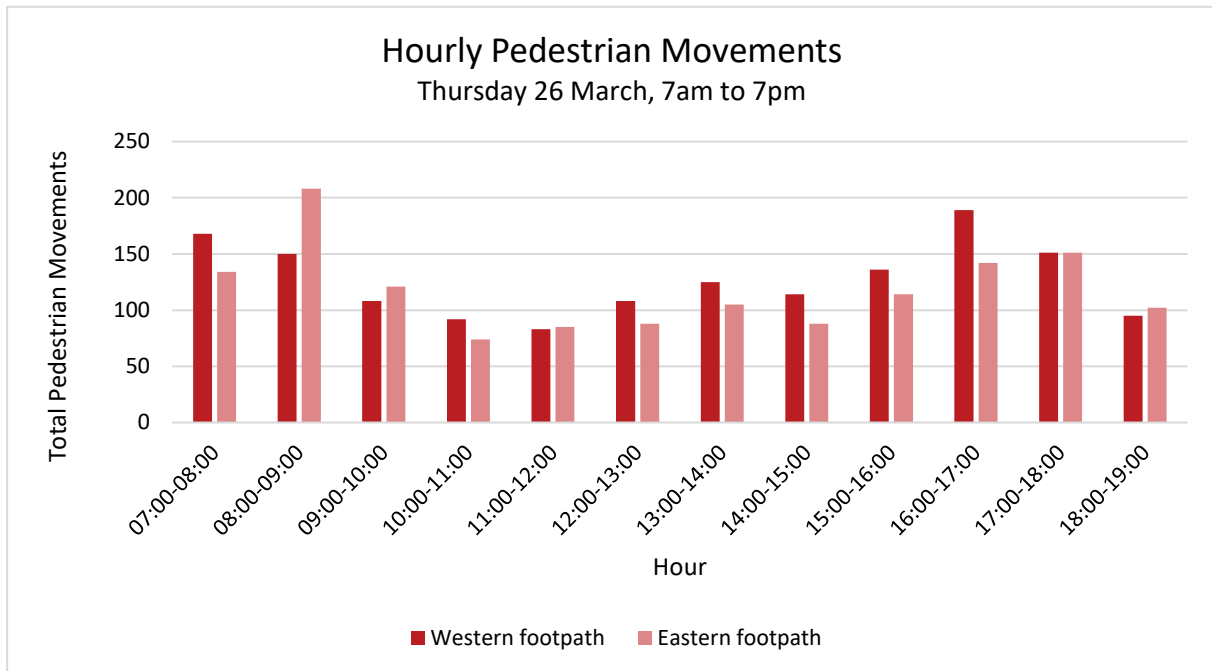
HOUR	WESTERN FOOTPATH		EASTERN FOOTPATH	
	Northbound	Southbound	Northbound	Southbound
07:00-08:00	29	27	13	11
08:00-09:00	36	14	28	22
09:00-10:00	34	28	21	34
10:00-11:00	42	39	38	41
11:00-12:00	40	48	39	69
12:00-13:00	57	32	41	57
13:00-14:00	35	31	41	83
14:00-15:00	29	39	43	66
15:00-16:00	40	15	50	58
16:00-17:00	51	35	78	48
17:00-18:00	21	45	17	59
18:00-19:00	30	27	20	36
Total	444	380	429	584

2.1.2 **Table 1** shows that a total of ~850 northbound and ~950 southbound movements were observed throughout the Saturday survey period, which was noticeably lower than the wekeday totals.

2.1.3 Again, movements were split relatively evenly between the eastern and western footpaths.

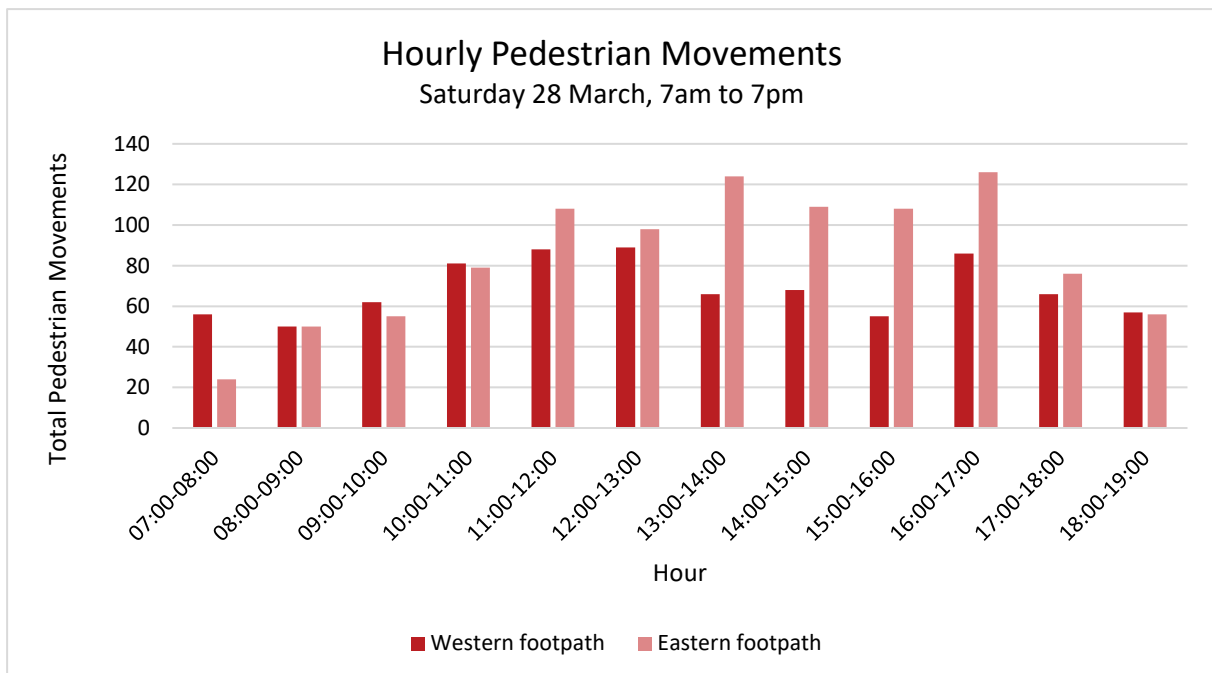
2.1.4 The flows of total pedestrian movements throughout the day is illustrated in **Figure 3** for Thursday 26 March and **Figure 4** for Saturday 28 March.

