

14.1 APPENDIX TO CHAPTER 14 – Traffic and Transport Assessment (UPDATED)

consulting
engineers

NRB

**Updated Traffic & Transport
Assessment Report**
(Response to Request for Further
Information Item #4)

for

**Proposed Residential Apartment
Development.**

at

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

(DLRCC Ref LRD/26A/0051)

FINAL ISSUE

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EXECUTIVE SUMMARY

NRB Consulting Engineers Ltd were appointed to address the Traffic/Transport issues associated with a planning application for a Large Scale Residential Development (LRD) on lands at Temple Hill, Blackrock, Co. Dublin, for Oval Target Ltd. **This revised version of the Traffic and Transport Assessment (TTA) Report has been prepared in response to Item #4 of the DLRCC RFI (included below for ease of reference).**

Transportation
 4. The Applicant shall submit a revised Traffic Impact Assessment, which clarifies the conclusion that the N31 / Seapoint Road / Site Access junction is considered to be more than adequate and that there will be no adverse operational capacity issues associated with the development, considering that network saturation is shown to be approaching or exceeding 100% and negative Practical Reserve Capacity (PRC) values in both the opening year and design year scenarios (Table 4.3 of the submitted TIA) are also shown. The revised assessment shall also clearly demonstrate whether the proposed development will result in any material change in junction performance when compared with a do-nothing (without development) scenario and clearly quantify any estimated changes.
 Chapter 14: Material Assets – Traffic and Transport is to be updated accordingly to align with any updates made to the Traffic Impact Assessment.

The only difference between this version of the TTA and the original version is that the assessment and analysis of the Signal Controlled Assess now includes a “Without Development’ scenario for Opening and Design Years, with associated amended interpretation and comparison of the simulation analysis results.

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

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

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

This Traffic and Transport Assessment Report (TTA) has been prepared to address the Traffic and Transport issues associated with the proposal, the capacity of the existing road network and the impact of the increased scale of development locally.

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

The main body of the TTA Report has been prepared in accordance with TII's Traffic & Transport Assessment Guidelines and addresses the worst-case vehicular traffic impact of the proposal locally. This TTA addresses the adequacy of the existing road network to safely and appropriately accommodate the worst-case vehicular demands with the development fully occupied, taking account of the existing and future traffic demands locally and at the proposed vehicular access.

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

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

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

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

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

1.0 INTRODUCTION

- 1.1 This Revised Traffic and Transport Assessment Report (TTA) has been prepared by NRB Consulting Engineers Ltd and addresses the Traffic/ Transportation issues arising from the proposal to construct and occupy a revised residential apartment development on lands at St Teresa's, Temple Hill, Monkstown, Blackrock, Co. Dublin. **This revised version of the TTA has been prepared in response to Item #4 of the DLRCC RFI (included below for ease of reference)**

Transportation
 4. The Applicant shall submit a revised Traffic Impact Assessment, which clarifies the conclusion that the N31 / Seapoint Road / Site Access junction is considered to be more than adequate and that there will be no adverse operational capacity issues associated with the development, considering that network saturation is shown to be approaching or exceeding 100% and negative Practical Reserve Capacity (PRC) values in both the opening year and design year scenarios (Table 4.3 of the submitted TIA) are also shown. The revised assessment shall also clearly demonstrate whether the proposed development will result in any material change in junction performance when compared with a do-nothing (without development) scenario and clearly quantify any estimated changes.
 Chapter 14: Material Assets – Traffic and Transport is to be updated accordingly to align with any updates made to the Traffic Impact Assessment.

Figure 1.1 – Extract Item #4 of the RFI

- 1.2 Blackrock, and the subject site, is a long-established destination, containing commercial, retail and residential development and in these terms has very well established traffic generation characteristics in its own right. The proposed development on zoned lands already benefits from a planning permission for 291 Residential Apartments. A site location plan for the site is included below as **Figure 1.2**.

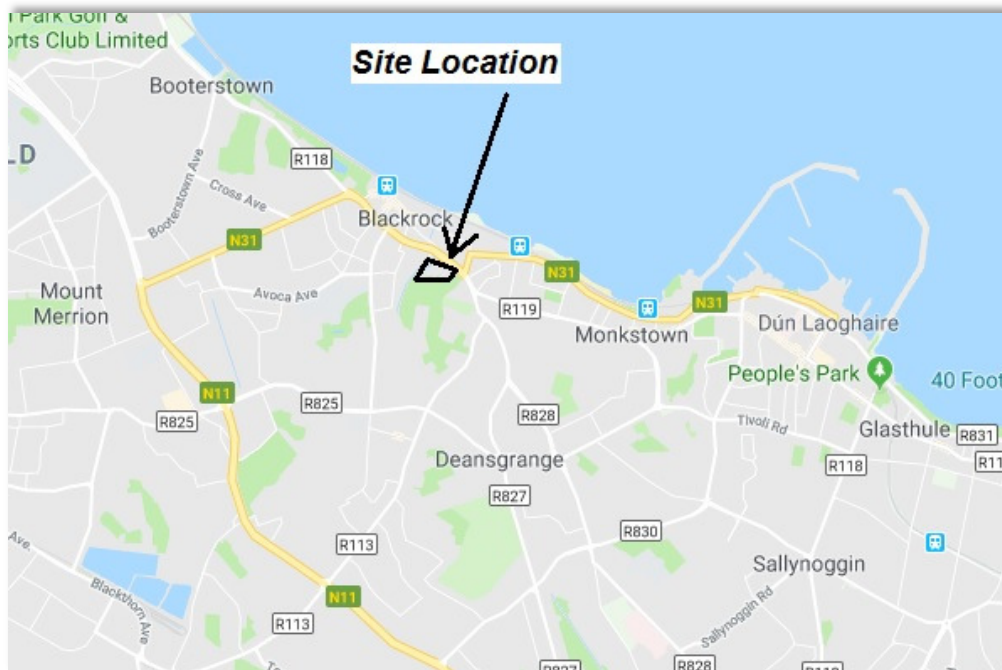


Figure 1.2 - Site Location

1.3 In describing the Receiving Environment and the Proposed Future Environment, this report addresses the following aspects of the proposed development:

- Relative Small Scale of the development in the context of Blackrock and the busy road network (Reflected in the Low Traffic Generation of the Development),
- Location of the development on a Core Bus Corridor with 2 x Main Spine Routes passing the site directly, and also being adjacent 2no. DART Stations,
- Traffic & Transportation impact, with 291 units previously approved,
- Proposed access junction as previously permitted, with a reduction to a single lane approach on exit as specifically requested by DLRCC,
- Capacity of the proposed vehicular access arrangement to accommodate the worst-case development traffic flows associated with 414 Units,
- Pedestrian and cyclist permeability and promotion,
- Capacity of the Existing Road Network,
- Adequacy and safety of the existing roads and junctions locally, and,
- Impact upon the adjacent traffic signal-controlled junctions on the N31.

1.4 A previous review of the Road Safety Authority (RSA) online collision database indicates that there is a cluster of (minor) vehicular collisions occurring on the N31 at the adjacent Traffic Signal Controlled Junction, between 2005-2016 inclusive (Refer **Figure 1.3** Below, as previously retrieved from the RSA database). It should also be noted that the subject use of the site represents a reduced intensification in terms of traffic generation when compared to the historic former uses, and that the proposals now include significant upgrade and improvement in terms of the design and operation of the existing junction.

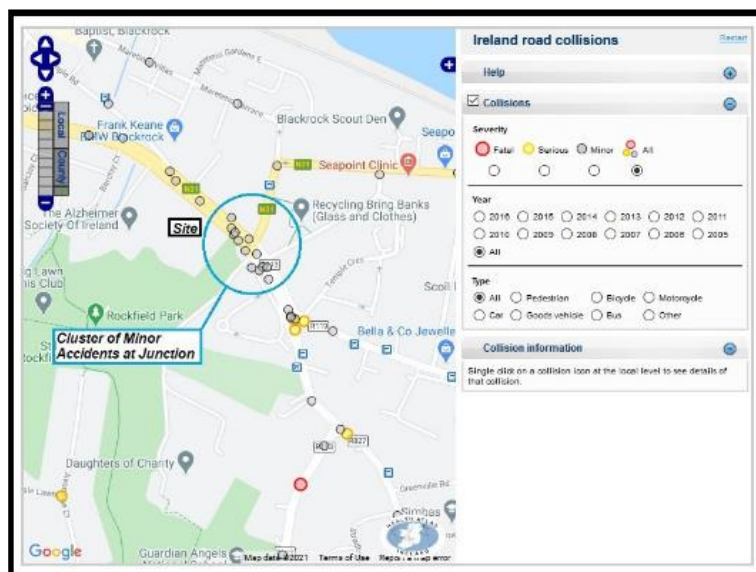


Figure 1.3 – Previous RSA On Line Record of Traffic Collisions

- 1.5 The Recommendations contained within this TTA are based on the following sources of information and industry-standard practices; -
- TII Traffic & Transport Assessment Guidelines (March 2014),
 - Design Manual for Urban Roads and Streets,
 - Recent 2025 Traffic Survey Data commissioned,
 - Relevant Design Guidance,
 - Our experience in assessing the impact of Developments of this Nature, and,
 - Site Visits and Observations.
- 1.6 The Report has been prepared in accordance with the requirements of the TII's Traffic & Transport Assessment Guidelines. These are the professional Guidelines used to assess the impact of developments on public roads. **The only difference between this version of the TTA and the original version is that the assessment and analysis of the Signal Controlled Assess now includes a “Without Development’ scenario for Opening and Design Years, with associated amended interpretation and comparison of the simulation analysis results**
- 1.7 An assessment of current & future non-car modes has also been undertaken by way of the Travel Plan as **Appendix F** of the **original** TTA. A DMURS review was undertaken, with the Report included as **Appendix G** of the **original** TTA. A Car & Bicycle Parking Management Plan and strategy Report is included as **Appendix H** of the **original** TTA. The design and quantity of the Bicycle Parking has been assessed with the DLRCC Cycle Audit Report on the amended elements included as **Appendix I** of the **original** TTA. A Public Transport (Bus and DART) Demand / Capacity Assessment has also been prepared, with the Report included as **Appendix J** of the **original** TTA. An independent Road Safety / Quality Audit (including Pedestrian & Walking), together with the associated designer Feedback form is included as **Appendix L** of the **original** TTA.

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

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

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

- units) to now deliver new Block E2 (6 storeys) comprising 50 no. apartment units (1 no. studio unit, 25 no. 1 bed units, 20 no. 2 bed units and 4 no. 3 bed units) – an uplift of 35 no. apartment units.
- The omission of permitted Blocks E3 (5 storeys), E4 (4 storeys) and E5 (5 storeys) previously providing for 38 no. units in total (27 no. 2 beds, 8 no. 3 beds and 3 no. 3 bed duplex units).
 - Each residential unit has associated private open space in the form of a terrace / balcony.
 - The above new proposals extend to a total of 252 residential units. Blocks A1, B1, B2, B3, B4, Block H (St. Teresa's House) remain as originally permitted with no further amendments as part of this proposal (162 no. units in total and permitted heights of 3-8 storeys).
2. The structures for demolition across the site remain as permitted with no further amendments proposed. This includes any structures previously permitted for demolition that still remain on site and the removal of associated remnants of low / retaining walls and in-ground concrete steps.
3. An amended proposal for Block G (St. Teresa's Lodge) (1 storey) including a change of use from previously permitted 1 no. 1 bed unit to a new café of approx. 67.4m². This proposal will again seek permission for the dismantling/deconstruction of the existing St. Teresa's Lodge (approx. 38.56m²) and demolition of a lean to extension (approx. 28.5m²) as previously permitted under SHD ABP-303804-19. The current amendment proposal seeks permission to relocate and reconstruct St. Teresa's Lodge in a new location (180m southwest of its original position and located adjacent to Rockfield Park) using original roof timbers, decorative elements and rubble stonework, with original brickwork cleaned and re-used where appropriate. The non - original extension (approx. 28.5m²) will be again removed as previously permitted. The current proposal seeks further extension of this building (approx. 28.88m²) and a change of use from residential (1 no. unit) to café use to deliver a Part M compliant single storey building of approx. 67.4m².
4. A revised landscape plan now provides for:
- Public open space in the form of a central parkland, garden link, woodland park (incorporating an existing folly) and a tree belt (approx. 11,238m² overall).
 - Communal open space is now proposed in the form of entrance gardens, plazas, terraced gardens and roof terraces (approx. 3,620m² overall).

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

Existing Conditions

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

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

Public Transport Accessibility Level

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



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

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

Car Parking & Accessibility

2.11 The proposed development consists of a residential apartment scheme with ancillary supporting use in a series of blocks within a courtyard setting, supported by a mix of at grade and basement cycle & car parking, with copious dedicated secure bicycle parking areas. (Refer to Architects Drawings illustrating same with site layout drawings included herein as **Appendix A**).

2.12 The vehicular access arrangement and the layout and design of the internal road network include for tactile paving and dropped kerbs. The vehicle lanes and geometry internally have been designed in line with the Design Manual for Urban Road and Streets (DMURS) to provide shorter crossing distances and a safer environment for cyclists and pedestrians, including a significant proportion of shared surfaces which emphasise the traffic-calmed residential nature of the environment.

2.13 It is expected that a significant number of residents of the proposed development will be willing to cycle to work with safe links and secure parking put in place, and that is reflected in the provision of a total of 962 new dedicated cycle parking spaces (with the provision addressed within the enclosed DLRCC Cycle Audit and also in the Car/Bicycle

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

Table 2.1; Bicycle Parking Allocation Throughout Site

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

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

Table 2.2; Car Parking Allocation Throughout Site

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

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

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

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

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

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

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

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

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

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

Table 3.8: Accessibility

High Capacity Public Transport Node or Interchange
<ul style="list-style-type: none"> • Lands within <u>1,000 metres (1km) walking distance of an existing or planned high capacity urban public transport node or interchange</u>, namely an interchange or node that includes DART, high frequency Commuter Rail¹¹, <u>light rail</u> or MetroLink services; or locations within 500 metres walking distance of an existing or planned BusConnects 'Core Bus Corridor'¹² stop. • Highest densities should be applied at the node or interchange and decrease with distance. • 'Planned public transport' in these Guidelines refers to transport infrastructure and services identified in a Metropolitan Area Transport Strategy for the five cities and where a public authority (e.g. National Transport Authority, Transport Infrastructure Ireland or Irish Rail) has published the preferred route option and stop locations for the planned public transport.

Figure 2.3 – Extract Table 3.8 – Locational Characteristics in CSG

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

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

Figure 2.4 – Extract SPPR3 – Car Parking Standards in CSG

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

Links

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

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

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

Access Junction Design - Discussion

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

3.0 TRIP GENERATION, ASSIGNMENT & DISTRIBUTION

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

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

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

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

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

Assignment/Distribution - Future Year Traffic

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

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

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

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

4.0 **TRAFFIC IMPACT - TRAFFIC CAPACITY ANALYSIS & CONSTRUCTION TRAFFIC**

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

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

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

- 4.6 The Threshold assessment clearly confirms that, beyond the site access (where the impact is c 5%), is less than 3% in all cases, the worst-case traffic increases are way below the IHT and TII Recommended level of 5% above which further assessment is warranted. To set these increased levels of traffic in context, the day-to-day variation in traffic volume (due to day of week or weather conditions) is accepted as 10%, so, in this context alone, increases of in all cases less than 3% in traffic on the local roads will go entirely unnoticed as the increases are below the day-to-day variation.
- 4.7 It is clear that the introduction of the proposed sustainable residential development of 414 apartments will have an imperceptible impact upon traffic conditions locally.

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

- 4.8 We have undertaken updated detailed assessment of the capacity of the already approved junction using industry-standard software, with the now-single lane exit as requested by DLRCC. The capacity of the junction has been assessed using the LiNSiG programme (Linked Signal Design), both with and without the additional traffic as a result of the development. This allows a comparative assessment of the analysis to be undertaken, with the output results as illustrated below.
- 4.9 LiNSiG is TII approved software that enables the user to predict the capacity, queues and delays at traditional traffic signal-controlled junctions. The outputs from the software present Degrees of Saturation, Practical Reserve Capacity and Queues/Delays as indicators of the operational efficiency of the specific junction type.
- 4.10 The updated detailed output of the models (with and without the low levels of additional traffic associated with the development) are included herein as **Appendix E**, and is summarised below as **Table 4.3** ; -

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

Modelled Scenario	Max Network Deg Sat %		Pract Reserve Cap %		Total Delay PCU Hr	
	With Dev	W/O Dev	With Dev	W/O Dev	With Dev	W/O Dev
2028 Opening Year AM Pk Hr 8-9	99.3	98.1	-10.4	-9.0	55.6	49.3
2028 Opening Year PM Pk Hr 5-6	101	96.9	-12.2	-7.6	58.1	48.1
2043 Design Year AM Pk Hr 8-9	112	108.1	-25	-20.1	107	95.2
2043 Design Year PM Pk Hr 5-6	109	106.6	-20.8	-18.4	113	98.7

- 4.11 It is clear from the above comparison of “with” and “without” development traffic scenario results that there will be no material or noticeable change in operational performance at the junction as a result of the addition of the proposed development traffic. It should also be noted that the improved junction represents a very significant improvement in local traffic safety conditions and is expected to go some way to addressing and rectifying the evident established local accident cluster at the junction.

Construction Traffic (As Per Original TTA)

- 4.12 The effect of construction operations and traffic are also addressed in the *Construction & Environmental Management Plan* prepared by JJ Campbell & Associates. This JJC Report includes a description of the proposed works and how these works will be managed for the duration of the demolition and construction works on site. It is normal for these details to be agreed between the Planning Authority and the appointed Contractor for the works, following a planning decision. These details are normally best dealt with when details of construction programme and phasing have been confirmed.
- 4.13 When the demolition contractor is appointed, they will prepare a detailed method statement having regard to their own operating procedures, the agreed construction programme, site conditions, and any relevant planning conditions. Any works on the public road (e.g. for services connections) will require an application for a Road Opening Licence and will be submitted by the contractor to the Local Authority, and will include a full detailed Construction Traffic Management Plan prepared in accordance with **Chapter 8 of the Traffic Signs Manual** for pre-approval by the Local Authority. The Construction & Environmental Management Plan should be considered Preliminary in these terms, and the issues covered may be amended or added to by the successful appointed contractor.
- 4.14 It is intended that the first operations on site will be relocating the Gate lodge, immediately followed by the construction of the proposed new/realigned traffic signal-controlled junction, with the dedicated new vehicular access arrangement serving the site thereby delivered as part of the first phases. The Traffic Signals will be fully commissioned and operational, thereby facilitating safe and appropriate access for construction related activities and for construction staff.
- 4.15 Perimeter hoarding will be provided around the entire enclosed site to provide a barrier against unauthorised access from public areas. The Controlled access point to the site, in the form of gates or doors, will be monitored and secured, with a full time Flagman or Banksman during working hours to ensure that any conflicts between construction related traffic and public road users are minimised. These gates will be locked and secured to prevent unauthorised access during periods when these are not monitored (e.g., outside working hours). The hoarding will be maintained and painted, possibly with graphics of the project information, in accordance with current best practice.
- 4.16 Whilst the hours of operation are ordinarily a matter of Condition by the Planning Authority, it is proposed that the site and building works required to implement the development shall only be carried out between the hours of:
- Mondays to Fridays - 7.00am to 6.00pm

- Saturday - 8.00 a.m. to 2.00pm
- Sundays and Public Holidays - No activity on site.

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

proposed apartment scheme on the site will generate 126 PCUs in the AM Peak Hour and 119 PCUs in the PM Peak Hour.

- 4.22 We have demonstrated that the completed, occupied development traffic can be accommodated with an imperceptible impact. Given that the construction traffic volume is significantly lower, and with the fully completed traffic signals in place, the impact of construction traffic will therefore also be imperceptible.

5.0 CONCLUSIONS

- 5.1 NRB Consulting Engineers Ltd were appointed to address the Traffic/Transport issues associated with a planning application for a Large Scale Residential Development (LRD) on lands at Temple Hill, Blackrock, Co. Dublin, for Oval Target Ltd. **This revised version of the Traffic and Transport Assessment (TTA) Report has been prepared in response to Item #4 of the DLRCC RFI.**
- 5.2 **The only difference between this version of the TTA and the original version is that the assessment and analysis of the Signal Controlled Assess now includes a “Without Development’ scenario for Opening and Design Years, with associated amended interpretation and comparison of the simulation analysis results.**
- 5.3 The proposed development will consist of revisions to the development previously permitted under SHD ABP-303804-19 (291 no. units were permitted) to provide for a new residential scheme of 414 no. residential units in total (an overall uplift of 123 no. units overall). This report assesses the impact of the 414 Apartment units on the site, which are supported by residential amenities, open space, an ancillary Creche & a small Café (Refer to Development Description included within Section 2.0 herein).
- 5.4 The vehicular access arrangement from the local roads effectively mirrors the access junction as previously approved (with the exit lane amended to a single lane approach as requested by DLRCC).
- 5.5 Being located adjacent a busy Core Bus Corridor, with high quality pedestrian and cyclist provision, and within a short walking distance of both Seapoint (and Blackrock) DART, the site is very well placed to take advantage of non-car modes of travel to support the scale of development. The approved NTA BusConnects Plans have been reviewed and the proposed development and access arrangement does not conflict or affect the delivery of the proposed works on Temple Hill.
- 5.6 This Revised Traffic and Transport Assessment Report (TTA) has been prepared to address the Traffic and Transport issues associated with the proposal, the capacity of the existing road network and the impact of the increased scale of development locally. An assessment of current & future non-car modes has also been undertaken by way of the Travel Plan as **Appendix F** of the **original** TTA. A DMURS review was undertaken, with the Report included as **Appendix G** of the **original** TTA. A Car & Bicycle Parking Management Plan and strategy Report is included as **Appendix H** of the **original** TTA. The design and quantity of the Bicycle Parking has been assessed with the DLRCC Cycle Audit Report on the amended elements included as **Appendix I** of the **original**

TTA. A Public Transport (Bus and DART) Demand / Capacity Assessment has also been prepared, with the Report included as **Appendix J** of the **original** TTA. An independent Road Safety / Quality Audit (including Pedestrian & Walking), together with the associated designer Feedback form is included as **Appendix L** of the **original** TTA.

- 5.7 The main body of the TTA Report has been prepared in accordance with TII's Traffic & Transport Assessment Guidelines and addresses the worst-case vehicular traffic impact of the proposal locally.
- 5.8 This TTA addresses the adequacy of the existing road network to safely and appropriately accommodate the worst-case vehicular demands with the development fully occupied, taking account of the existing and future traffic demands locally and at the proposed vehicular access.
- 5.9 Comprehensive classified turning movement surveys of the existing affected roads and junctions were originally carried out during the weekday AM and PM Peak Hours in 2025. These traffic surveys form the basis of the traffic impact part of the study. The analysis includes the effects of the existing traffic on the local roads and assesses the impact during the traditional peak commuter peaks periods, in accordance with the TII TTA Traffic and Transport Assessment Guidelines.
- 5.10 This TTA includes a comparative assessment of the Signal Controlled Temple Road 'Access' Junction, both with and without the additional traffic as a result of the proposed development. It is clear from this comparison of "with" and "without" development traffic scenario results presented herein, that there will be no material or noticeable change in operational performance at the junction as a result of the addition of the proposed development traffic. It should also be noted that the junction represents a very significant improvement in local traffic safety conditions and is expected to go some way to addressing and rectifying the evident established local accident cluster at the junction.
- 5.11 The Revised TTA confirms that the construction and full occupation of the amended scheme will have a negligible and unnoticeable impact upon the operation of the adjacent road network.
- 5.12 Based on all of the enclosed Reports and Studies, it is concluded that there are no adverse traffic/transport capacity, safety or operational issues associated with the construction and occupation of the proposed development, which would prevent a grant of Planning Permission by Dún Laoghaire Rathdown County Council.

APPENDICES - CONTENT

A	Proposed Development – Layout & Access Arrangement
B	Traffic Survey Data Output
C	TRICS Trip Generation Output - Residential Apartments & Crèche
D	Traffic Surveys, Trip Distribution & Network Traffic Flow Diagrams
E	LiNSiG Simulation Model Output – Main Access Junction (<i>With & Without Dev Traffic</i>)

APPENDIX A

**Proposed Development
Layout & Access Arrangement**



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

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

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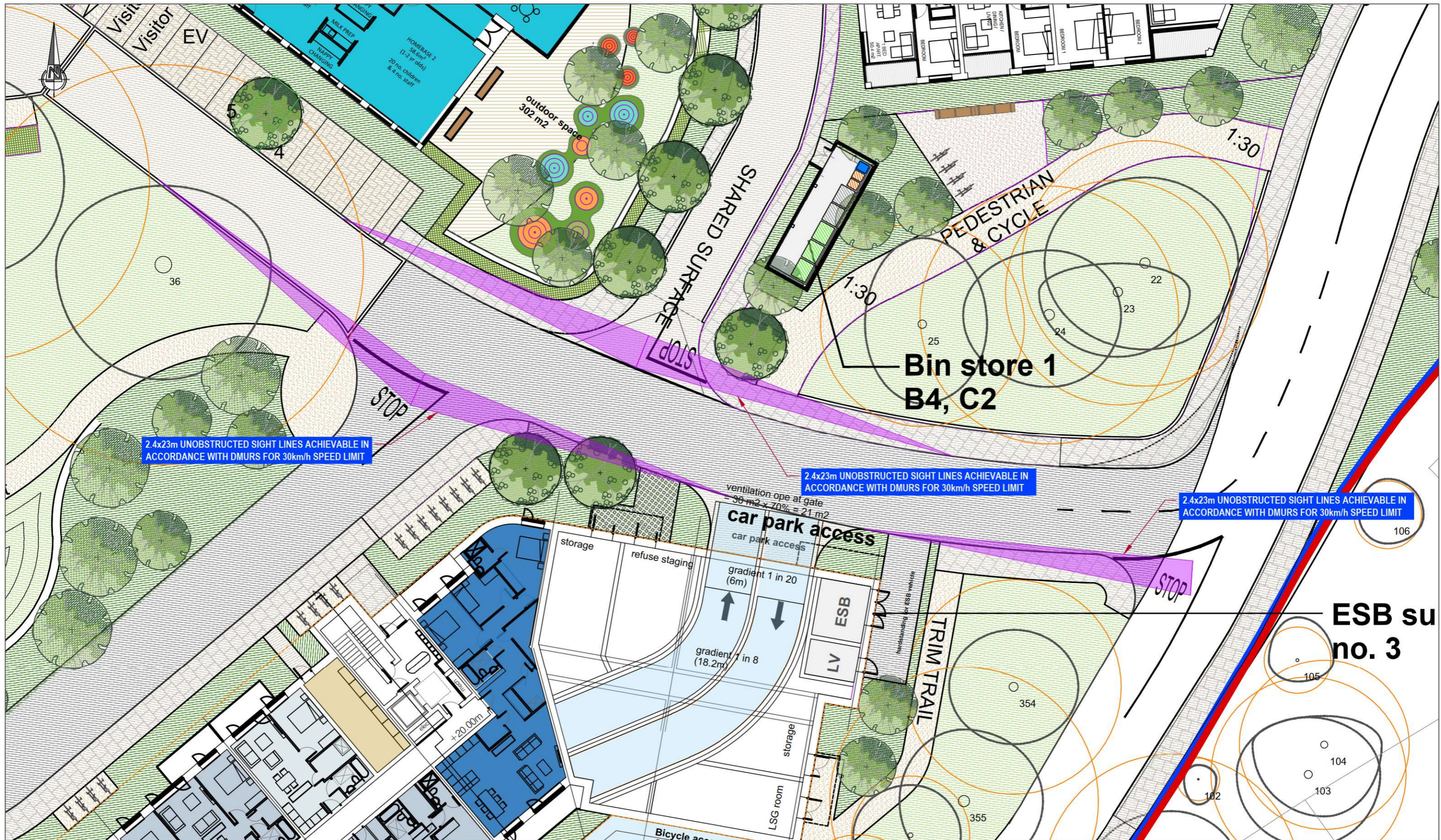


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Project	St. Teresa's Lands Temple Road. Blackrock		
Title	Proposed Site Layout		
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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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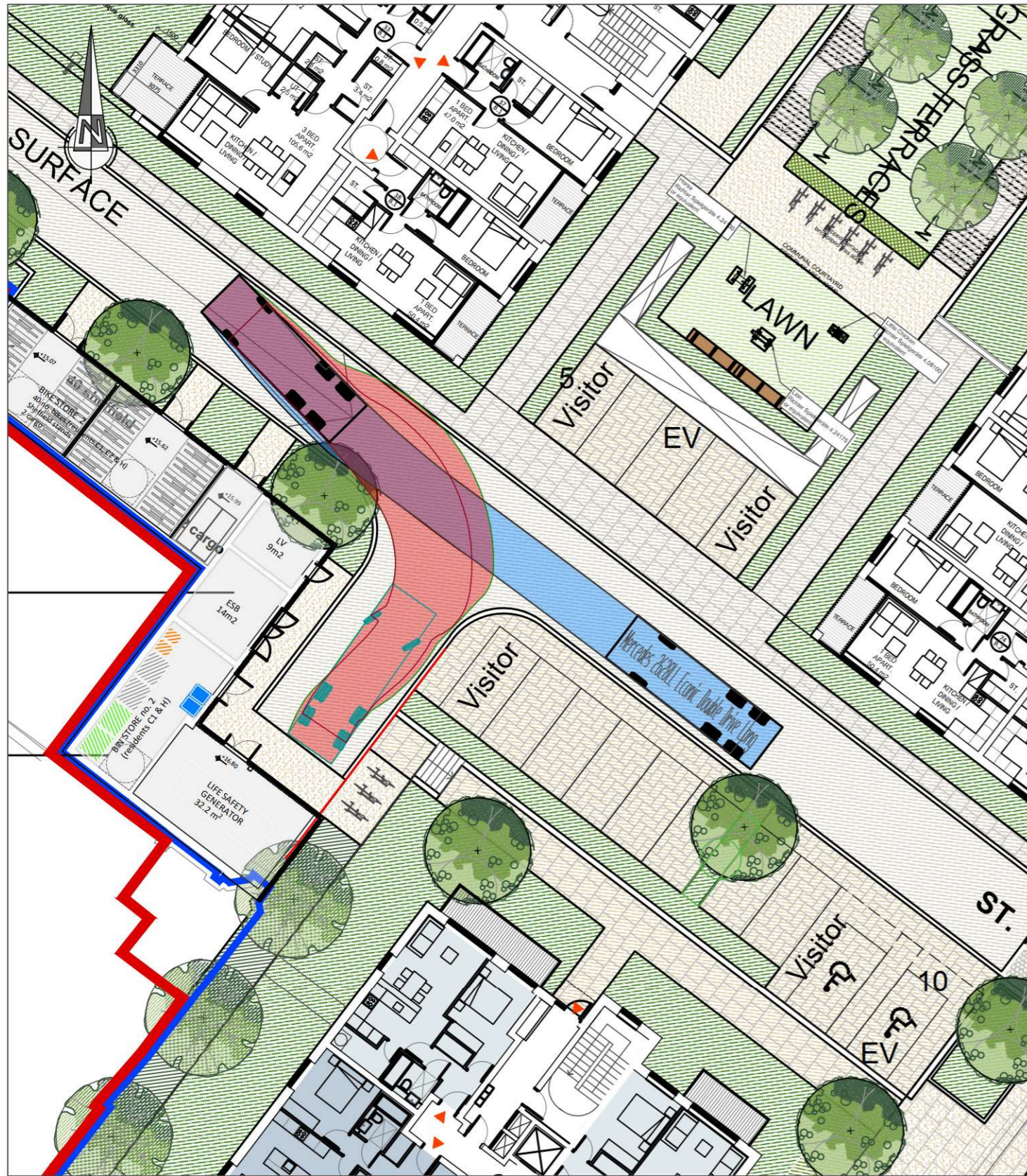
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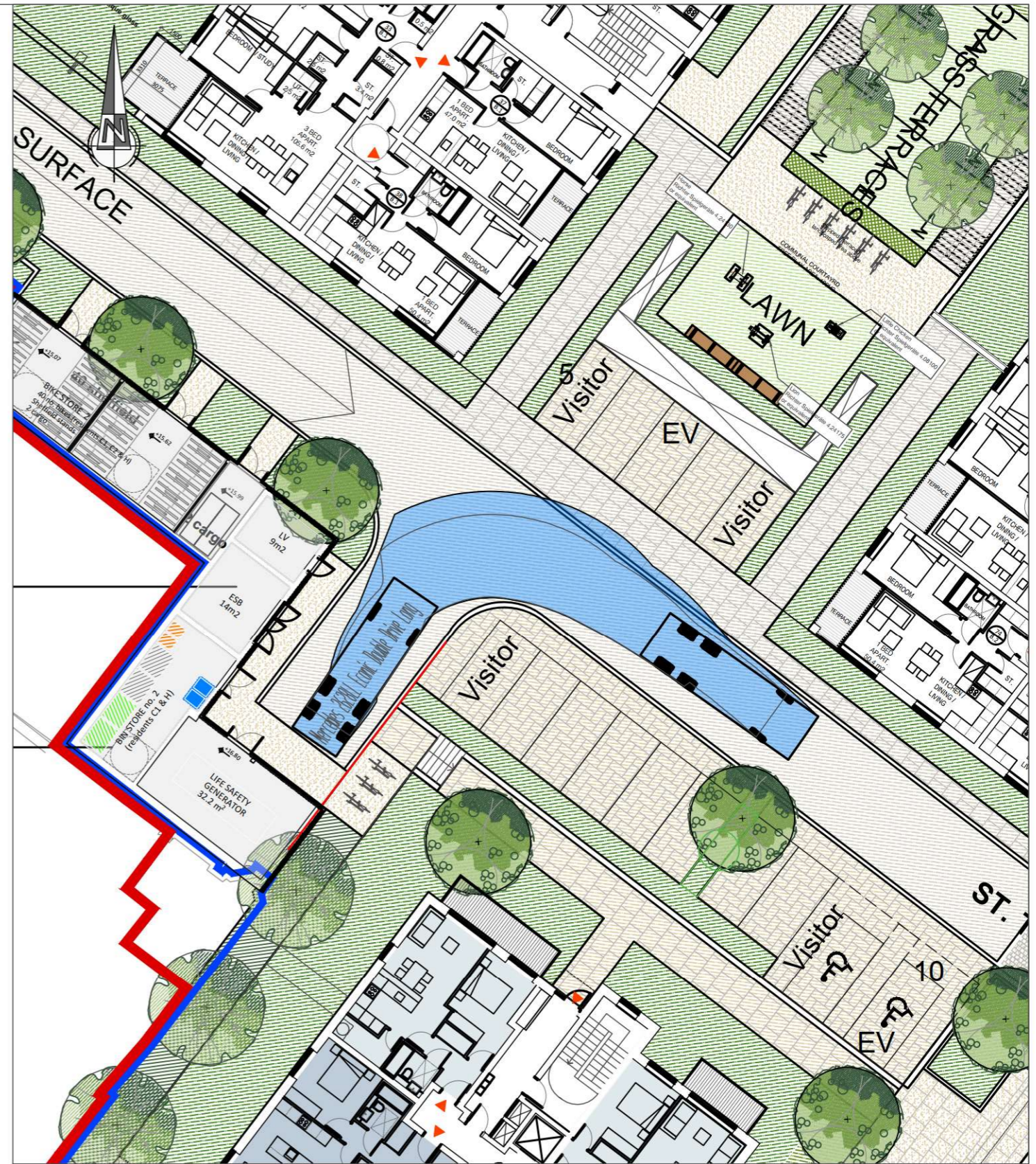
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Title	Proposed Development Sight lines		
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AUTOTRACK OF A REFUSE VEHICLE ENTERING AND TURNING



AUTOTRACK OF A REFUSE VEHICLE EXITING

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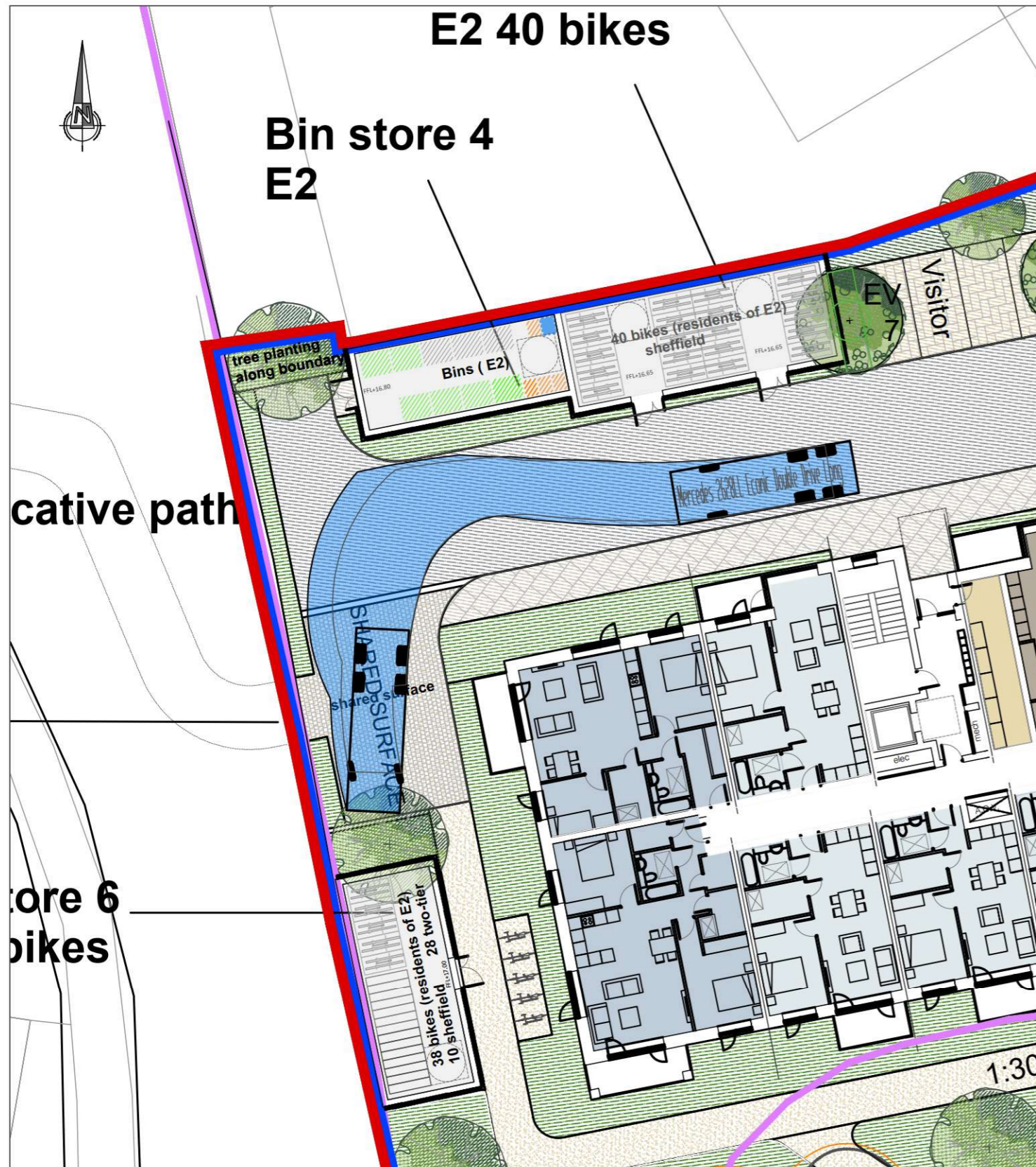
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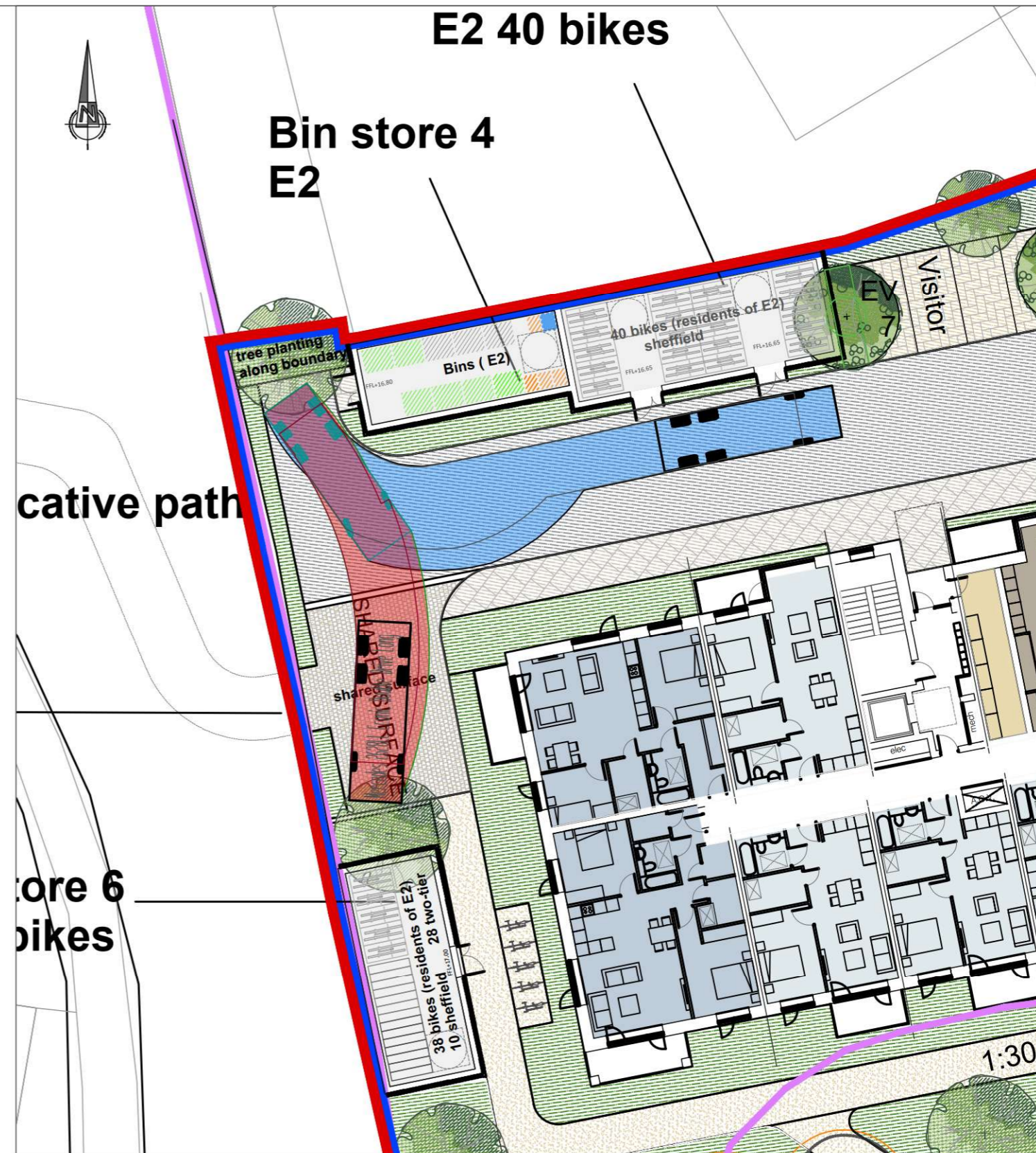
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AUTOTRACK OF A REFUSE VEHICLE ENTERING