Figure 3. Pedestrian Movements by Hour – Thursday 26 March



2.1.5 **Figure 3** indicates that the AM peak for pedestrian movements on Steeven's Lane occurred at 08:00-09:00 and the PM peak occurred at 16:00-17:00 on the Thursday.

Figure 4. Pedestrian Movements by Hour – Saturday 28 March



2.1.1 **Figure 4** indicates that the AM peak for pedestrian movements on Steeven's Lane occurred at 11:00-12:00 and the PM peak occurred at 16:00-17:00 on the Sunday.

3. PEDESTRIAN COMFORT LEVEL ASSESSMENT

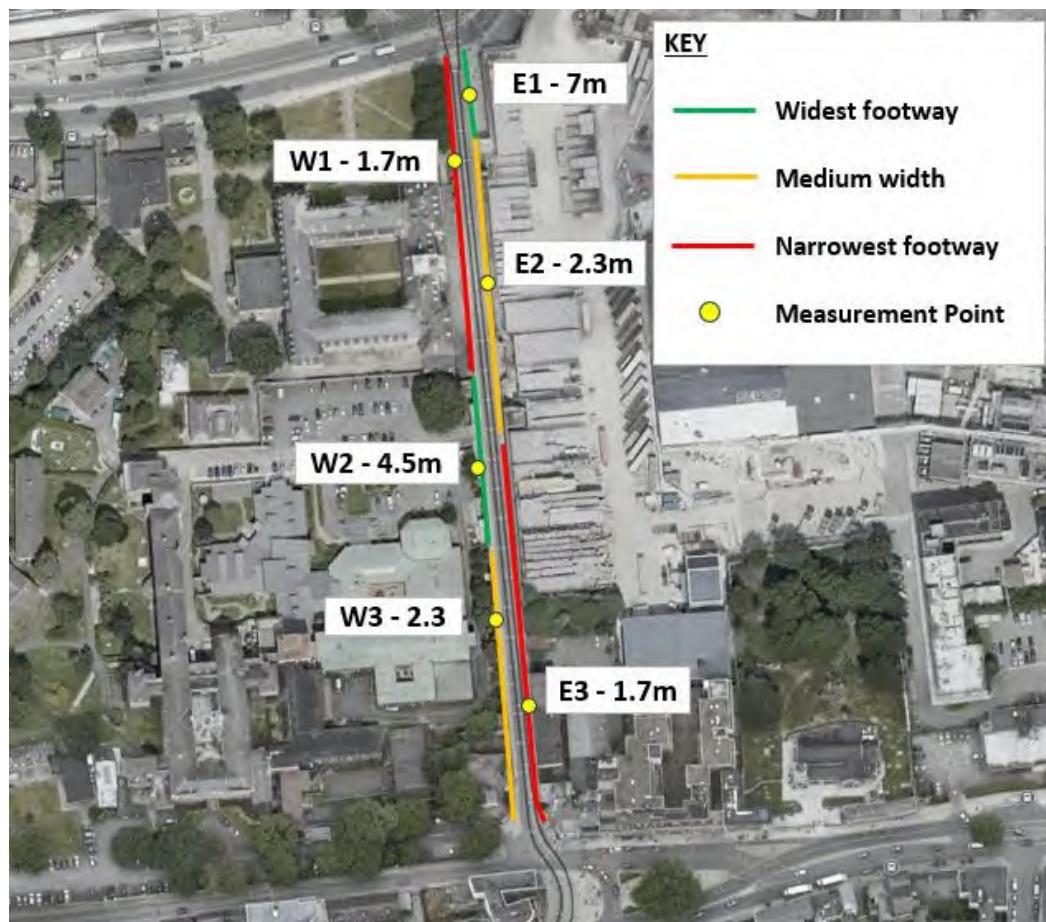
3.1 Guidance

- 3.1.1 SYSTRA has undertaken a Pedestrian Comfort Level Assessment using Transport for London's *Pedestrian Comfort Guidance for London* spreadsheet tool.
- 3.1.2 This Assessment classified the level of comfort based on the level of crowding a pedestrian experiences on the street. Pedestrian crowding is measured in terms of 'pedestrians per metre of clear footway width per minute' (ppmm). This is calculated from data on pedestrian activity and the street environment.
- 3.1.3 In the assessment, Pedestrian Comfort levels are graded as from A – F:
- **A: Comfortable for all areas.** 'The pedestrian environment is very comfortable at PCL A+ to A-, with plenty of space for people to walk at the speed and route they choose.
 - **B: Recommended minimum for all areas.** This level provides enough space for normal working speed and some choice in the route take.
 - **C: Increasingly uncomfortable.** The pedestrian environment is increasingly uncomfortable, with the majority of people experiencing conflict or closeness with other pedestrians.
 - **D: Very Uncomfortable.** At PCL D, walking speeds are restricted and reduced, and there are difficulties in bypassing slower pedestrians or moving in reverse flows.
 - **E: Very Uncomfortable.** At PCL E people have very little personal space, and speed and movement is very restricted.
- 3.1.4 For the purposes of the assessment, the Steeven's Lane area has been considered to be an 'Office and Retail' area.