AUTOTRACK OF A REFUSE VEHICLE TURNING AND EXITING

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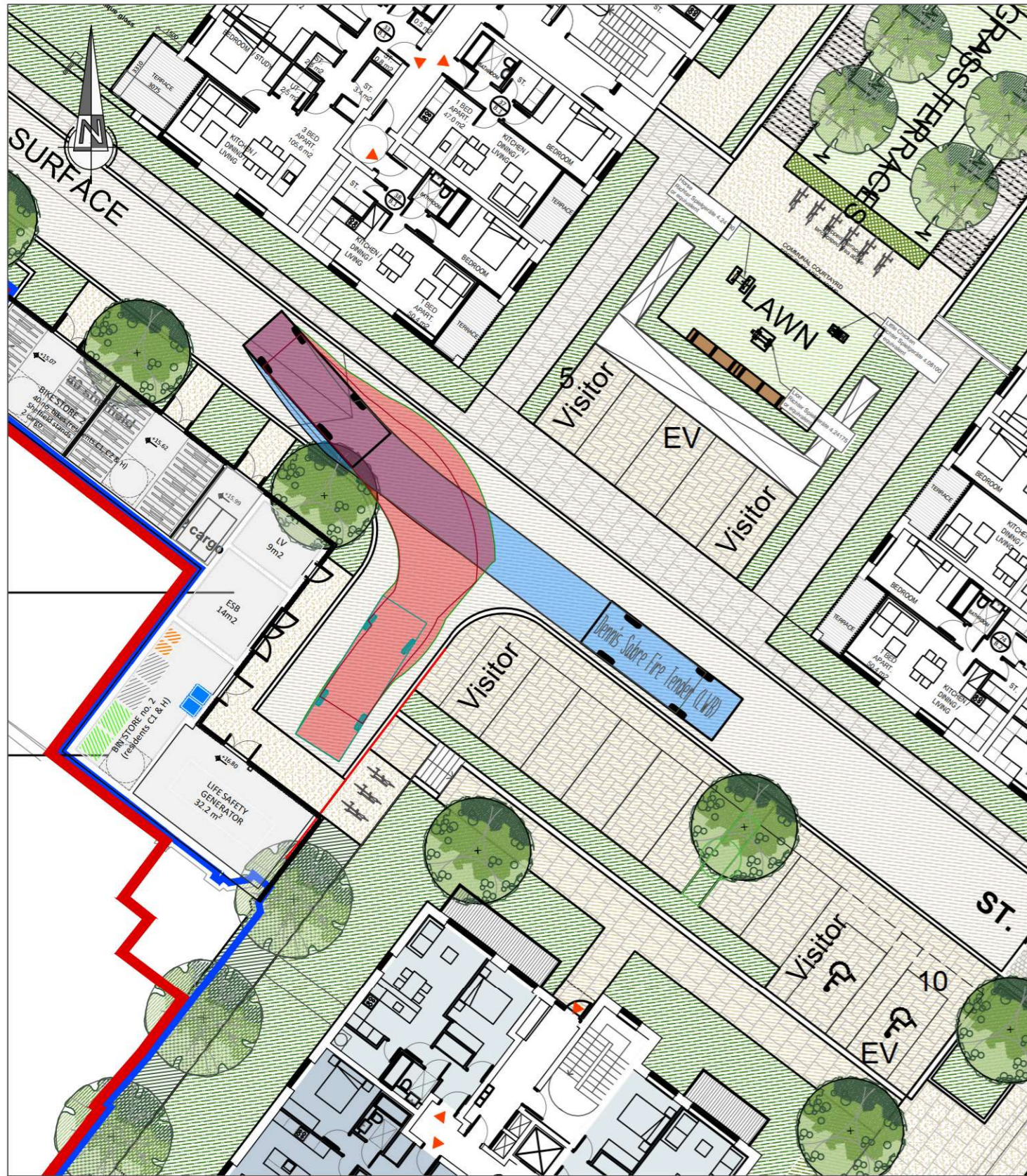
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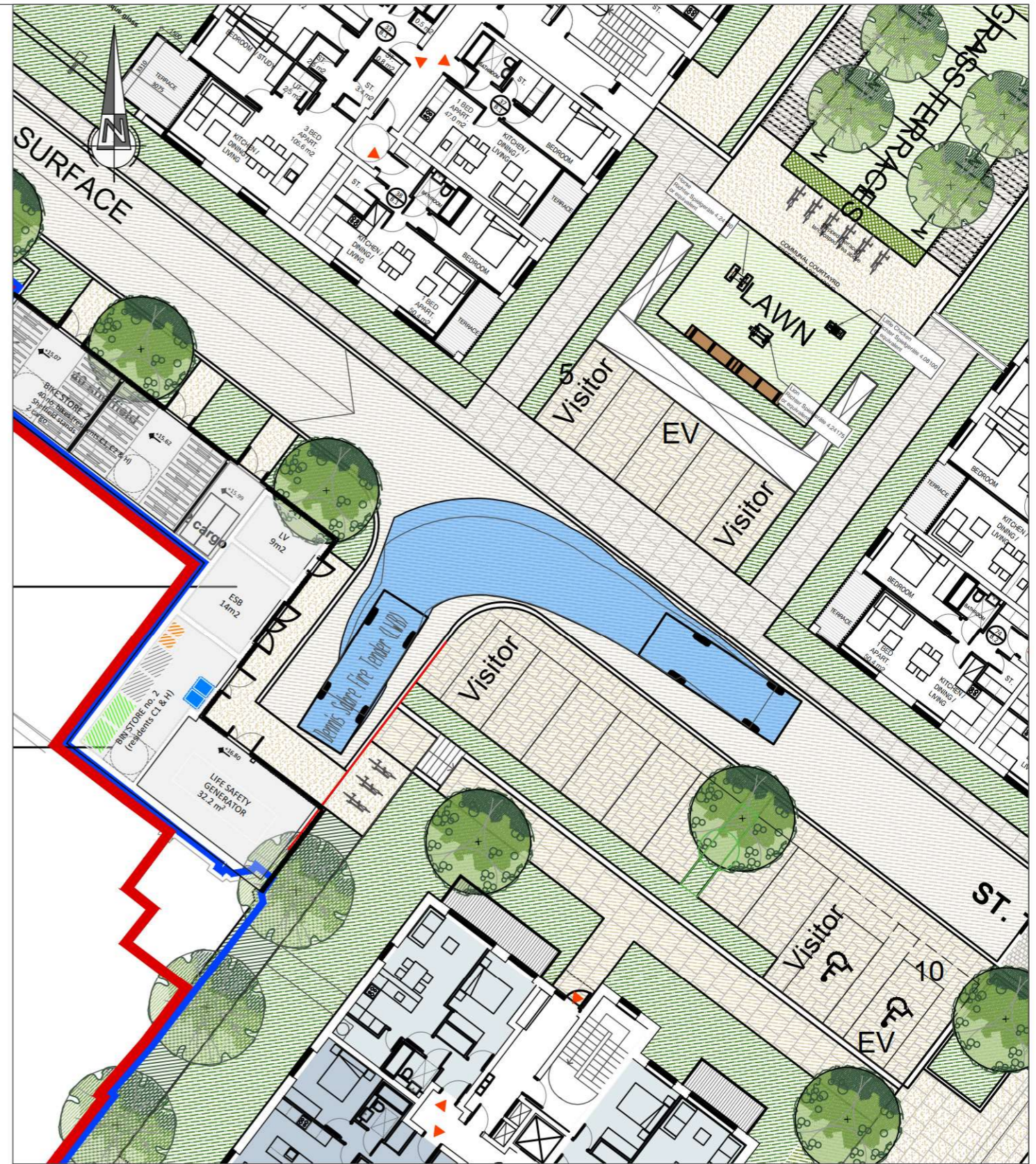
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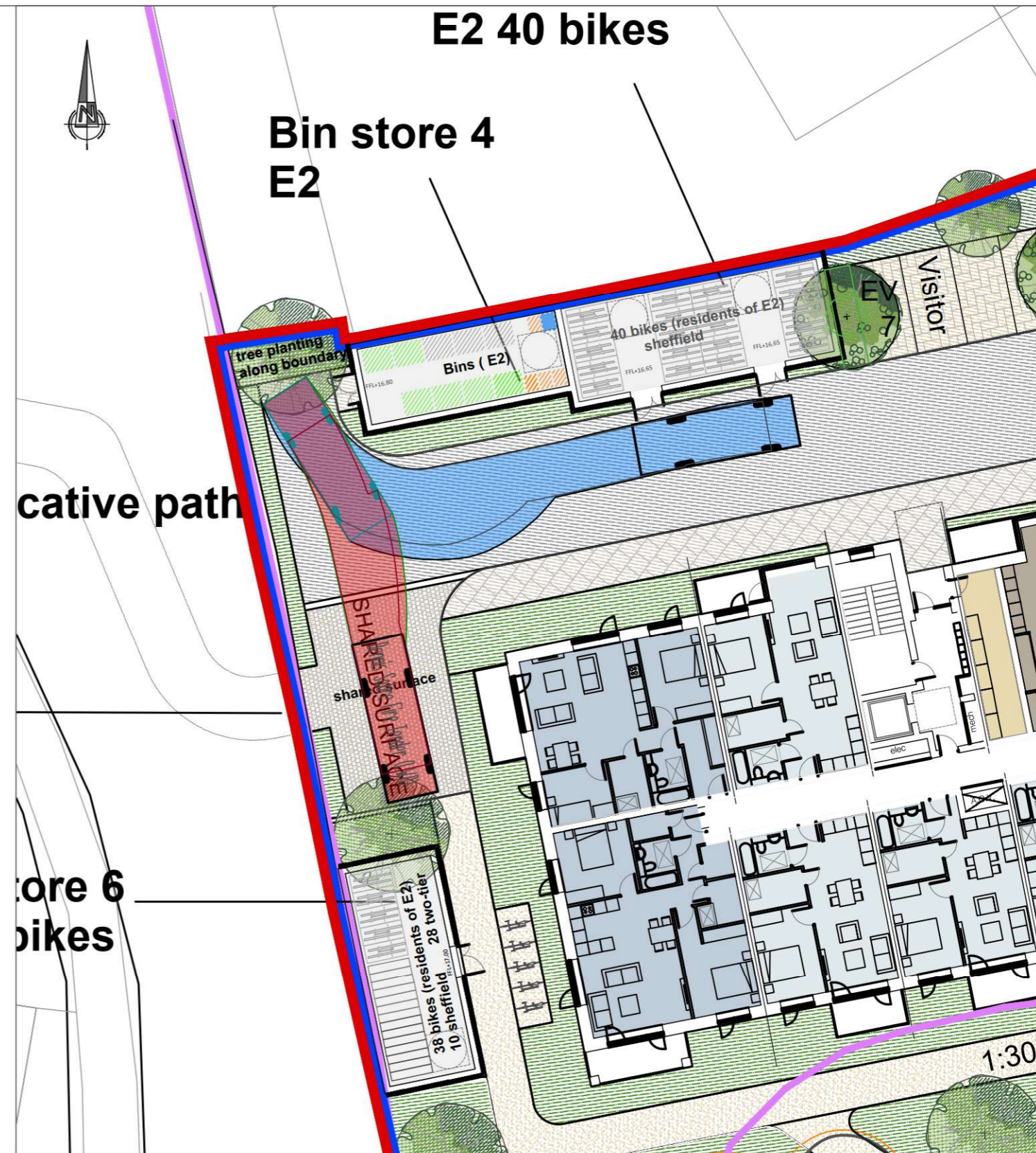
Client	Project No. 25-048	Drawing No. NRB-TA-005
Project St. Teresa's Lands Temple Road. Blackrock	Drawn CD	Checked PB 27/01/26
Title Fire Tender AutoTracks 1 of 2	Date 27-Jan-26	Approved PB 27/01/26
NRB Consulting Engineers Ltd accept no responsibility for any unauthorised amendments to this drawing. Only figured dimensions to be worked to.	Date 27-Jan-26	Scale @ A3 1:250
	Purpose of Issue	Rev B
	<input type="checkbox"/> Draft	<input type="checkbox"/> Information
	<input type="checkbox"/> As Built	<input type="checkbox"/> Tender
	<input type="checkbox"/> Approval	<input type="checkbox"/> Construction

REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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AUTOTRACK OF A FIRE TENDER ENTERING



AUTOTRACK OF A FIRE TENDER TURNING AND EXITING

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

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

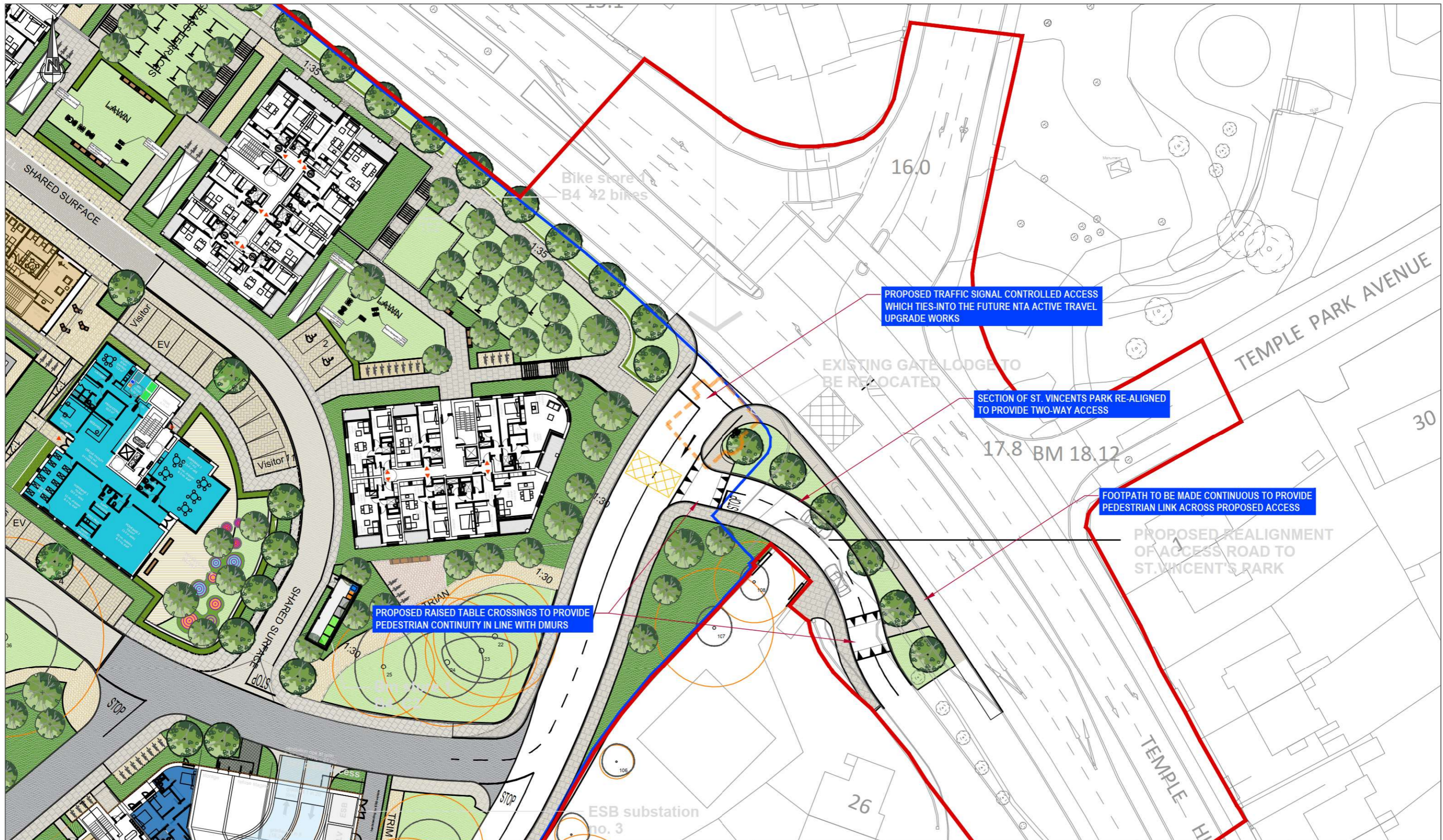
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Client	Project No. 25-048	Drawing No. NRB-TA-006
Project St. Teresa's Lands Temple Road. Blackrock	Drawn CD	Checked PB 27/01/26
Title Fire Tender AutoTracks 2 of 2	Date 27-Jan-26	Approved PB 27/01/26
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	Purpose of Issue	<input type="checkbox"/> Draft <input type="checkbox"/> As Built <input type="checkbox"/> Information <input type="checkbox"/> Tender <input type="checkbox"/> Approval <input type="checkbox"/> Construction

REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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

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

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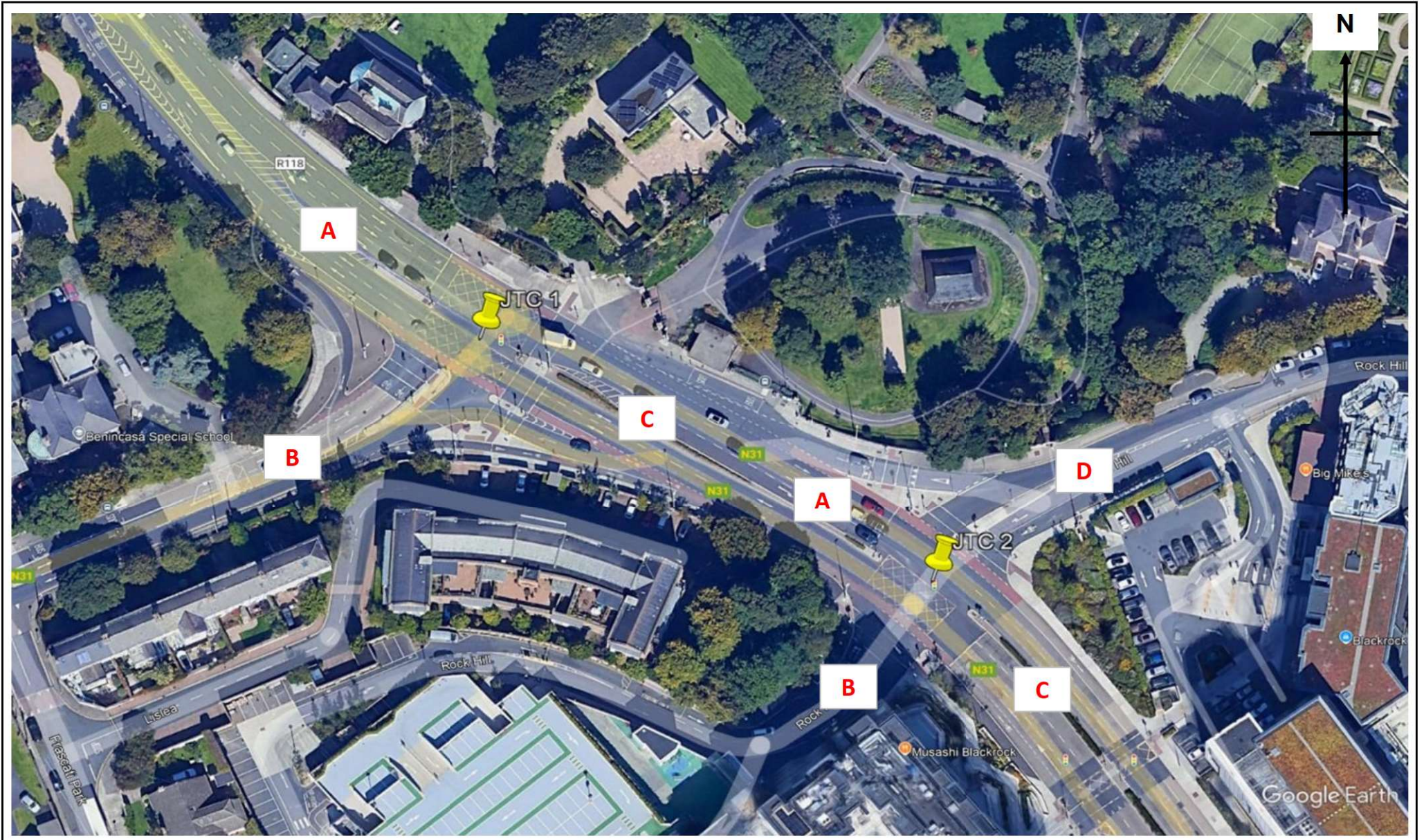
Client	Project No. 25-048		Drawing No. NRB-TA-007	
Project	St.Teresa's Lands Temple Road. Blackrock		Drawn CD	Checked PB 27/01/26
Title	Proposed Access Junction Layout		Date 27-Jan-26	Approved PB 27/01/26
NRB Consulting Engineers Ltd accept no responsibility for any unauthorised amendments to this drawing. Only figured dimensions to be worked to.			Scale @ A3 1:500	Rev B
Purpose of Issue			<input type="checkbox"/> Draft	<input type="checkbox"/> Information
			<input type="checkbox"/> As Built	<input type="checkbox"/> Tender
			<input type="checkbox"/> Approval	<input type="checkbox"/> Construction

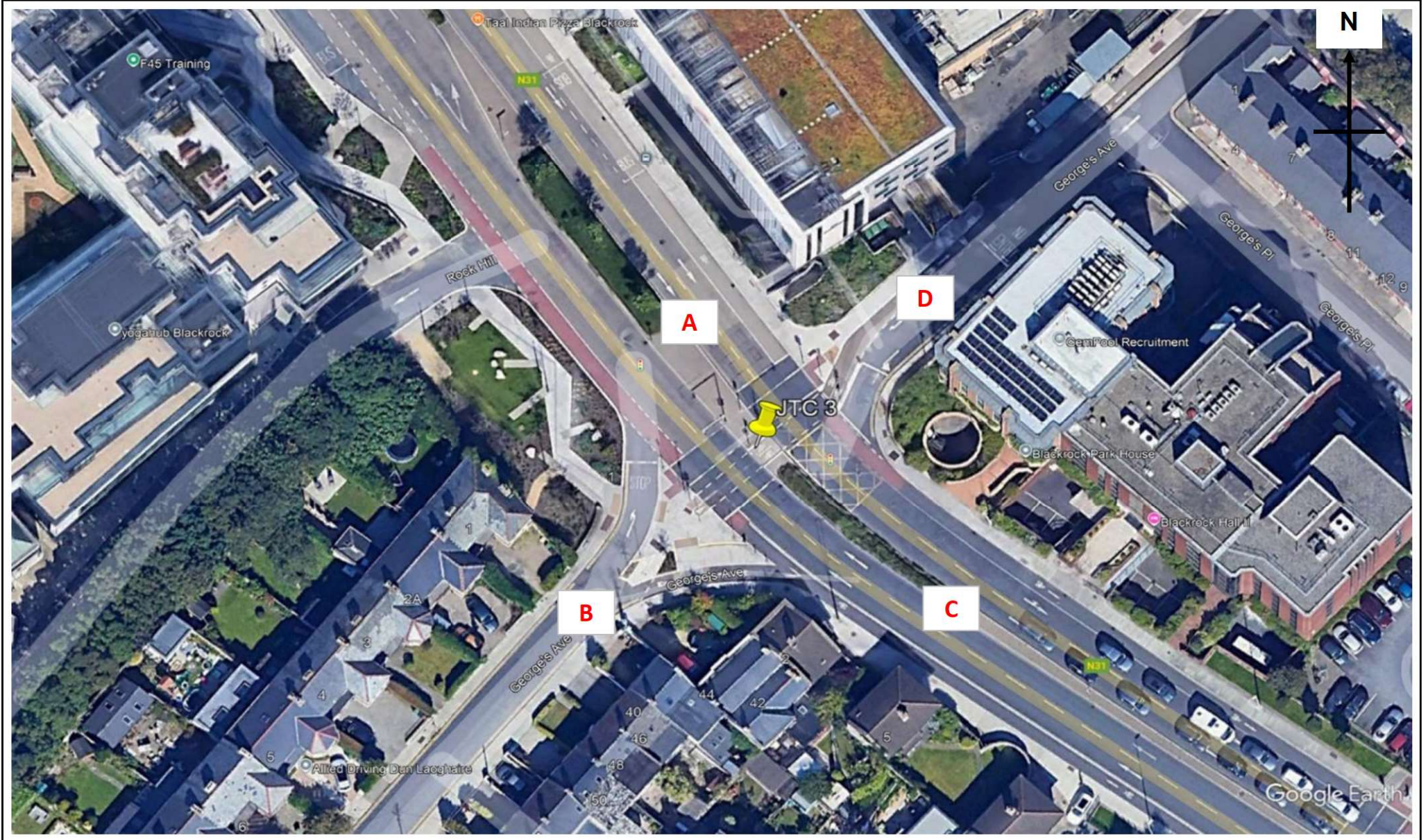
REV	DATE	AMENDMENTS	DRAWN	CHK	APP

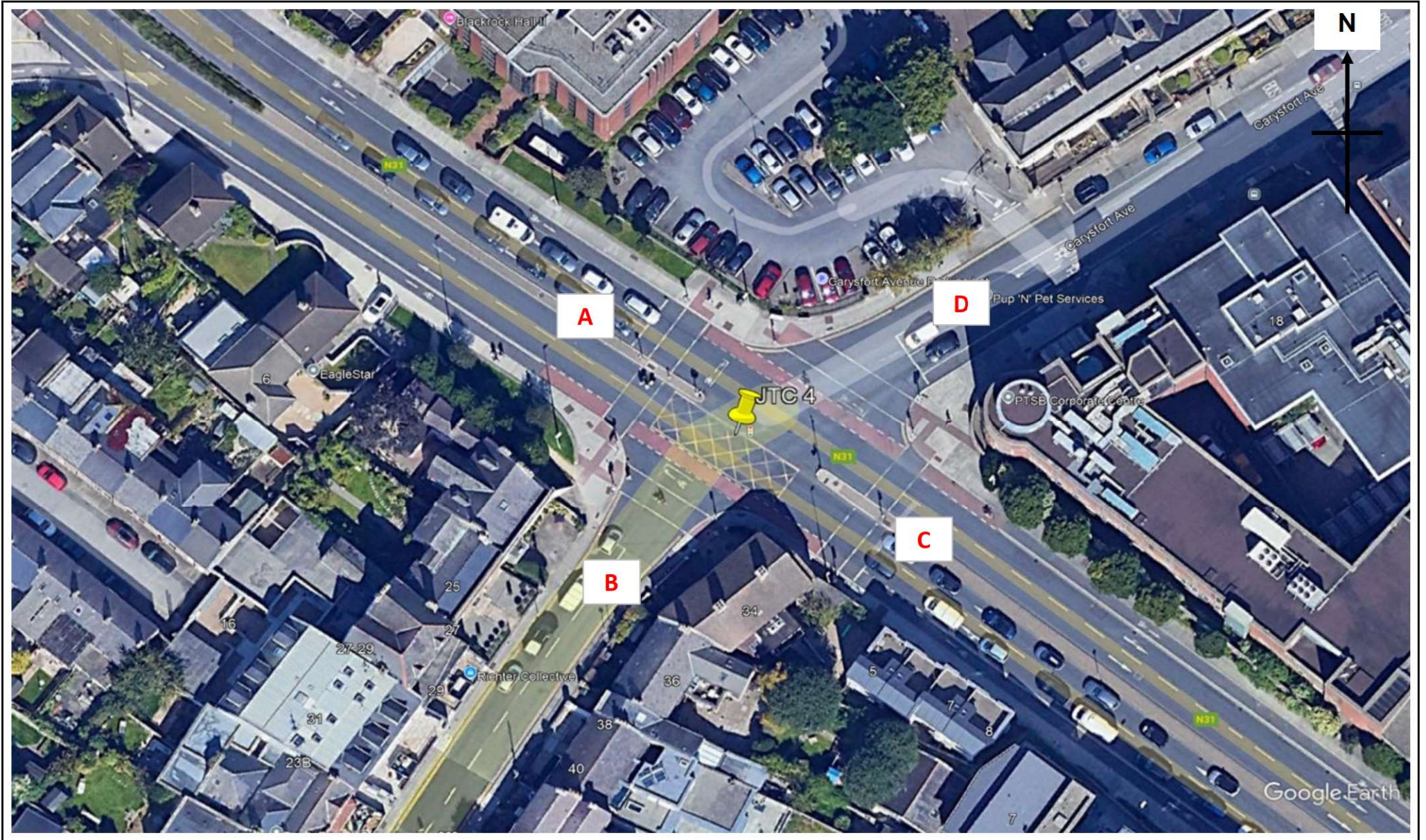
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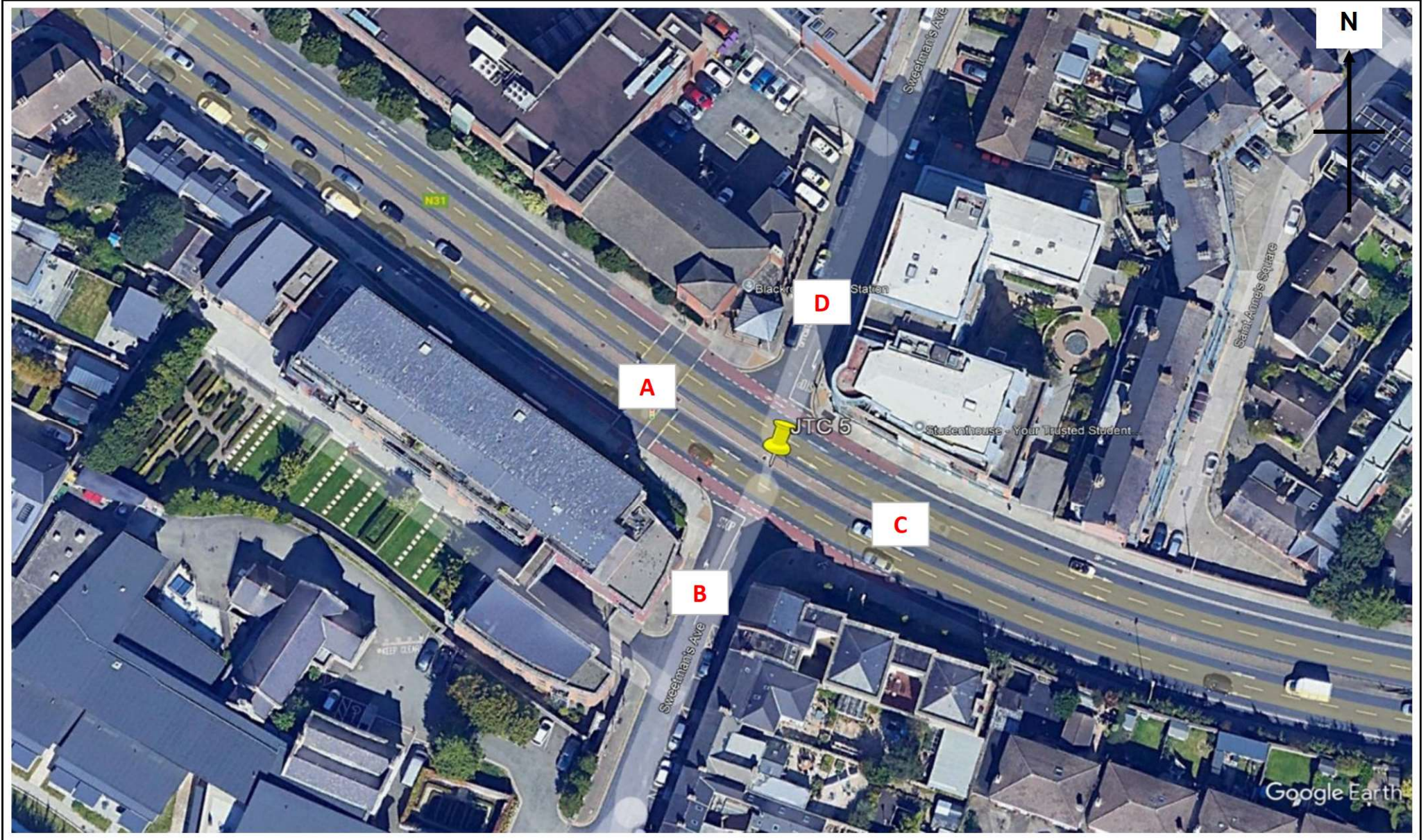
APPENDIX B

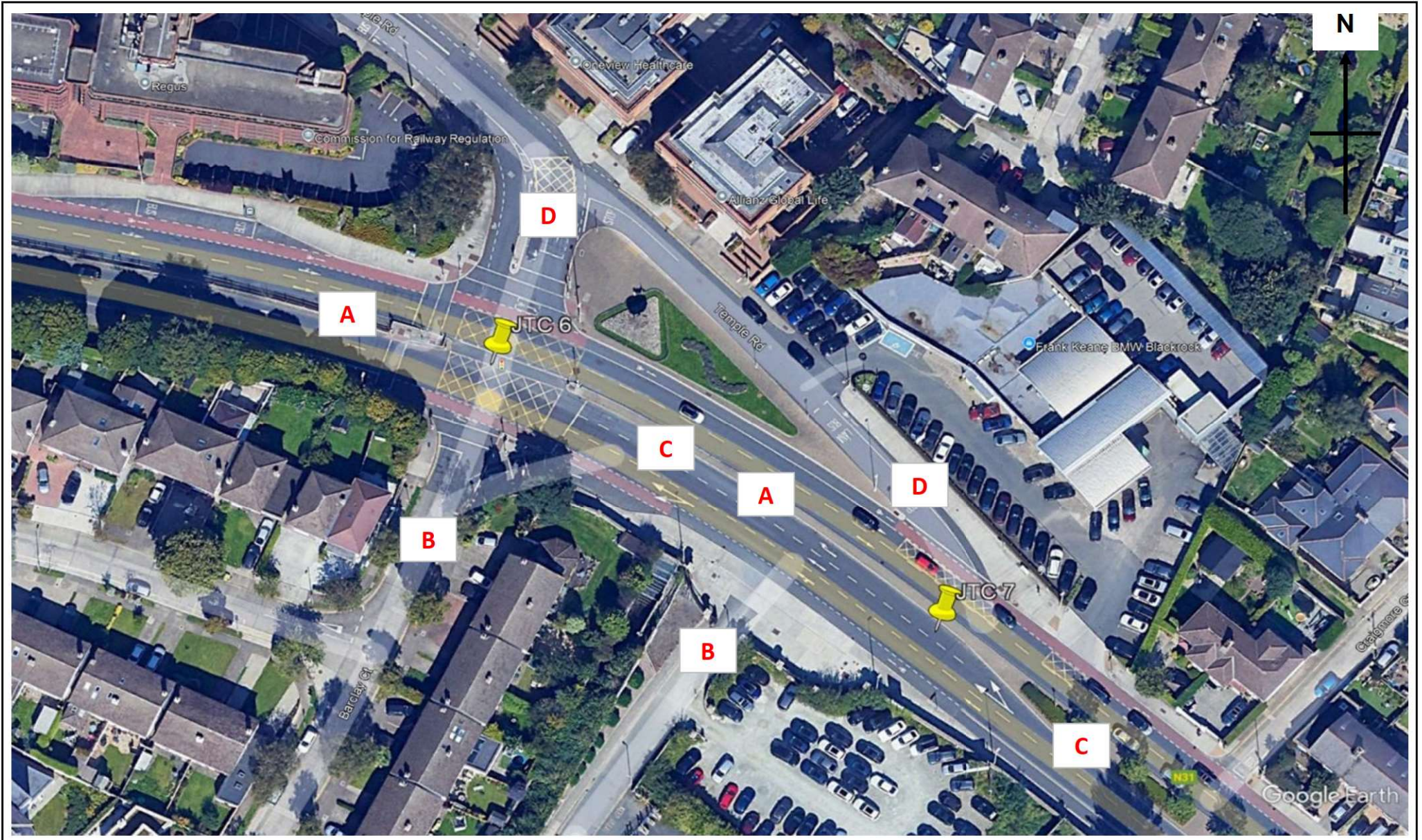
Traffic Survey Data Output













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

Time	A to C - R118 to N31(E)							Veh. Total	A to B - R118 to N31(SW)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	75	14	3	2	3	0	13	110	6	4	2	0	1	0	0	13
07:45	89	13	3	1	5	2	14	127	23	4	1	1	0	1	1	31
08:00	117	13	3	0	2	2	10	147	24	3	1	0	1	0	1	30
08:15	103	12	4	0	2	0	12	133	28	2	1	0	0	0	2	33
08:30	99	17	2	1	4	5	16	144	36	1	1	0	0	0	3	41
08:45	118	23	2	0	2	2	28	175	20	1	4	0	0	1	1	27
09:00	95	11	4	0	3	2	10	125	23	2	2	0	0	0	0	27
09:15	95	17	2	0	3	2	10	129	18	2	2	2	0	0	1	25
09:30	85	6	3	0	3	1	4	102	19	5	1	0	0	0	0	25
09:45	99	18	3	1	3	5	8	137	29	1	0	1	0	0	0	31
Total	975	144	29	5	30	21	125	1329	226	25	15	4	2	2	9	283

Peak Hour 08:00 to 09:00

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

Date 29 April 2025

Time	A to C - R118 to N31(E)							Veh. Total	A to B - R118 to N31(SW)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
16:00	166	14	0	0	6	4	22	212	38	0	0	0	0	0	1	39
16:15	149	12	0	1	3	4	20	189	40	4	0	1	0	1	1	47
16:30	157	9	0	0	2	0	24	192	37	2	0	0	2	1	1	43
16:45	169	9	0	0	2	2	36	218	30	2	0	0	0	0	2	34
17:00	169	13	0	0	2	8	39	231	31	3	0	0	1	1	2	38
17:15	178	5	0	0	5	7	63	258	29	4	0	0	0	1	1	35
17:30	172	12	0	0	2	3	54	243	30	1	0	0	0	0	7	38
17:45	151	7	0	0	2	6	58	224	33	4	0	0	0	0	4	41
18:00	168	4	0	0	3	4	56	235	35	0	0	0	0	0	3	38
18:15	178	1	0	0	3	6	55	243	32	1	0	0	0	0	3	36
Total	1657	86	0	1	30	44	427	2245	335	21	0	1	3	4	25	389

Peak Hour 17:15 to 18:15

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

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

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

Peak Hour 08:00 to 09:00

08:00	26	0	0	0	0	1	9	36	43	3	2	0	1	2	4	55
08:15	32	1	0	0	1	1	8	43	68	2	0	0	0	0	7	77
08:30	33	1	0	0	0	0	8	42	93	4	1	0	2	0	4	104
08:45	34	2	0	0	0	3	5	44	96	4	0	0	3	2	3	108
Total	125	4	0	0	1	5	30	165	300	13	3	0	6	4	18	344

Date 29 April 2025

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

Peak Hour 17:15 to 18:15

17:15	13	0	0	0	0	0	1	14	74	3	0	0	0	1	6	84
17:30	17	1	1	0	1	0	1	21	60	1	0	0	3	0	2	66
17:45	24	0	0	0	0	0	1	25	85	4	0	0	0	1	5	95
18:00	12	2	0	0	1	0	1	16	69	1	0	0	1	1	7	79
Total	66	3	1	0	2	0	4	76	288	9	0	0	4	3	20	324

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

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

Peak Hour 08:00 to 09:00

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

Date 29 April 2025

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

Peak Hour 17:15 to 18:15

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

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

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

Peak Hour 08:00 to 09:00

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

Date 29 April 2025

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

Peak Hour 17:15 to 18:15

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

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

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

Peak Hour 08:00 to 09:00

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

Date 29 April 2025

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

Peak Hour 17:15 to 18:15

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

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

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

Peak Hour 08:00 to 09:00

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

Date 29 April 2025

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

Peak Hour 17:15 to 18:15

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

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

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

Peak Hour 08:00 to 09:00

08:00	27	1	1	0	2	2	4	37	136	15	4	0	1	2	10	168
08:15	35	3	1	0	1	0	9	49	135	10	3	0	1	0	8	157
08:30	49	3	1	0	2	0	10	65	136	17	2	1	3	4	11	174
08:45	59	2	2	0	4	2	7	76	146	26	0	0	2	2	23	199
Total	170	9	5	0	9	4	30	227	553	68	9	1	7	8	52	698