3.2 Assessment

- 3.2.1 The eastern and western footway widths were measured at three points along Steeven's Lane, to account for varying footway widths. The assessment was undertaken for the eastern footpath at each point (E1, E2 and E3) and the western footpath at each point (W1, W2 and W3).
- 3.2.2 The locations of these points are shown in **Figure 5**.

Figure 5. Measurement Locations on Footpaths



3.2.3 The following assessments have been undertaken:

- Current Situation, with both eastern and western footways open.
- Construction phase, with eastern footway closed, and all pedestrian movements along the western footway.

3.3 Results

Current Situation

3.3.1 The results of the Pedestrian Comfort Level assessment for the eastern footpath are presented in **Table 3**.

Table 3. Pedestrian Comfort Level Assessment – Eastern Footpath

LOCATION	ASSESSMENT	TUESDAY	SATURDAY
Surveyed location	Average flow (PPH)	59	42
	Peak hour flow (PPH)	208	126
E1	Total footway width	7.0m	7.0m
	Clear footway width	6.6m	6.6m
	Pedestrian Comfort Level (at peak hour flow levels)	A+ 1 ppm	A+ 0 ppm
	Pedestrian Comfort Level (average of maximum activity)	A+ 0 ppm	A+ 0 ppm
E2	Total footway width	2.3m	2.3m
	Clear footway width	1.9m	1.9m
	Pedestrian Comfort Level (at peak hour flow levels)	A+ 2 ppm	A+ 1 ppm
	Pedestrian Comfort Level (average of maximum activity)	A+ 2 ppm	A+ 1 ppm
E3	Total footway width	1.7m	1.7m
	Clear footway width	1.3m	1.3m
	Pedestrian Comfort Level (at peak hour flow levels)	F 3 ppm	F 2 ppm
	Pedestrian Comfort Level (average of maximum activity)	F 2 ppm	F 2 ppm

3.3.2 Table 3 indicates that the southernmost section of the eastern footpath on Steeven's Lane, where it is the narrowest, is rated an F. This relates more to narrow footway width than the volume of pedestrians.

3.3.3 The total width required for a rating of B+ is 1.9m and the clear width required is 1.5m, which is higher than the current total width of 1.7m and clear width of 1.3m.

- 3.3.4 The general characteristics of this section of Steeven's Lane eastern footpath is shown in **Figure 6**. In the photograph it can be seen that the footway is constrained by the wall to the east, and there is not much clearnace between the pedestrian and the passing tram.

Figure 6. Narrow Section of Steeven's Lane Eastern Footpath



- 3.3.5 The results of the Pedestrian Comfort Level assessment for the western footpath are presented in **Table 4**.

Table 4. Pedestrian Comfort Level Assessment – Western Footpath

LOCATION	ASSESSMENT	TUESDAY	SATURDAY
Surveyed location	Average flow (PPH)	63	34
	Peak hour flow (PPH)	189	89
W1	Total footway width	1.7m	1.7m
	Clear footway width	1.3m	1.3m
	Pedestrian Comfort Level (at peak hour flow levels)	F 2 ppm	F 1 ppm
	Pedestrian Comfort Level (average of maximum activity)	F 2 ppm	F 1 ppm
W2	Total footway width	4.5m	4.5m
	Clear footway width	4.1m	4.1m
	Pedestrian Comfort Level (at peak hour flow levels)	A+ 1 ppm	A+ 0 ppm
	Pedestrian Comfort Level (average of maximum activity)	A+ 1 ppm	A+ 0 ppm

LOCATION	ASSESSMENT	TUESDAY	SATURDAY
W3	Total footway width	2.3m	2.3m
	Clear footway width	1.9m	1.9m
	Pedestrian Comfort Level (at peak hour flow levels)	A+ 2 ppmm	A+ 1 ppmm
	Pedestrian Comfort Level (average of maximum activity)	A+ 2 ppmm	A+ 1 ppmm

- 3.3.6 **Table 4** indicates that the northernmost section of the western footpath on Steeven's Lane, where it is the narrowest, is rated an F. Again, this relates more to narrow footway width than the volume of pedestrians.
- 3.3.7 The total width required for a rating of B+ is 1.9m and the clear width required is 1.5m, which is higher than the current total width of 1.7m and clear width of 1.3m.
- 3.3.8 This narrow section of Steeven's Lane western footpath is shown in **Figure 7**.

Figure 7. Narrow Section of Steeven's Lane Western Footpath



Closure of eastern footway

- 3.3.9 During construction, the southern-most section of the eastern footway would be closed along the extent of the site boundary, as shown in **Figure 8**.
- 3.3.10 The results of the Pedestrian Comfort Level assessment for if the total pedestrian flows were present only on the western footpath are presented in **Table 5**. This assumes that the full extent of the eastern footway would be closed. The results are presented for the busiest peak hours on either day.

Table 5. Pedestrian Comfort Level Assessment – Combined Western Footpath AM

LOCATION	ASSESSMENT	TUESDAY	SATURDAY
Surveyed location	Average flow (PPH)	61	38
	Peak hour flow (PPH)	358	212
W1	Total footway width	1.7m	1.7m
	Clear footway width	1.3m	1.3m
	Pedestrian Comfort Level (at peak hour flow levels)	F 5 ppm	F 3 ppm
	Pedestrian Comfort Level (average of maximum activity)	F 2 ppm	F 1 ppm
W2	Total footway width	4.5m	4.5m
	Clear footway width	4.1m	4.1m
	Pedestrian Comfort Level (at peak hour flow levels)	A+ 1 ppm	A+ 1 ppm
	Pedestrian Comfort Level (average of maximum activity)	A+ 1 ppm	A+ 0 ppm
W3	Total footway width	2.3m	2.3m
	Clear footway width	1.9m	1.9m
	Pedestrian Comfort Level (at peak hour flow levels)	A 3 ppm	A+ 2 ppm
	Pedestrian Comfort Level (average of maximum activity)	A+ 1 ppm	A+ 1 ppm

3.3.11 **Table 5** indicates that points W2 and W3 in this scenario are rated either an A or A+, meaning that the footway is comfortable for its intended use at most times. However, again, the northernmost point W1 is rated an F, meaning that although in practice it may be possible to walk along the street, the clear footway width is insufficient for comfortable movement.

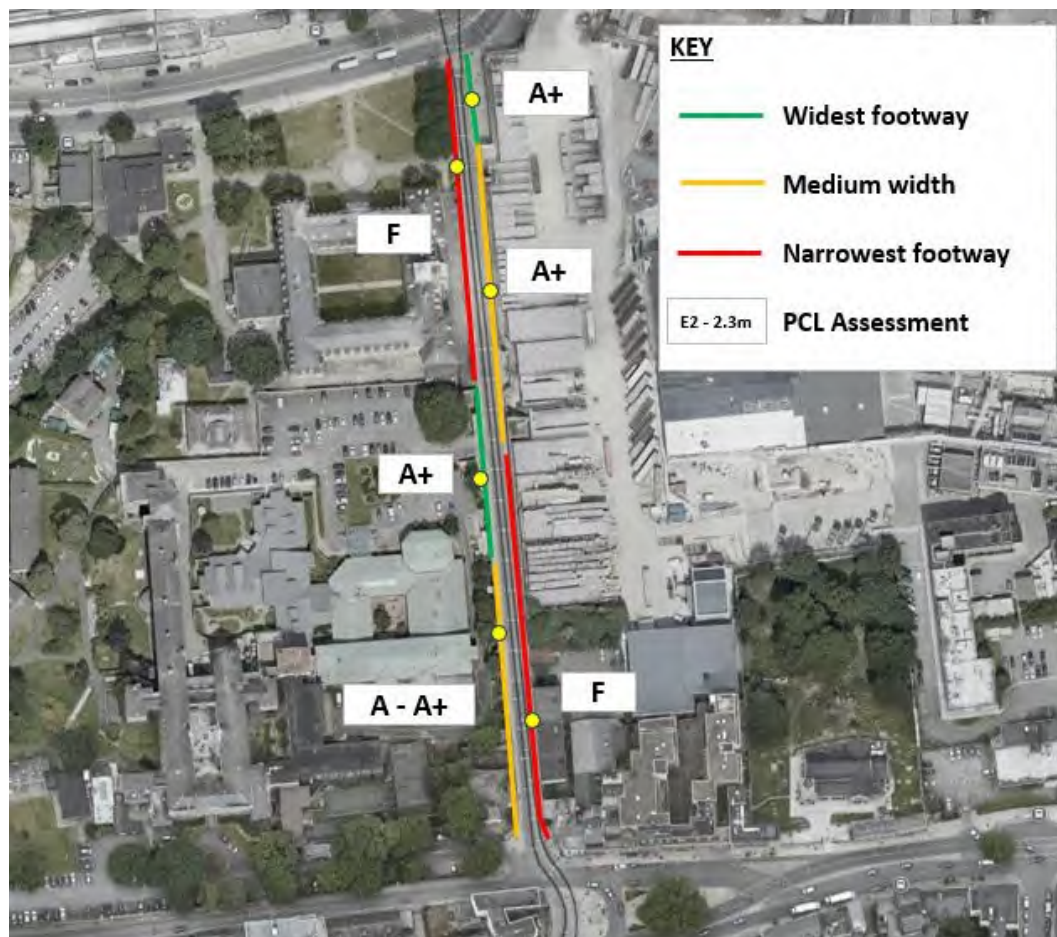
3.3.12 The total width required for a rating of B+ is 1.9m and the clear width required is 1.5m, which are higher than the total width of 1.7m and clear width of 1.3m at this point on Steeven's Lane.