Date 29 April 2025

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

Peak Hour 17:15 to 18:15

17:15	51	2	0	0	1	1	9	64	197	6	0	0	3	7	60	273
17:30	41	1	0	0	4	0	10	56	189	11	0	0	2	3	42	247
17:45	49	1	0	0	1	1	14	66	178	11	0	0	1	5	51	246
18:00	43	0	0	0	3	3	13	62	185	5	0	0	1	2	50	243
Total	184	4	0	0	9	5	46	248	749	33	0	0	7	17	203	1009

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

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

Peak Hour 08:00 to 09:00

08:00	4	0	0	0	0	0	0	4	6	0	0	0	0	0	0	6
08:15	4	1	0	0	0	0	0	5	5	0	0	0	0	0	0	5
08:30	7	0	0	0	0	0	0	7	6	0	0	0	0	1	2	9
08:45	10	0	0	0	0	0	0	10	3	0	0	0	0	1	1	5
Total	25	1	0	0	0	0	0	26	20	0	0	0	0	2	3	25

Date 29 April 2025

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

Peak Hour 17:15 to 18:15

17:15	10	0	0	0	0	0	1	11	16	0	0	0	0	0	1	17
17:30	9	0	0	0	0	0	0	9	15	0	0	0	0	1	1	17
17:45	7	0	0	0	0	1	1	9	25	0	0	0	0	0	0	25
18:00	9	0	0	0	0	0	0	9	29	1	0	0	0	0	0	30
Total	35	0	0	0	0	1	2	38	85	1	0	0	0	1	2	89

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

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

Peak Hour 08:00 to 09:00

08:00	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
08:15	1	0	0	0	0	0	0	1	4	0	1	0	0	0	0	5
08:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
08:45	0	0	1	0	0	0	0	1	2	0	0	0	0	0	0	2
Total	1	0	1	0	0	0	0	2	14	1	1	0	0	0	0	16

Date 29 April 2025

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

Peak Hour 17:15 to 18:15

17:15	1	0	0	0	0	0	0	1	14	0	0	0	0	2	1	17
17:30	3	0	0	0	0	0	1	4	16	1	0	0	0	0	0	17
17:45	0	0	0	0	0	0	0	0	8	0	0	0	0	1	2	11
18:00	4	0	0	0	0	0	1	5	11	1	0	0	0	0	1	13
Total	8	0	0	0	0	0	2	10	49	2	0	0	0	3	4	58

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

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

Peak Hour 08:00 to 09:00

08:00	0	0	0	0	0	0	0	0	204	17	2	0	3	6	70	302
08:15	0	0	0	0	0	0	0	0	196	7	2	1	4	7	96	313
08:30	0	0	0	0	0	0	1	1	218	14	1	1	6	7	91	338
08:45	2	0	0	0	0	0	2	4	191	14	3	0	7	6	59	280
Total	2	0	0	0	0	0	3	5	809	52	8	2	20	26	316	1233

Date 29 April 2025

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

Peak Hour 17:15 to 18:15

17:15	0	0	0	0	0	0	0	0	187	12	1	0	4	8	14	226
17:30	0	0	0	0	0	0	0	0	175	9	0	0	5	4	18	211
17:45	0	0	0	0	0	0	0	0	175	5	0	0	3	8	20	211
18:00	0	0	0	0	0	0	0	0	169	10	0	0	4	3	20	206
Total	0	0	0	0	0	0	0	0	706	36	1	0	16	23	72	854

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

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

Peak Hour 08:00 to 09:00

08:00	22	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0
08:15	19	0	1	0	0	0	0	20	1	0	0	0	0	0	0	1
08:30	24	0	1	0	1	0	2	28	0	0	0	0	0	0	0	0
08:45	27	1	1	0	0	0	1	30	0	0	0	0	0	0	0	0
Total	92	1	3	0	1	0	3	100	1	0	0	0	0	0	0	1

Date 29 April 2025

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

Peak Hour 17:15 to 18:15

17:15	26	1	0	0	0	1	0	28	5	0	0	0	0	0	0	5
17:30	19	0	0	0	2	5	0	26	4	0	0	0	0	0	0	4
17:45	26	0	0	0	1	0	1	28	2	0	0	0	0	1	1	4
18:00	20	0	0	0	0	0	0	20	2	0	0	0	0	0	0	2
Total	91	1	0	0	3	6	1	102	13	0	0	0	0	1	1	15

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

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

Peak Hour 08:00 to 09:00

08:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	5
08:15	0	0	0	0	0	1	0	1	2	0	0	0	0	0	4	6
08:30	0	0	0	0	0	0	0	0	3	1	0	0	0	0	8	12
08:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	7	10
Total	0	0	0	0	0	1	0	1	9	1	0	0	0	0	23	33

Date 29 April 2025

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

Peak Hour 17:15 to 18:15

17:15	0	0	0	0	0	0	0	0	16	0	0	0	0	1	2	19
17:30	1	0	0	0	0	0	1	2	15	0	0	0	0	1	11	27
17:45	0	0	0	0	0	0	0	0	20	0	0	0	0	0	10	30
18:00	1	0	0	0	0	0	0	1	12	1	0	0	0	0	7	20
Total	2	0	0	0	0	0	1	3	63	1	0	0	0	2	30	96

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

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

Peak Hour 08:00 to 09:00

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

Date 29 April 2025

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

Peak Hour 17:15 to 18:15

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

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

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

Peak Hour 08:00 to 09:00

08:00	4	0	0	0	0	0	0	4	11	1	0	0	0	0	0	12
08:15	4	1	0	0	0	1	0	6	10	0	1	0	0	0	0	11
08:30	7	0	0	0	0	0	1	8	9	0	0	0	0	1	2	12
08:45	12	0	0	0	0	0	2	14	5	0	1	0	0	1	1	8
Total	27	1	0	0	0	1	3	32	35	1	2	0	0	2	3	43

Date 29 April 2025

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

Peak Hour 17:15 to 18:15

17:15	10	0	0	0	0	0	1	11	31	0	0	0	0	2	2	35
17:30	10	0	0	0	0	0	1	11	34	1	0	0	0	1	2	38
17:45	7	0	0	0	0	1	1	9	33	0	0	0	0	1	2	36
18:00	10	0	0	0	0	0	0	10	44	2	0	0	0	0	2	48
Total	37	0	0	0	0	1	3	41	142	3	0	0	0	4	8	157

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

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

Peak Hour 08:00 to 09:00

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

Date 29 April 2025

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

Peak Hour 17:15 to 18:15

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

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

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

Peak Hour 08:00 to 09:00

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

Date 29 April 2025

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

Peak Hour 17:15 to 18:15

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

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

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

Peak Hour 07:45 to 08:45

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

Date 29 April 2025

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

Peak Hour 17:00 to 18:00

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

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

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

Peak Hour 07:45 to 08:45

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

Date 29 April 2025

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

Peak Hour 17:00 to 18:00

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

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

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

Peak Hour 07:45 to 08:45

07:45	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	1
08:30	0	0	0	0	0	0	4	4	0	0	0	0	0	0	5	5
Total	0	0	0	0	0	0	12	12	0	0	0	0	0	0	6	6

Date 29 April 2025

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

Peak Hour 17:00 to 18:00

17:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:30	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	3	3	0	0	0	0	0	0	4	4

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

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

Peak Hour 07:45 to 08:45

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

Date 29 April 2025

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

Peak Hour 17:00 to 18:00

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

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

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

Peak Hour 07:45 to 08:45

07:45	0	0	0	0	0	0	3	3	1	0	1	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	3	3	4	1	1	0	0	0	0	6

Date 29 April 2025

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

Peak Hour 17:00 to 18:00

17:00	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12
17:15	0	0	0	0	0	0	1	1	8	0	0	0	0	0	0	8
17:30	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
17:45	0	0	0	0	0	0	0	0	8	0	0	0	0	0	1	9
Total	0	0	0	0	0	0	1	1	36	1	0	0	0	0	1	38

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

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

Peak Hour 07:45 to 08:45

07:45	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2
Total	0	0	0	0	0	0	7	7	0	0	0	0	0	0	2	2

Date 29 April 2025

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

Peak Hour 17:00 to 18:00

17:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	4	4	0	0	0	0	0	0	1	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
17:45	0	0	0	0	0	0	7	7	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	12	12	0	0	0	0	0	0	4	4

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

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

Peak Hour 07:45 to 08:45

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

Date 29 April 2025

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

Peak Hour 17:00 to 18:00

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

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

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

Peak Hour 07:45 to 08:45

07:45	0	0	0	0	0	0	3	3	32	0	0	0	0	0	9	41
08:00	0	0	0	0	0	0	2	2	33	0	0	0	1	0	8	42
08:15	0	0	0	0	0	0	2	2	41	0	1	0	0	1	3	46
08:30	0	0	0	0	0	0	2	2	31	2	0	0	1	2	13	49
Total	0	0	0	0	0	0	9	9	137	2	1	0	2	3	33	178

Date 29 April 2025

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

Peak Hour 17:00 to 18:00

17:00	0	0	0	0	0	0	7	7	17	0	0	0	0	0	2	19
17:15	0	0	0	0	0	0	7	7	25	0	0	0	0	1	2	28
17:30	0	0	0	0	0	0	0	0	20	0	0	0	0	2	4	26
17:45	0	0	0	0	0	0	8	8	21	1	0	0	0	0	2	24
Total	0	0	0	0	0	0	22	22	83	1	0	0	0	3	10	97

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

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

Peak Hour 07:45 to 08:45

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

Date 29 April 2025

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

Peak Hour 17:00 to 18:00

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

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

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

Peak Hour 07:45 to 08:45

07:45	0	0	0	0	0	0	8	8	1	0	1	0	0	0	2	4
08:00	0	0	0	0	0	0	1	1	2	0	0	0	0	0	2	4
08:15	0	0	0	0	0	0	2	2	1	1	0	0	0	0	1	3
08:30	0	0	0	0	0	0	5	5	0	0	0	0	0	0	4	4
Total	0	0	0	0	0	0	16	16	4	1	1	0	0	0	9	15

Date 29 April 2025

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

Peak Hour 17:00 to 18:00

17:00	0	0	0	0	0	0	1	1	11	1	0	0	0	0	1	13
17:15	0	0	0	0	0	0	1	1	8	0	0	0	0	0	5	13
17:30	0	0	0	0	0	0	2	2	9	0	0	0	0	0	2	11
17:45	0	0	0	0	0	0	0	0	8	0	0	0	0	0	9	17
Total	0	0	0	0	0	0	4	4	36	1	0	0	0	0	17	54

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

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

Peak Hour 08:30 to 09:30

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

Date 29 April 2025

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

Peak Hour 17:00 to 18:00

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

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

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

Peak Hour 08:30 to 09:30

08:30	0	0	0	0	0	0	0	0	5	0	1	0	1	0	4	11
08:45	0	0	0	0	0	0	1	1	9	4	2	0	1	0	6	22
09:00	0	0	0	0	0	0	0	0	15	1	1	0	1	0	2	20
09:15	0	0	0	0	0	0	0	0	21	0	1	0	1	1	1	25
Total	0	0	0	0	0	0	1	1	50	5	5	0	4	1	13	78

Date 29 April 2025

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

Peak Hour 17:00 to 18:00

17:00	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	15
17:15	0	0	0	0	0	0	1	1	20	0	0	0	0	3	0	23
17:30	0	0	0	0	0	0	3	3	7	1	0	0	2	0	0	10
17:45	0	0	0	0	0	0	7	7	12	0	0	0	1	0	1	14
Total	0	0	0	0	0	0	11	11	52	3	0	0	3	3	1	62

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

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

Peak Hour 08:30 to 09:30

08:30	6	1	0	0	0	0	3	10	25	4	1	0	1	1	2	34
08:45	5	1	0	0	0	0	2	8	19	3	0	0	0	1	4	27
09:00	8	0	0	0	0	0	4	12	20	2	1	0	0	0	2	25
09:15	5	0	0	0	0	0	2	7	22	0	0	0	0	0	2	24
Total	24	2	0	0	0	0	11	37	86	9	2	0	1	2	10	110

Date 29 April 2025

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

Peak Hour 17:00 to 18:00

17:00	1	1	0	0	0	1	0	3	25	1	0	0	0	1	5	32
17:15	5	0	0	0	0	0	0	5	20	0	0	0	0	2	0	22
17:30	4	0	0	0	0	0	1	5	25	2	0	0	0	0	2	29
17:45	5	0	0	0	0	1	0	6	28	1	0	0	0	0	4	33
Total	15	1	0	0	0	2	1	19	98	4	0	0	0	3	11	116

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

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

Peak Hour 08:30 to 09:30

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

Date 29 April 2025

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

Peak Hour 17:00 to 18:00

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

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

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

Peak Hour 08:30 to 09:30

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

Date 29 April 2025

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

Peak Hour 17:00 to 18:00

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

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

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

Peak Hour 08:30 to 09:30

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

Date 29 April 2025

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

Peak Hour 17:00 to 18:00

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

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

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

Peak Hour 08:30 to 09:30

08:30	39	3	2	0	0	1	1	46	36	5	2	0	2	1	9	55
08:45	42	3	2	0	2	0	1	50	33	8	2	0	1	1	12	57
09:00	28	1	0	0	1	0	1	31	43	3	2	0	1	0	8	57
09:15	30	0	1	0	0	0	3	34	48	0	1	0	1	1	5	56
Total	139	7	5	0	3	1	6	161	160	16	7	0	5	3	34	225

Date 29 April 2025

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

Peak Hour 17:00 to 18:00

17:00	50	5	0	0	1	1	3	60	39	4	0	0	0	2	5	50
17:15	44	1	0	0	1	1	6	53	45	0	0	0	0	5	0	50
17:30	58	1	0	0	0	0	8	67	36	3	0	0	2	0	3	44
17:45	52	0	0	0	2	1	15	70	45	1	0	0	1	1	5	53
Total	204	7	0	0	4	3	32	250	165	8	0	0	3	8	13	197

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

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

Peak Hour 08:30 to 09:30

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

Date 29 April 2025

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

Peak Hour 17:00 to 18:00

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

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

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

Peak Hour 08:30 to 09:30

08:30	8	1	0	0	0	0	3	12	67	4	1	0	1	1	3	77
08:45	9	1	0	0	0	0	2	12	62	3	3	0	5	1	1	75
09:00	13	0	0	0	0	0	5	18	58	5	2	0	4	0	1	70
09:15	8	2	0	0	0	0	2	12	46	8	1	0	1	0	2	58
Total	38	4	0	0	0	0	12	54	233	20	7	0	11	2	7	280

Date 29 April 2025

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

Peak Hour 17:00 to 18:00

17:00	6	1	0	0	0	1	0	8	85	4	1	0	2	2	3	97
17:15	8	0	0	0	0	0	2	10	55	1	0	0	3	3	5	67
17:30	6	1	0	0	0	0	1	8	77	3	0	0	2	3	5	90
17:45	6	0	0	0	0	1	1	8	65	1	0	0	3	3	7	79
Total	26	2	0	0	0	2	4	34	282	9	1	0	10	11	20	333

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

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

Peak Hour 08:15 to 09:15

08:15	4	0	0	0	0	0	0	4	155	10	6	0	2	0	13	186
08:30	6	0	0	0	0	0	0	6	167	15	3	0	4	5	9	203
08:45	5	2	0	0	0	0	1	8	161	28	2	1	2	3	23	220
09:00	1	0	0	0	0	0	2	3	160	21	5	0	1	2	10	199
Total	16	2	0	0	0	0	3	21	643	74	16	1	9	10	55	808

Date 29 April 2025

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

Peak Hour 17:15 to 18:15

17:15	4	0	0	0	0	0	0	4	231	8	0	0	2	9	53	303
17:30	2	0	0	0	0	1	0	3	250	13	0	0	3	4	50	320
17:45	3	0	0	0	0	0	0	3	247	13	0	0	1	8	47	316
18:00	2	0	0	0	0	0	0	2	221	6	0	0	1	1	51	280
Total	11	0	0	0	0	1	0	12	949	40	0	0	7	22	201	1219

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

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

Peak Hour 08:15 to 09:15

08:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3	5
08:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	2	7
09:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	10	0	0	0	0	0	5	15

Date 29 April 2025

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

Peak Hour 17:15 to 18:15

17:15	0	0	0	0	0	0	1	1	3	1	0	0	0	0	0	4
17:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	5
17:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	2	6
18:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	1	6
Total	0	0	0	0	0	0	1	1	16	1	0	0	0	0	4	21

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

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

Peak Hour 08:15 to 09:15

08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3

Date 29 April 2025

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

Peak Hour 17:15 to 18:15

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	1	1
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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2

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

Time	C to B - N31(E) to Sweetman's Ave(S)							Veh. Total	C to A - N31(E) to N31(W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	18	0	0	0	0	0	1	19	245	11	2	0	3	8	46	315
07:45	36	0	0	0	0	0	0	36	224	22	0	0	2	2	47	297
08:00	23	0	0	0	0	1	2	26	172	9	3	0	1	7	55	247
08:15	35	5	0	0	0	0	3	43	113	7	1	1	3	3	94	222
08:30	39	1	1	0	0	0	7	48	165	10	2	1	3	5	83	269
08:45	38	2	0	0	0	0	4	44	191	12	1	0	2	6	56	268
09:00	20	1	0	0	0	0	1	22	196	15	4	1	3	2	33	254
09:15	13	1	1	0	0	0	0	15	179	19	0	1	2	2	25	228
09:30	16	4	0	0	0	0	1	21	192	15	3	0	4	1	17	232
09:45	10	2	0	0	0	0	0	12	176	22	4	0	3	2	15	222
Total	248	16	2	0	0	1	19	286	1853	142	20	4	26	38	471	2554

Peak Hour 08:15 to 09:15

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

Date 29 April 2025

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

Peak Hour 17:15 to 18:15

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

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

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

Date 29 April 2025

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

Peak Hour 17:15 to 18:15

17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
17:45	0	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	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1

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

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

Peak Hour 08:15 to 09:15

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

Date 29 April 2025

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

Peak Hour 17:15 to 18:15

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

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

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

Peak Hour 08:15 to 09:15

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

Date 29 April 2025

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

Peak Hour 17:15 to 18:15

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

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

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

Peak Hour 08:15 to 09:15

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

Date 29 April 2025

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

Peak Hour 17:15 to 18:15

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

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

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

Peak Hour 08:15 to 09:15

08:15	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3
08:30	6	0	0	0	0	0	0	6	3	0	0	0	0	0	0	3
08:45	5	2	0	0	0	0	1	8	3	0	0	0	0	0	0	3
09:00	1	0	0	0	0	0	2	3	1	0	0	0	0	0	0	1
Total	16	2	0	0	0	0	3	21	10	0	0	0	0	0	0	10

Date 29 April 2025

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

Peak Hour 17:15 to 18:15

17:15	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
17:30	2	0	0	0	0	1	0	3	2	0	0	0	0	0	1	3
17:45	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
18:00	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
Total	11	0	0	0	0	1	0	12	12	0	0	0	0	0	1	13

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

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

Peak Hour 08:00 to 09:00

08:00	3	1	0	0	0	1	0	5	149	16	4	0	0	2	10	181
08:15	3	0	0	0	0	0	0	3	159	10	6	0	2	0	14	191
08:30	8	0	0	0	0	0	0	8	158	15	3	0	4	5	9	194
08:45	2	0	0	0	0	0	3	5	159	25	2	1	2	3	21	213
Total	16	1	0	0	0	1	3	21	625	66	15	1	8	10	54	779

Date 29 April 2025

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

Peak Hour 16:45 to 17:45

16:45	5	0	0	0	0	0	0	5	246	16	0	0	2	1	33	298
17:00	2	0	0	0	0	0	0	2	227	13	0	0	1	10	40	291
17:15	2	0	0	0	0	0	1	3	216	6	0	0	2	8	47	279
17:30	3	0	0	0	0	0	0	3	246	13	0	0	1	4	57	321
Total	12	0	0	0	0	0	1	13	935	48	0	0	6	23	177	1189

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

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

Peak Hour 08:00 to 09:00

08:00	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	4
08:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
08:45	1	0	0	0	0	0	4	5	3	1	0	0	0	0	1	5
Total	3	0	0	0	0	0	6	9	8	1	0	0	0	0	1	10

Date 29 April 2025

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

Peak Hour 16:45 to 17:45

16:45	0	0	0	0	0	0	2	2	3	1	0	0	0	0	1	5
17:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	4
17:15	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
Total	0	0	0	0	0	0	4	4	7	3	0	0	0	0	3	13

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

Time	C to B - N31(E) to Barclay Ct							Veh. Total	C to A - N31(E) to N31(W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:30	1	1	0	0	0	0	1	3	286	15	2	0	3	7	46	359
07:45	3	0	0	0	0	0	1	4	238	18	0	0	2	2	40	300
08:00	1	0	0	0	0	0	0	1	202	10	2	1	1	9	65	290
08:15	2	2	0	0	0	0	0	4	152	12	0	0	3	3	87	257
08:30	2	1	0	0	0	0	0	3	157	10	3	1	3	4	78	256
08:45	1	0	0	0	0	0	1	2	247	14	2	0	2	5	58	328
09:00	2	3	0	0	0	0	1	6	183	13	2	1	3	2	27	231
09:15	2	0	0	0	0	0	1	3	193	18	0	1	2	2	22	238
09:30	2	0	0	0	0	0	0	2	190	17	3	0	4	1	17	232
09:45	3	1	0	0	0	0	0	4	190	22	3	0	3	2	14	234
Total	19	8	0	0	0	0	5	32	2038	149	17	4	26	37	454	2725

Peak Hour 08:00 to 09:00

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

Date 29 April 2025

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

Peak Hour 16:45 to 17:45

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

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

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

Peak Hour 08:00 to 09:00

08:00	12	2	0	0	0	0	1	15	11	2	0	0	0	0	0	13
08:15	25	1	0	0	3	0	0	29	11	0	1	0	0	0	0	12
08:30	22	1	0	0	1	2	0	26	10	0	2	0	0	0	0	12
08:45	24	2	0	0	0	0	0	26	18	2	0	0	0	0	0	20
Total	83	6	0	0	4	2	1	96	50	4	3	0	0	0	0	57

Date 29 April 2025

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

Peak Hour 16:45 to 17:45

16:45	5	0	0	0	1	0	0	6	29	3	0	0	0	1	0	33
17:00	5	0	0	0	1	0	0	6	39	2	0	0	0	1	0	42
17:15	7	0	0	0	0	1	0	8	39	1	0	0	0	0	0	40
17:30	4	1	0	0	1	0	0	6	37	1	0	0	0	2	0	40
Total	21	1	0	0	3	1	0	26	144	7	0	0	0	4	0	155

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

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

Peak Hour 08:00 to 09:00

08:00	2	1	0	0	0	0	0	3	1	0	1	0	0	0	1	3
08:15	0	0	0	0	0	0	0	0	2	0	1	0	0	0	2	5
08:30	1	0	1	0	0	0	0	2	0	0	0	0	0	0	1	1
08:45	1	1	0	0	0	0	0	2	3	1	0	0	0	1	0	5
Total	4	2	1	0	0	0	0	7	6	1	2	0	0	1	4	14

Date 29 April 2025

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

Peak Hour 16:45 to 17:45

16:45	5	1	0	0	0	0	5	11	2	0	0	0	0	0	2	4
17:00	0	2	0	0	0	0	6	8	8	0	0	0	0	1	1	10
17:15	4	0	0	0	0	0	2	6	6	0	0	0	0	0	0	6
17:30	3	0	0	0	0	0	5	8	3	0	0	0	0	0	0	3
Total	12	3	0	0	0	0	18	33	19	0	0	0	0	1	3	23

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

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

Peak Hour 08:00 to 09:00

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

Date 29 April 2025

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

Peak Hour 16:45 to 17:45

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

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

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

Peak Hour 08:00 to 09:00

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

Date 29 April 2025

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

Peak Hour 16:45 to 17:45

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

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

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

Peak Hour 08:00 to 09:00

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

Date 29 April 2025

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

Peak Hour 16:45 to 17:45

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

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

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

Peak Hour 08:00 to 09:00

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

Date 29 April 2025

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

Peak Hour 16:45 to 17:45

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

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

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

Peak Hour 08:00 to 09:00

08:00	0	0	0	0	0	0	0	0	164	20	4	0	0	2	10	200
08:15	0	0	0	0	0	0	0	0	169	11	7	0	2	0	15	204
08:30	0	0	0	0	0	0	0	0	172	15	5	0	4	5	8	209
08:45	0	0	0	0	0	0	0	0	181	29	1	1	2	3	23	240
Total	0	0	0	0	0	0	0	0	686	75	17	1	8	10	56	853

Date 29 April 2025

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

Peak Hour 17:00 to 18:00

17:00	0	0	0	0	0	0	0	0	271	15	0	0	1	11	43	341
17:15	0	0	0	0	0	0	0	0	256	8	0	0	2	8	46	320
17:30	0	0	0	0	0	0	0	0	288	15	0	0	1	6	55	365
17:45	0	0	0	0	0	0	0	0	283	18	0	0	3	6	46	356
Total	0	0	0	0	0	0	0	0	1098	56	0	0	7	31	190	1382

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

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

Peak Hour 08:00 to 09:00

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

Date 29 April 2025

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

Peak Hour 17:00 to 18:00

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

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

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

Peak Hour 08:00 to 09:00

08:00	0	0	0	0	0	0	0	0	3	1	0	0	1	0	1	6
08:15	0	0	0	0	0	0	0	0	5	0	0	0	4	0	1	10
08:30	0	0	0	0	0	0	0	0	5	0	1	0	2	0	0	8
08:45	0	0	0	0	0	0	0	0	3	0	0	0	1	0	1	5
Total	0	0	0	0	0	0	0	0	16	1	1	0	8	0	3	29

Date 29 April 2025

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

Peak Hour 17:00 to 18:00

17:00	0	0	0	0	0	0	0	0	7	0	0	0	2	1	6	16
17:15	0	0	0	0	0	0	0	0	6	1	0	0	1	0	3	11
17:30	0	0	0	0	0	0	0	0	3	0	0	0	2	1	3	9
17:45	0	0	0	0	0	0	0	0	4	0	0	0	2	1	5	12
Total	0	0	0	0	0	0	0	0	20	1	0	0	7	3	17	48

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

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

Peak Hour 08:00 to 09:00

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

Date 29 April 2025

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

Peak Hour 17:00 to 18:00

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

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

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

Peak Hour 08:00 to 09:00

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

Date 29 April 2025

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

Peak Hour 17:00 to 18:00

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

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

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

Peak Hour 08:00 to 09:00

08:00	0	0	0	0	0	0	0	0	3	1	0	0	1	0	1	6
08:15	0	0	0	0	0	0	0	0	5	0	0	0	4	0	1	10
08:30	0	0	0	0	0	0	0	0	5	0	1	0	2	0	0	8
08:45	0	0	0	0	0	0	0	0	3	0	0	0	1	0	1	5
Total	0	0	0	0	0	0	0	0	16	1	1	0	8	0	3	29

Date 29 April 2025

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

Peak Hour 17:00 to 18:00

17:00	0	0	0	0	0	0	0	0	7	0	0	0	2	1	6	16
17:15	0	0	0	0	0	0	0	0	6	1	0	0	1	0	3	11
17:30	0	0	0	0	0	0	0	0	3	0	0	0	2	1	3	9
17:45	0	0	0	0	0	0	0	0	4	0	0	0	2	1	5	12
Total	0	0	0	0	0	0	0	0	20	1	0	0	7	3	17	48

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

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

Peak Hour 08:00 to 09:00

08:00	0	0	0	0	0	0	0	0	11	2	0	0	0	0	1	14
08:15	0	0	0	0	0	0	0	0	7	1	0	0	0	0	2	10
08:30	0	0	0	0	0	0	0	0	14	0	1	0	0	1	1	17
08:45	0	0	0	0	0	0	0	0	6	0	0	0	1	1	0	8
Total	0	0	0	0	0	0	0	0	38	3	1	0	1	2	4	49

Date 29 April 2025

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

Peak Hour 17:15 to 18:15

17:15	0	0	0	0	0	0	0	0	12	0	0	0	0	0	1	13
17:30	0	0	0	0	0	0	0	0	10	1	0	0	0	0	6	17
17:45	0	0	0	0	0	0	0	0	6	2	1	0	0	0	2	11
18:00	0	0	0	0	0	0	0	0	13	0	0	0	0	1	5	19
Total	0	0	0	0	0	0	0	0	41	3	1	0	0	1	14	60

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

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

Peak Hour 08:00 to 09:00

08:00	0	0	0	0	0	0	0	0	32	1	1	0	0	2	6	42
08:15	1	0	0	0	0	0	0	1	32	0	0	0	0	1	7	40
08:30	0	0	0	0	0	0	0	0	40	3	0	0	0	4	12	59
08:45	0	0	0	0	0	0	0	0	51	3	1	0	0	1	5	61
Total	1	0	0	0	0	0	0	1	155	7	2	0	0	8	30	202

Date 29 April 2025

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

Peak Hour 17:15 to 18:15

17:15	0	0	0	0	0	0	0	0	52	4	1	0	0	3	11	71
17:30	0	0	0	0	0	0	0	0	50	5	0	0	1	1	6	63
17:45	0	0	0	0	0	0	0	0	61	0	0	0	0	1	8	70
18:00	0	0	0	0	0	0	0	0	48	1	0	0	0	1	3	53
Total	0	0	0	0	0	0	0	0	211	10	1	0	1	6	28	257

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

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

Peak Hour 08:00 to 09:00

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

Date 29 April 2025

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

Peak Hour 17:15 to 18:15

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

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

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

Peak Hour 08:00 to 09:00

08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	1	3	0	0	0	0	0	4	0	1	0	0	0	0	0	1

Date 29 April 2025

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

Peak Hour 17:15 to 18:15

17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4

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

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

Peak Hour 08:00 to 09:00

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

Date 29 April 2025

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

Peak Hour 17:15 to 18:15

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

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

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

Peak Hour 08:00 to 09:00

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

Date 29 April 2025

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

Peak Hour 17:15 to 18:15

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

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

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

Peak Hour 08:00 to 09:00

08:00	18	1	0	0	1	0	4	24	43	3	1	0	0	2	7	56
08:15	17	0	1	0	0	0	6	24	40	1	0	0	0	1	9	51
08:30	22	6	2	0	1	1	7	39	54	3	1	0	0	5	13	76
08:45	20	5	0	1	0	0	15	41	57	3	1	0	1	2	5	69
Total	77	12	3	1	2	1	32	128	194	10	3	0	1	10	34	252

Date 29 April 2025

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

Peak Hour 17:15 to 18:15

17:15	13	0	0	0	1	0	12	26	64	4	1	0	0	3	12	84
17:30	17	1	0	0	1	0	17	36	60	6	0	0	1	1	12	80
17:45	10	0	0	0	0	1	16	27	67	2	1	0	0	1	10	81
18:00	14	1	0	0	1	0	8	24	61	1	0	0	0	2	8	72
Total	54	2	0	0	3	1	53	113	252	13	2	0	1	7	42	317

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

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

Peak Hour 08:00 to 09:00

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

Date 29 April 2025

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

Peak Hour 17:15 to 18:15

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

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

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

Peak Hour 08:00 to 09:00

08:00	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0
08:15	2	0	0	0	0	0	0	2	1	3	0	0	0	0	0	4
08:30	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4
08:45	1	1	0	0	0	0	0	2	1	1	0	0	0	0	0	2
Total	5	4	0	0	0	0	0	9	6	4	0	0	0	0	0	10

Date 29 April 2025

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

Peak Hour 17:15 to 18:15

17:15	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
17:30	4	0	0	0	0	0	0	4	1	0	0	0	0	0	3	4
17:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	1	1
18:00	4	1	0	0	0	0	0	5	0	1	0	0	0	0	0	1
Total	12	1	0	0	0	0	0	13	3	1	0	0	0	0	4	8

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

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

Peak Hour 08:00 to 09:00

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

Date 29 April 2025

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

Peak Hour 17:15 to 18:15

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

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

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

Peak Hour 08:00 to 09:00

08:00	1	1	0	0	0	0	1	3	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
Total	5	2	0	0	0	0	1	8	0	0	0	0	0	0	0	0

Date 29 April 2025

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

Peak Hour 17:15 to 18:15

17:15	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
17:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
17:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
18:00	4	1	0	0	0	0	1	6	0	0	0	0	0	0	1	1
Total	10	1	0	0	0	1	1	13	4	0	0	0	0	0	1	5

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

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

Peak Hour 08:00 to 09:00

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

Date 29 April 2025

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

Peak Hour 17:30 to 18:30

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

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

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

Peak Hour 08:00 to 09:00

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

Date 29 April 2025

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

Peak Hour 17:30 to 18:30

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

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

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

Peak Hour 08:00 to 09:00

08:00	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2	3
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	1	0	0	0	0	0	11	12

Date 29 April 2025

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

Peak Hour 17:30 to 18:30

17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5	6

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

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

Peak Hour 08:00 to 09:00

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

Date 29 April 2025

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

Peak Hour 17:30 to 18:30

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

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

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

Peak Hour 08:00 to 09:00

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

Date 29 April 2025

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

Peak Hour 17:30 to 18:30

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

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

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

Peak Hour 08:00 to 09:00

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

Date 29 April 2025

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

Peak Hour 17:30 to 18:30

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

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

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

Peak Hour 08:00 to 09:00

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

Date 29 April 2025

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

Peak Hour 17:30 to 18:30

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

APPENDIX C

TRICS Trip Generation Output
(Residential Apartments & Creche)

Calculation Reference: AUDIT-160301-250713-0747

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLESSelected regions and areas:

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

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

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

TOTAL VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

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

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

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

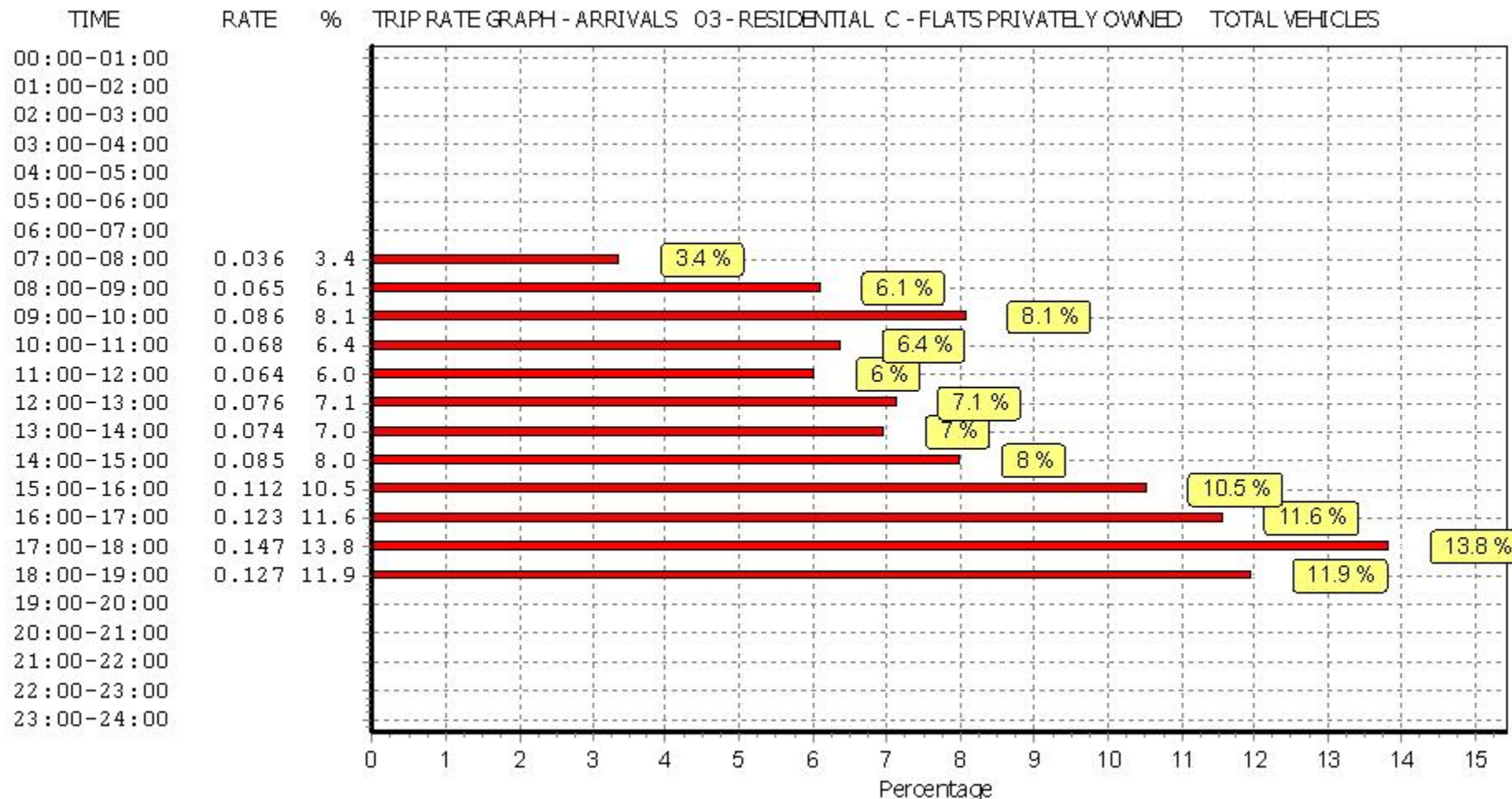
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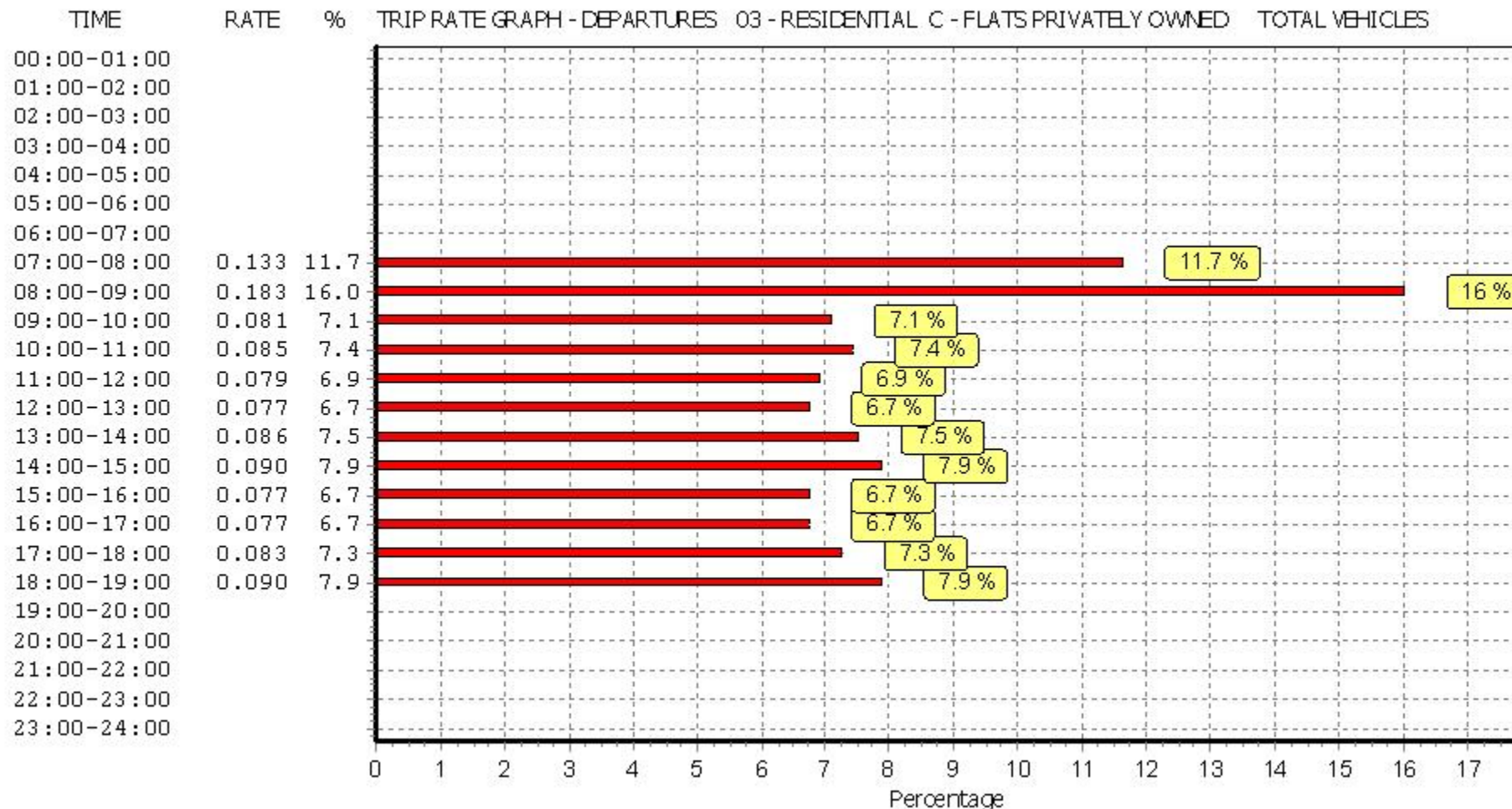
Parameter summary

Trip rate parameter range selected: 9 - 332 (units:)
Survey date date range: 01/01/16 - 02/10/23
Number of weekdays (Monday-Friday): 27
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