4. SUMMARY AND RECOMMENDED STRATEGY

4.1 Summary

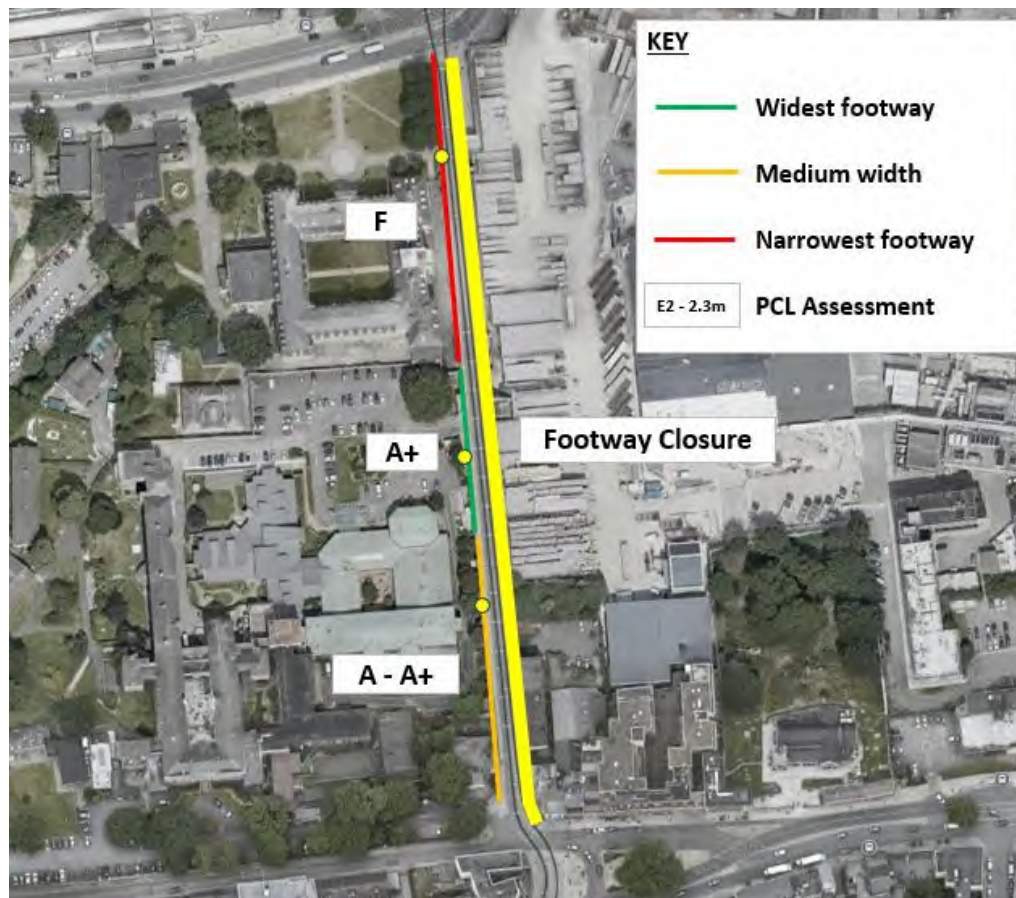
- 4.1.1 **Figure 8** shows the results from the PCL assessment of the current situation on Steeven's Lane.

Figure 8. PCL Assessment: Current Situation (Thur and Sat)



4.1.2 **Figure 9** shows the results from the PCL assessment if the eastern footway were entirely closed for the full length between Bow Lane West and the R148.

Figure 9. PCL Assessment: Closure of full length of eastern footway (Thur and Sat)