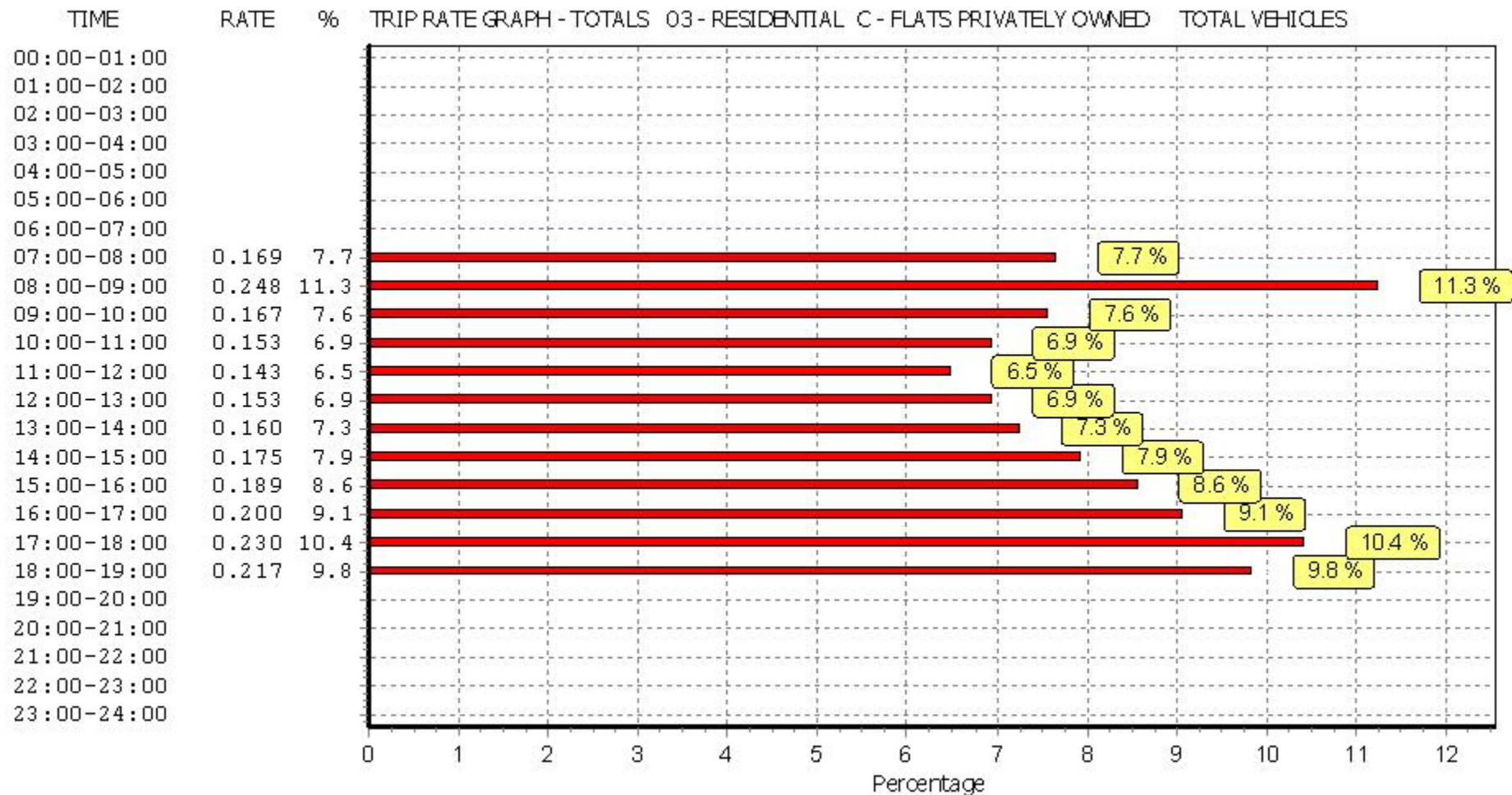
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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

OGVS

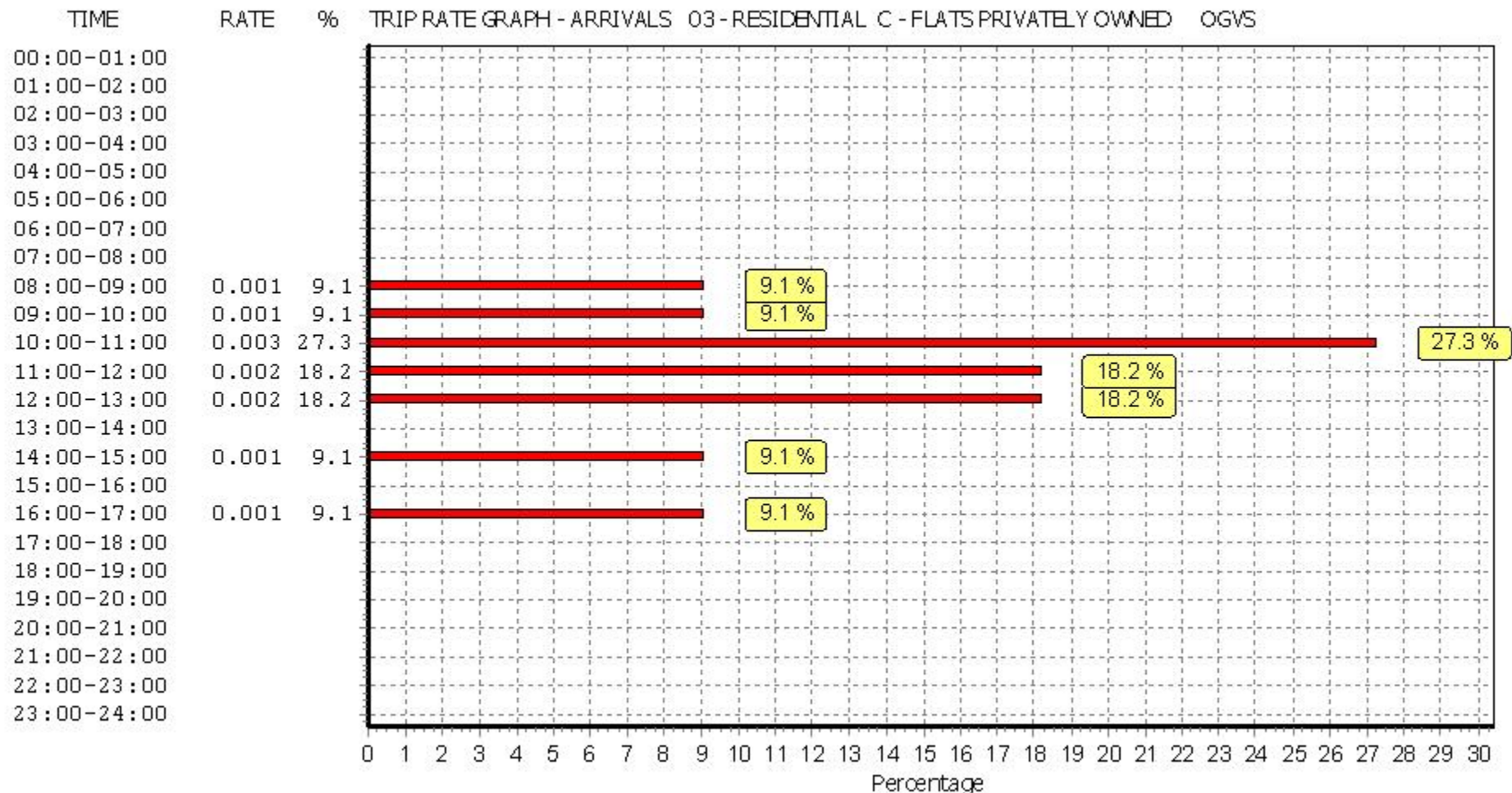
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

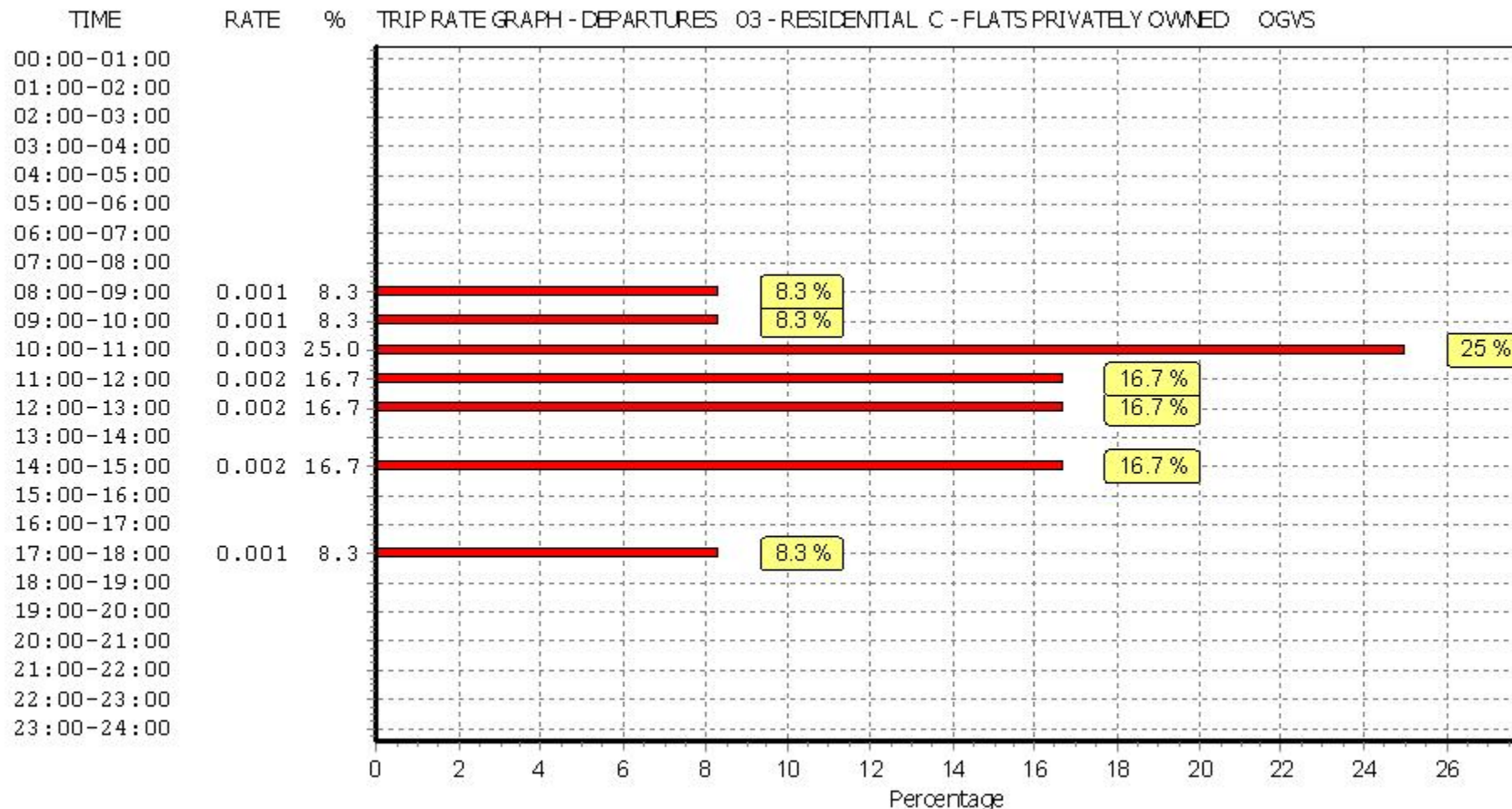
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00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

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

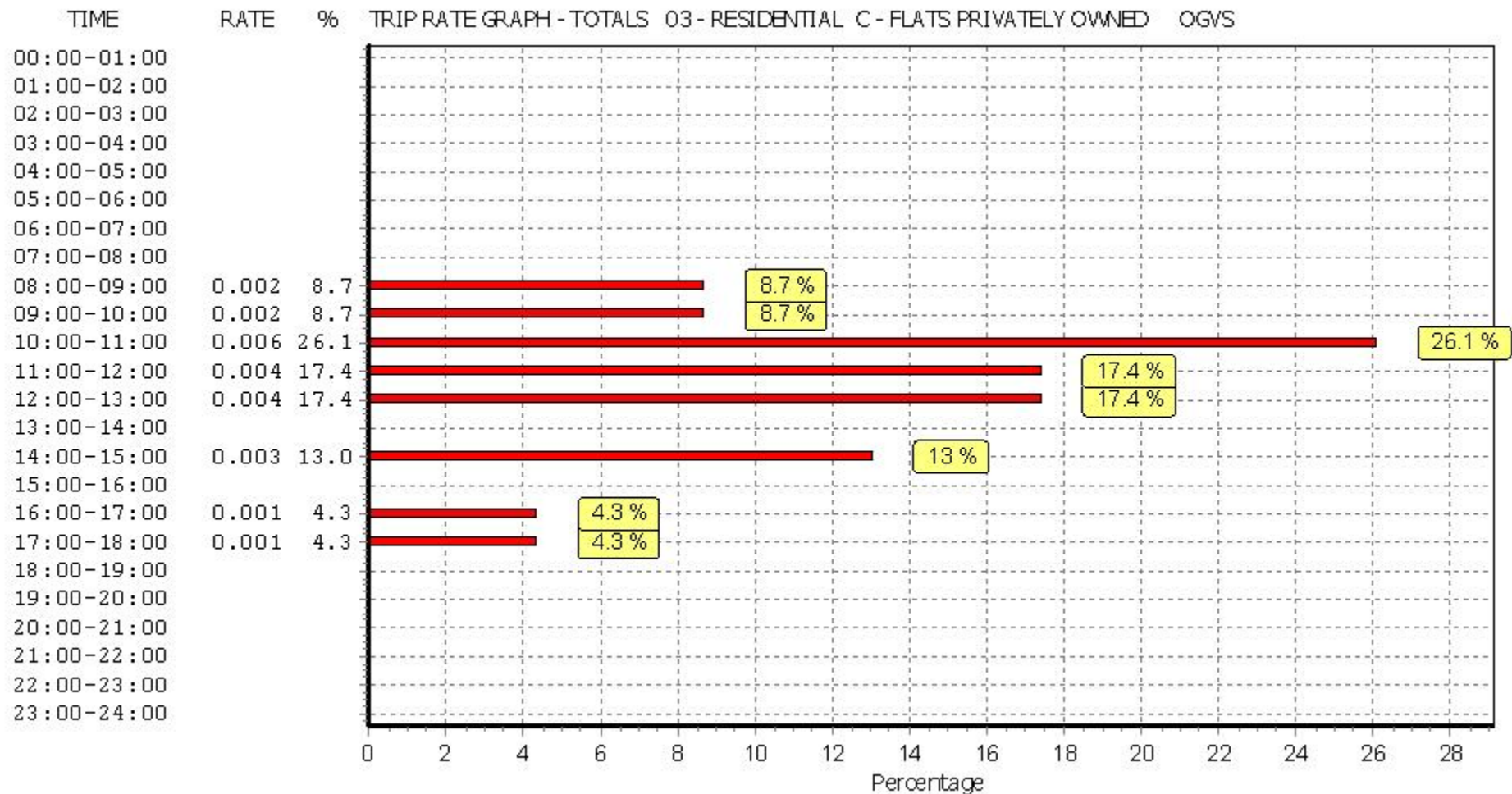
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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

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

CYCLISTS

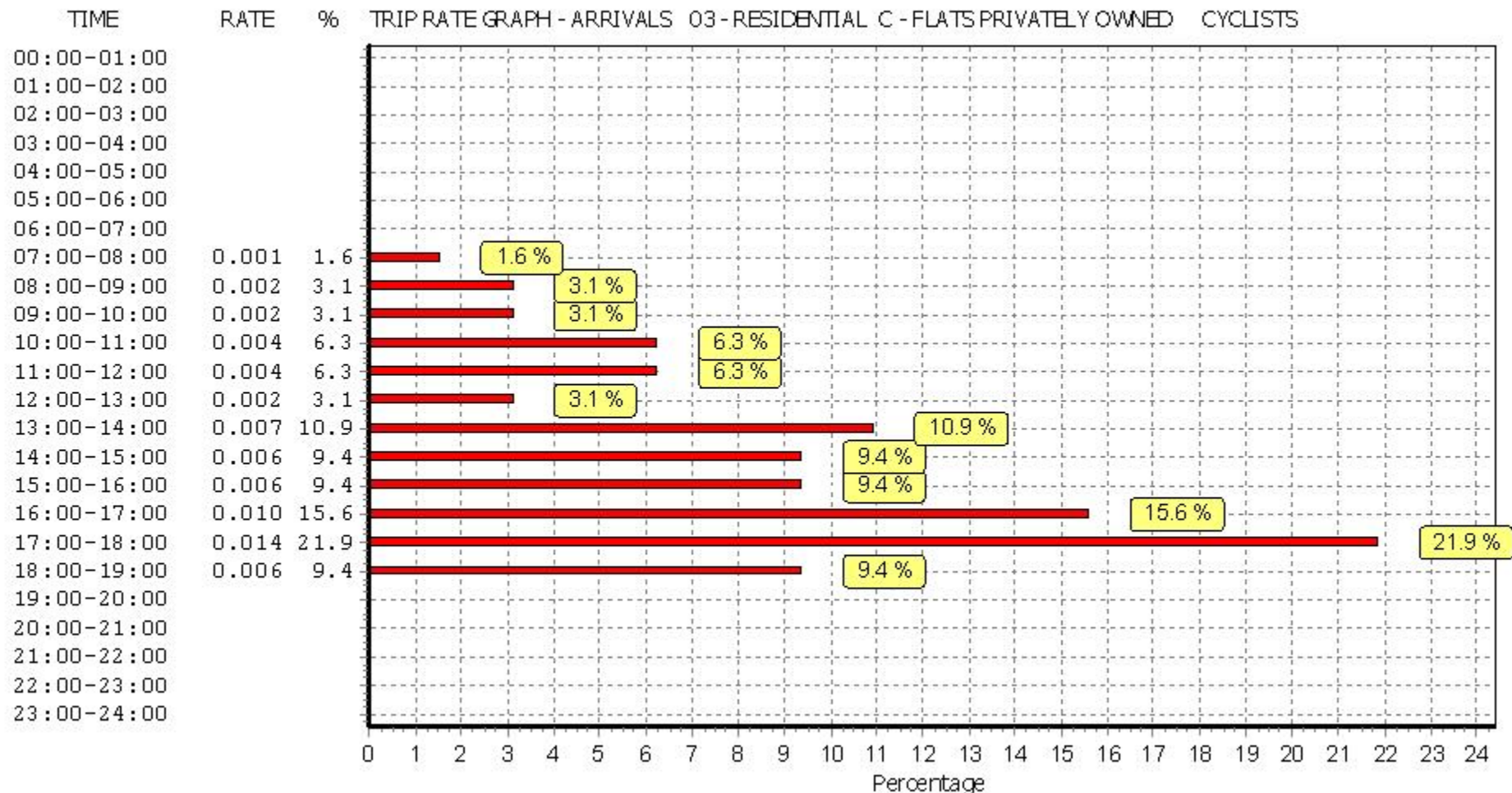
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

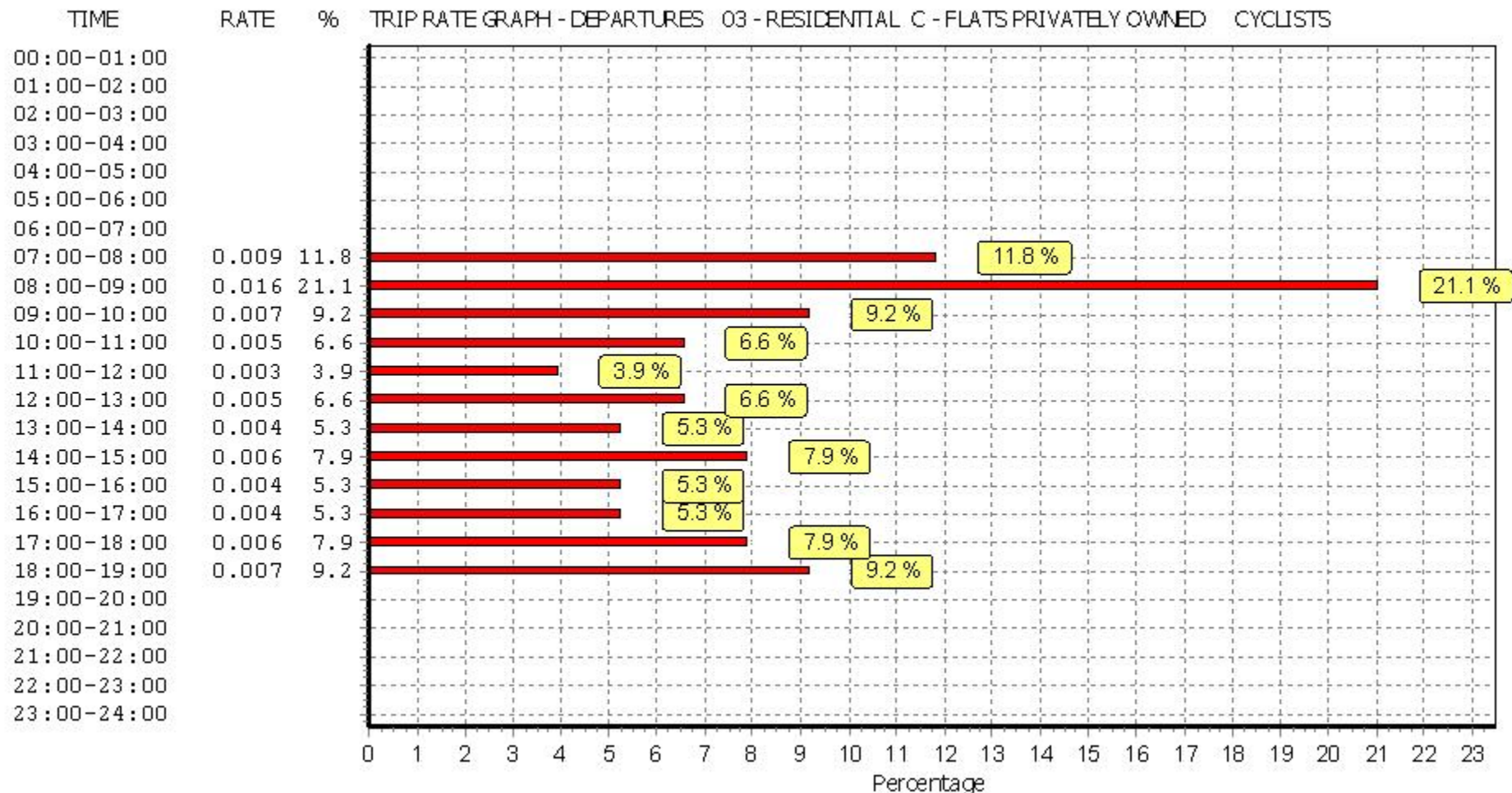
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00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