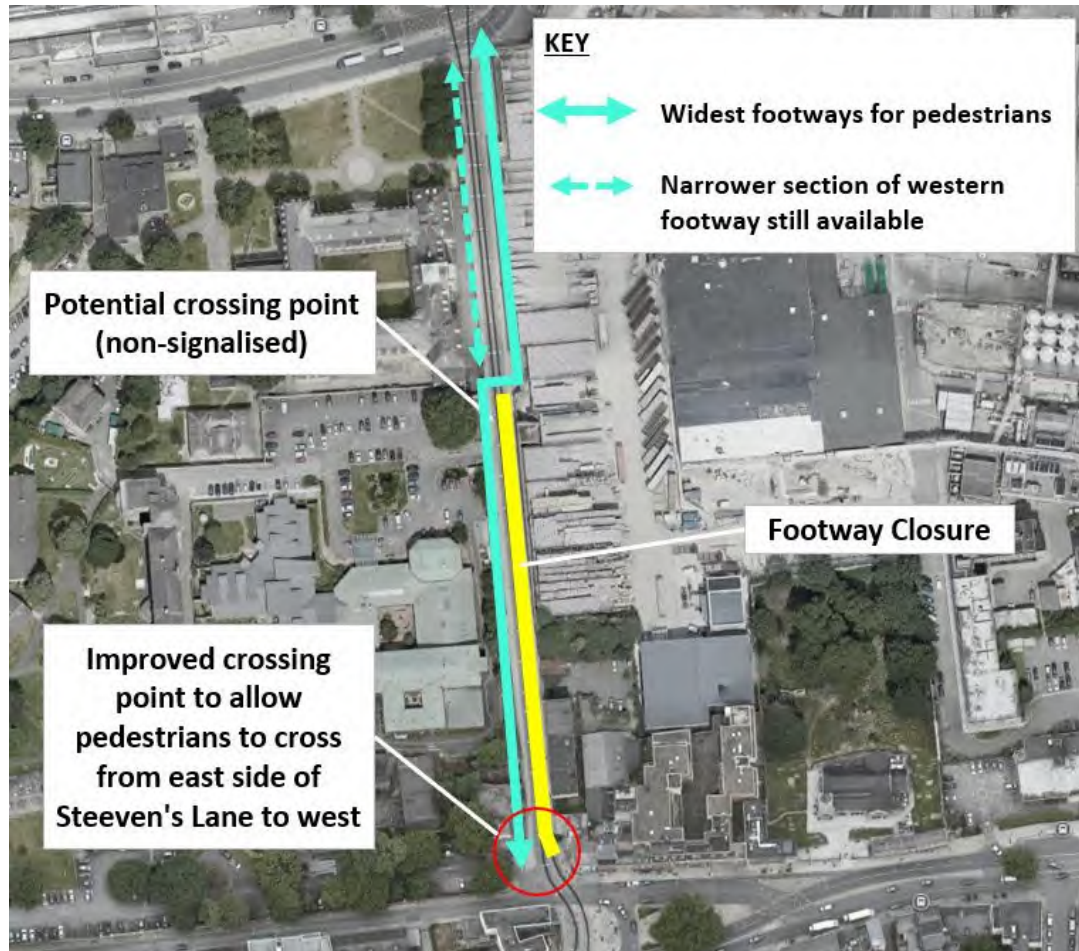


4.1.3 **Figure 9** shows that full closure of the footway would not change the current PCL levels on the western footway, but the earlier results indicated that activity on the narrowest northern section of footway would increase from around 2 pedestrians per minute (ppm) to around 5 (ppm) at peak times, potentially leading to more conflict in this narrow area.

4.2 Recommended Strategy

4.2.1 SYSTRA's recommended strategy is shown in **Figure 10**.

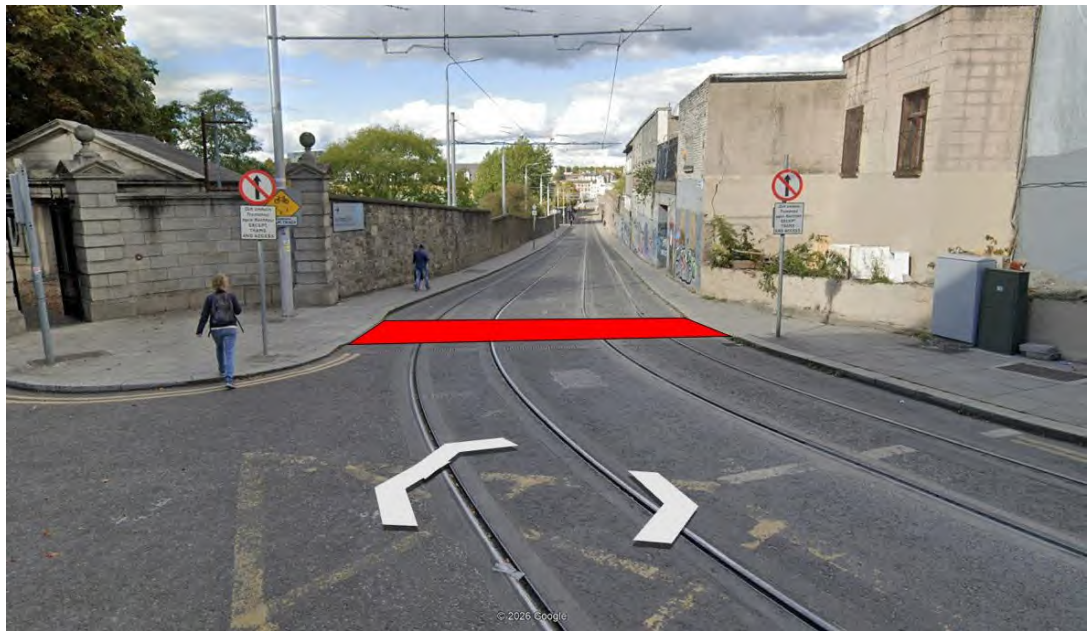
Figure 10. Pedestrian Strategy on Steeven's Lane



4.2.2 SYSTRA recommends that:

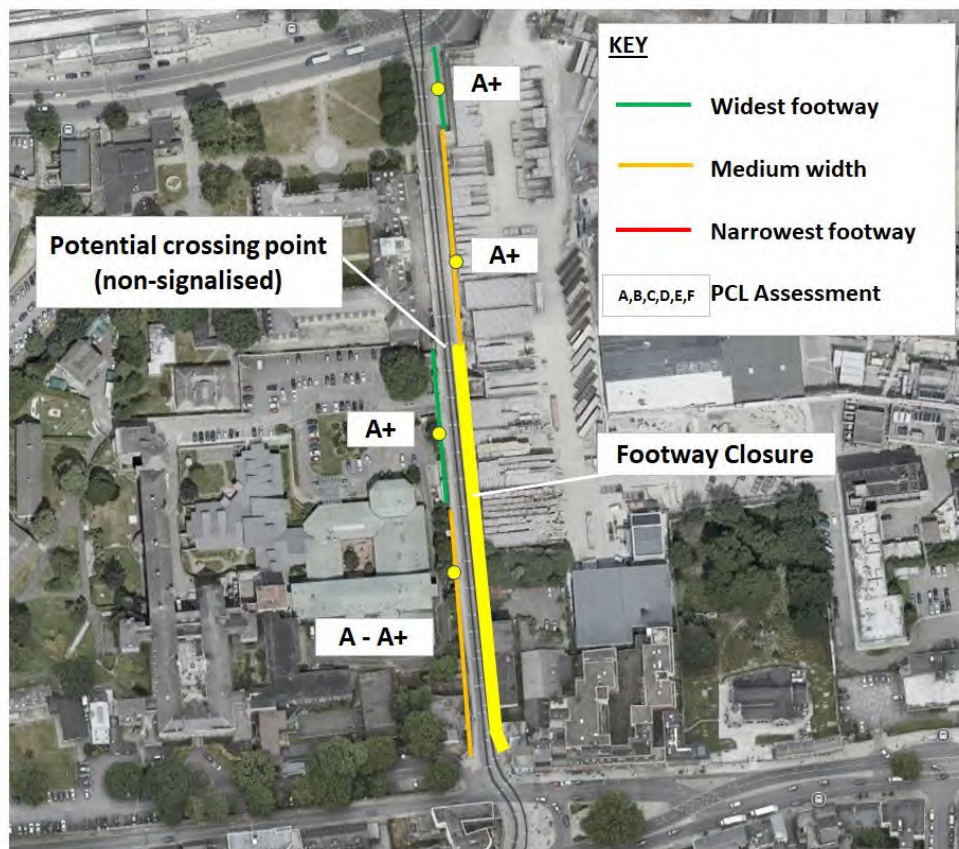
- The eastern footway is closed along the extent of the site boundary.
- A suitably signed crossing point is provided to the north of the site, to enable pedestrians to cross between the two footways. This will allow use of the wider northern section of the eastern footway, and reduce pressure on the narrowest northern section of the western footway.
- Temporary signs and potentially enhanced road markings are provided at the existing dropped kerb crossing across the south end of Steeven's Lane (see **Figure 11**), to allow pedestrians to cross from east to west.

Figure 11. Existing crossing location on Steeven's Lane



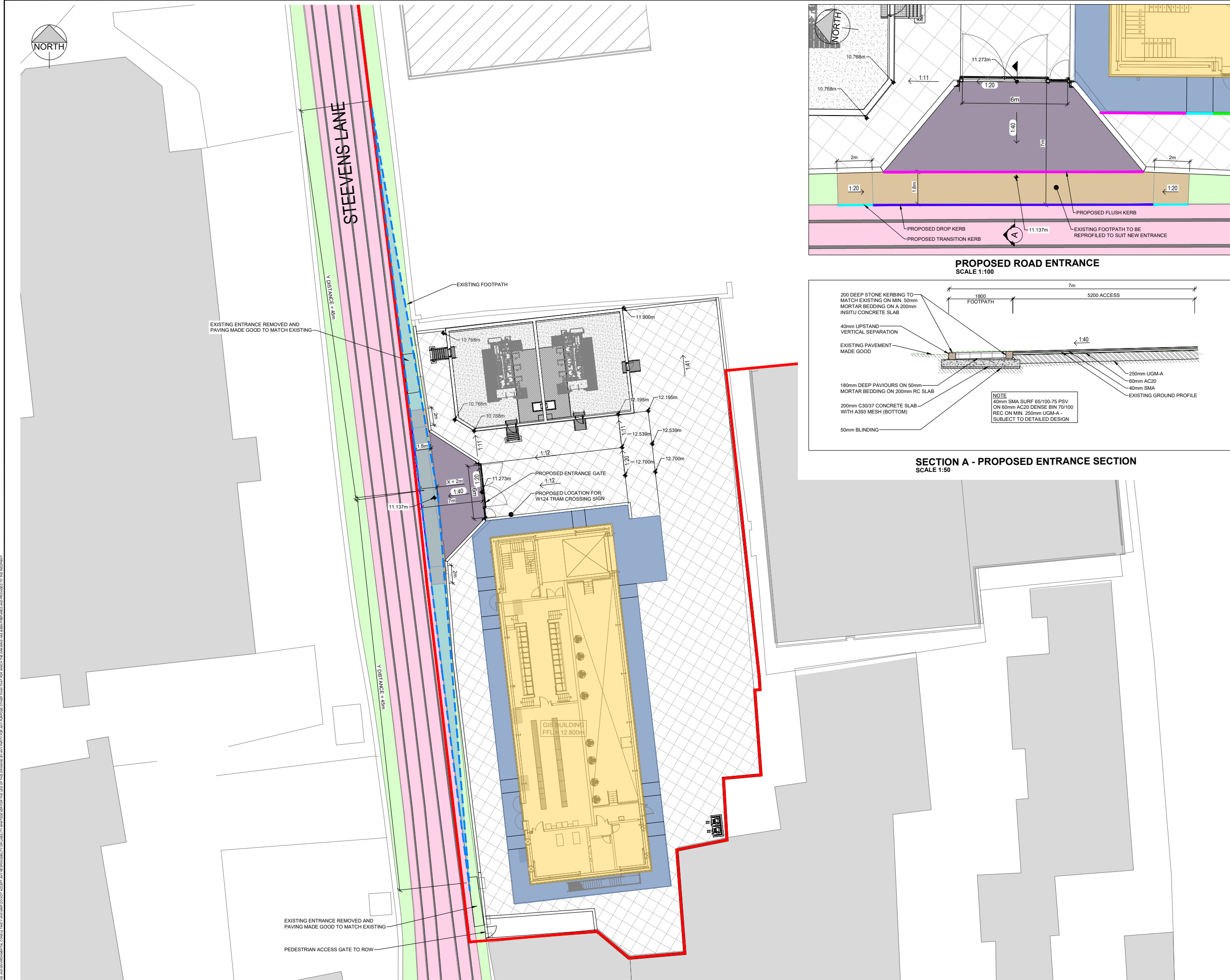
- 4.2.3 Figure 11 shows the final PCLA assessment, which demonstrates that Pedestrian Comfort Levels are predicted to be that footways on the proposed route are rates as A or A-, meaning that they are comfortable for their intended use at most times

Figure 12. Pedestrian Comfort Levels with proposed measures in place

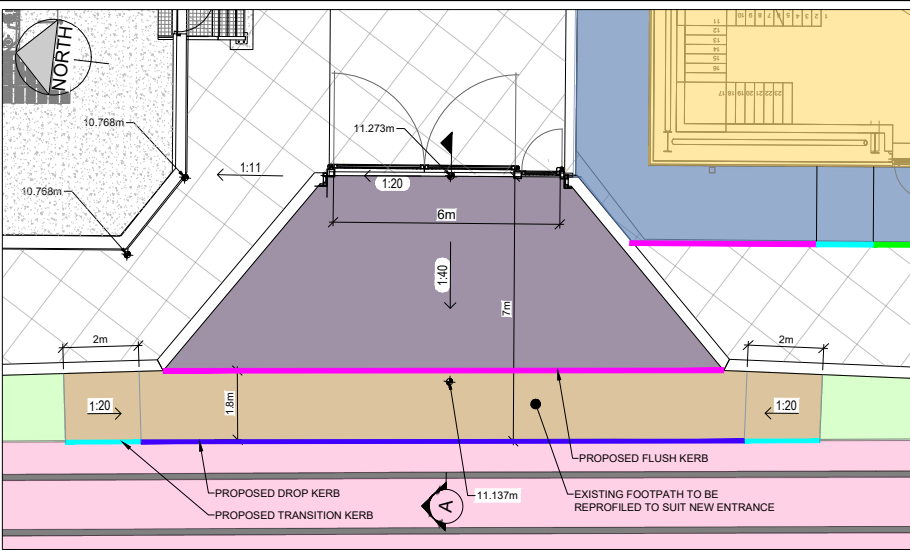


APPENDIX C - STEEVEN'S LANE ACCESS DRAWING

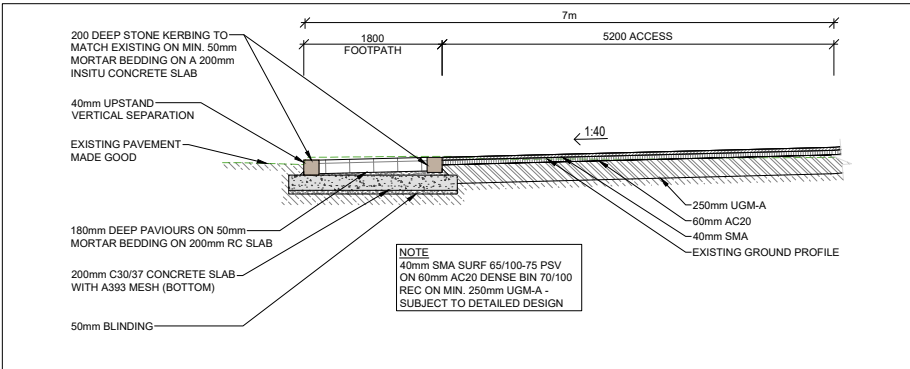
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PROPOSED ROAD ENTRANCE & SIGHTLINES
SCALE 1:200



PROPOSED ROAD ENTRANCE
SCALE 1:100



SECTION A - PROPOSED ENTRANCE SECTION
SCALE 1:50

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- ALL LEVELS ARE IN METRES RELATED TO DATUM: ORDNANCE DATUM MALIN HEAD
- ALL DIMENSIONS ARE IN MILLIMETRES, UNLESS NOTED OTHERWISE.
- ANY DISCREPANCIES BETWEEN THESE DOCUMENTS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER.
- DRAWINGS ARE NOT TO BE SCALED.
- AERIAL IMAGERY, WHEN USED, IS SOURCED FROM MICROSOFT BING MAPS THROUGH THE OPEN LICENSING AGREEMENT WITH AUTODESK.

NOTE

SIGHTLINES IN ACCORDANCE WITH DMURS SECTION 4.4.4 AND 4.4.5 BASED ON A DESIGN SPEED OF 50KM/H

LEGEND

- PROPOSED DEVELOPMENT RED LINE BOUNDARY
- PROPOSED 150mm UPSTAND BULLNOSE KERB
- PROPOSED TRANSITION KERB
- PROPOSED FLUSH KERB
- PROPOSED DROP KERB
- SIGHTLINES
- EXISTING FOOTPATH
- EXISTING ROAD/ LUAS LINE
- REPROFIED FOOTPATH
- PROPOSED ASPHALT ACCESS ROAD
- PROPOSED CONCRETE FOOTPATH
- PROPOSED PERMEABLE ASPHALT
- PROPOSED BUILDING
- EXISTING BUILDING



W 124
Tram Crossing

W124 TRAM CROSSING SIGN

1	10.07.26	ISSUED FOR PLANNING	C.M	I.B
0	18.06.26	ISSUED FOR INFORMATION	R.H	I.B
REV	DATE	DESCRIPTION	BY	APP

PROJECT: STEEVEN'S LANE 110KV GIS SUBSTATION

TITLE: PROPOSED ENTRANCE LAYOUT AND SIGHTLINES

CLIENT: **ESB NETWORKS**

MWP
ENGINEERING AND ENVIRONMENTAL CONSULTANTS
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