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

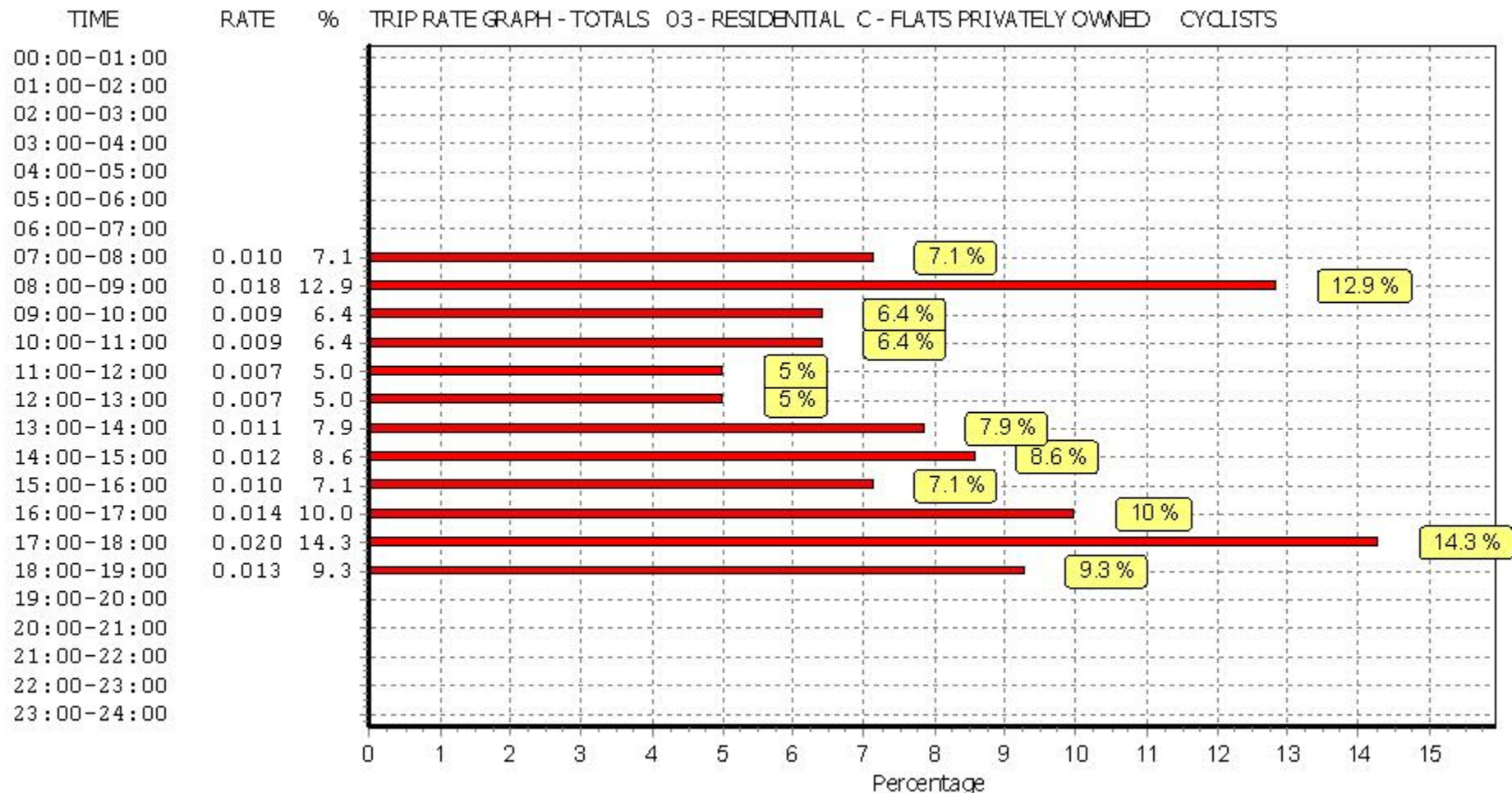
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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



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Calculation Reference: AUDIT-160301-250714-0708

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : D - NURSERY

TOTAL VEHICLESSelected regions and areas:

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

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

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

TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

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

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

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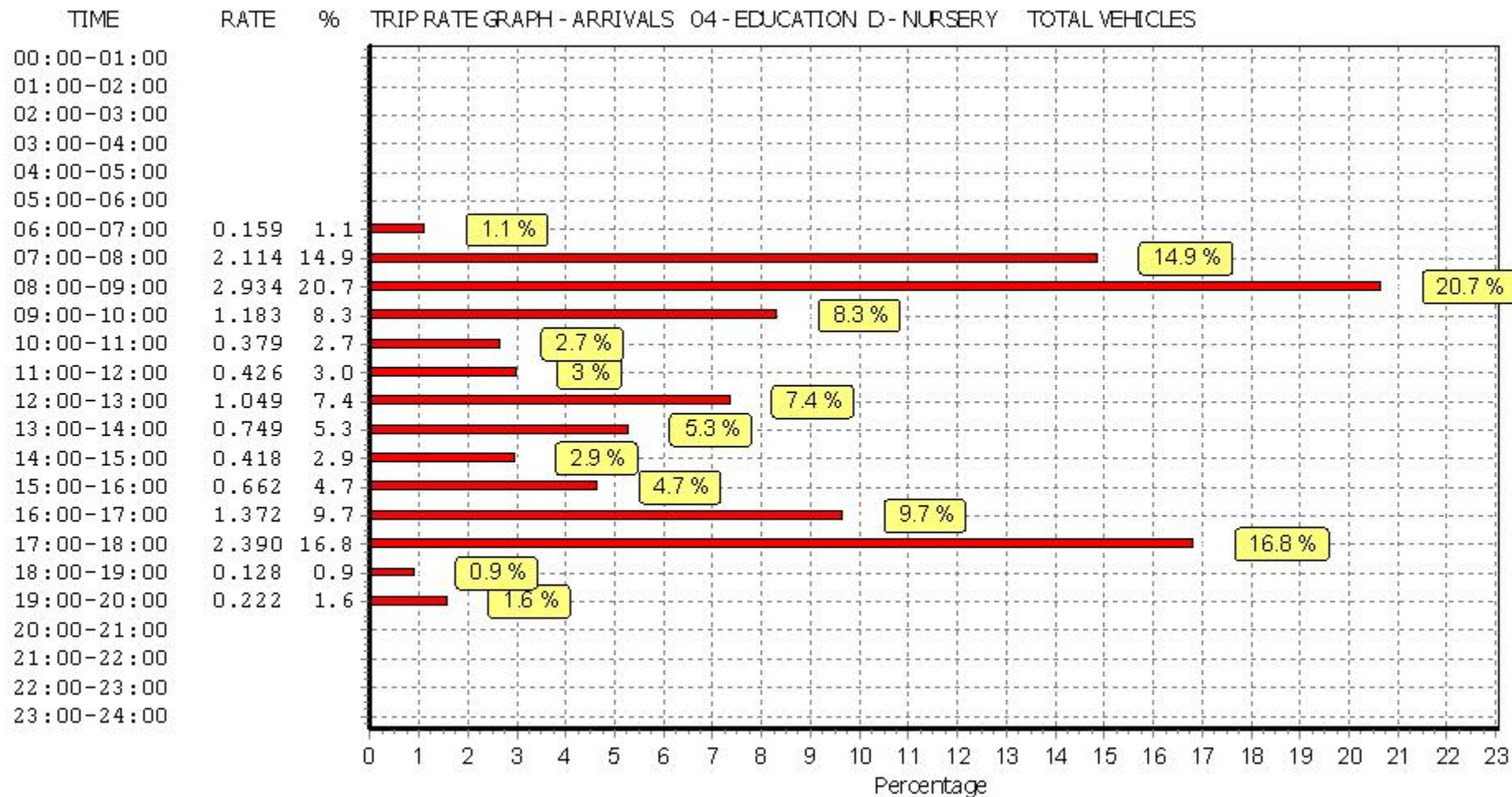
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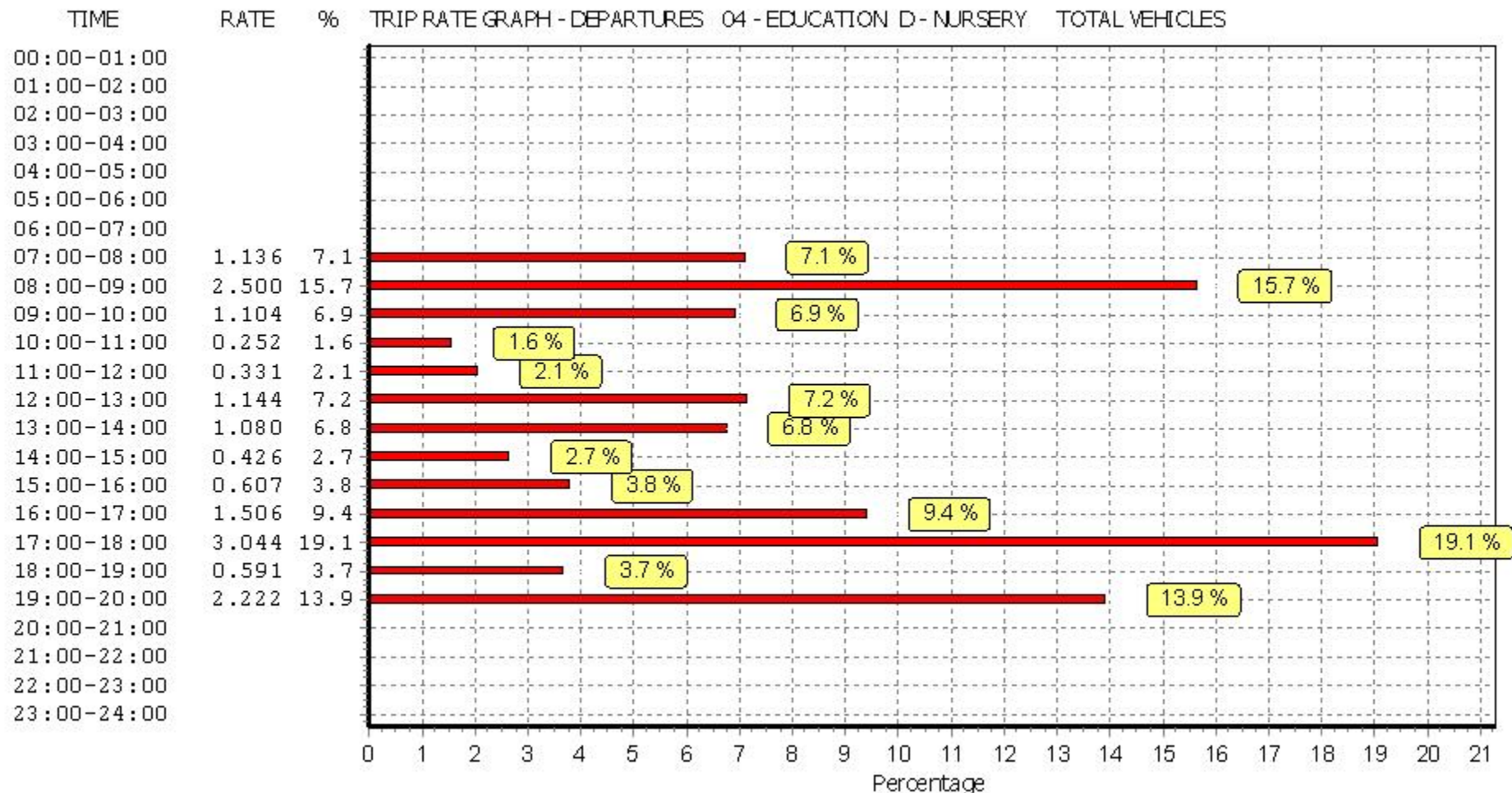
Parameter summary

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

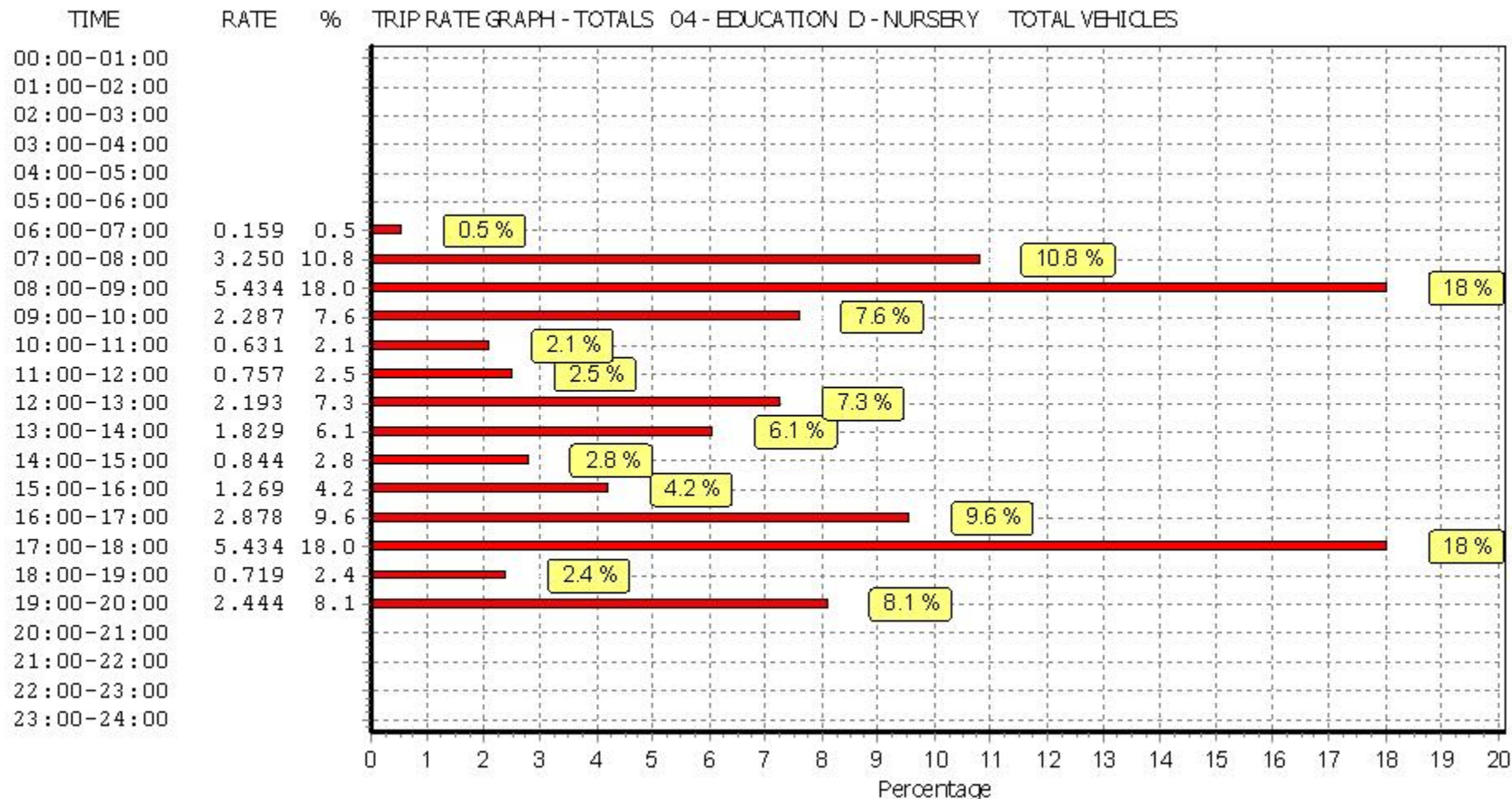
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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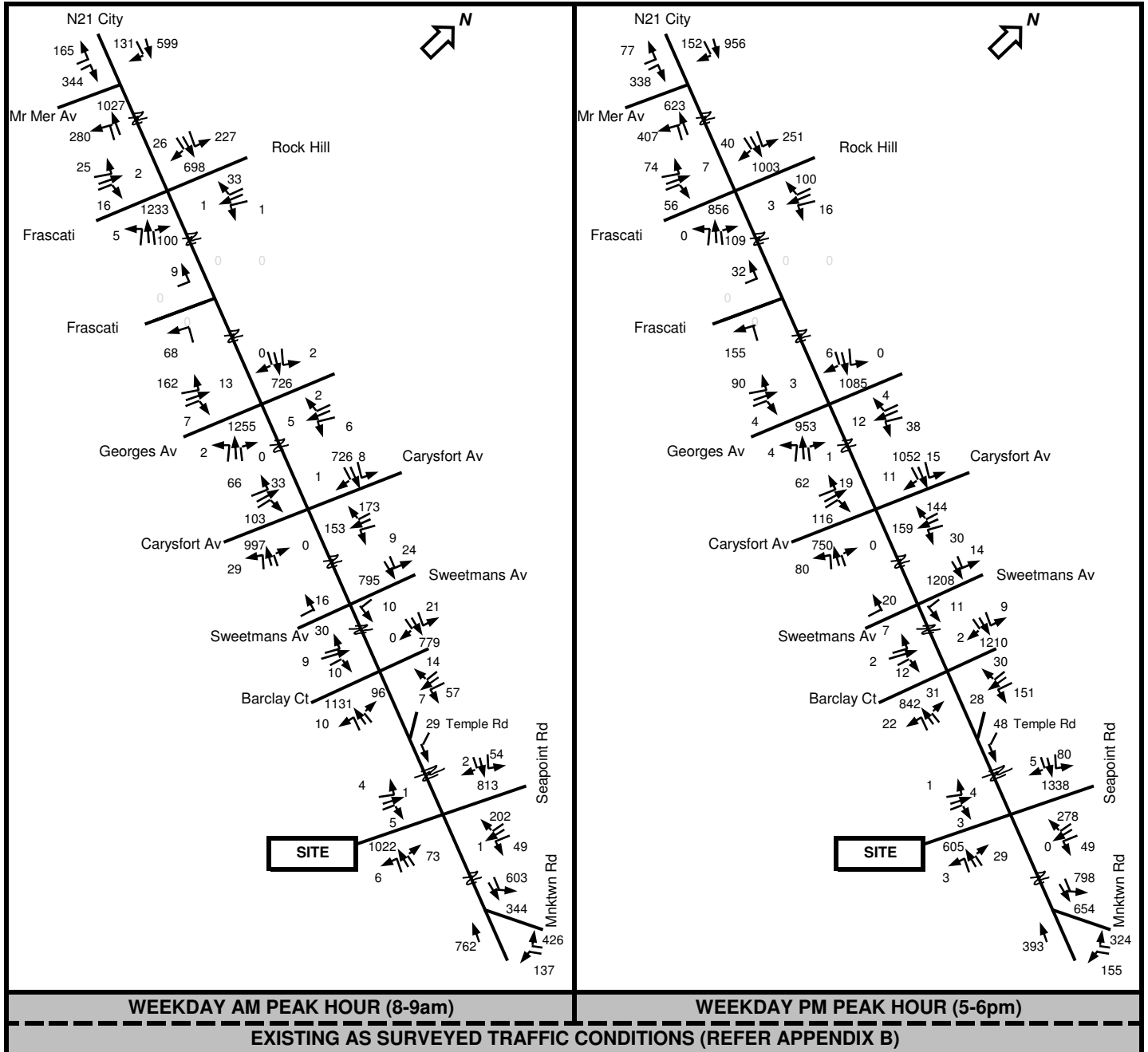
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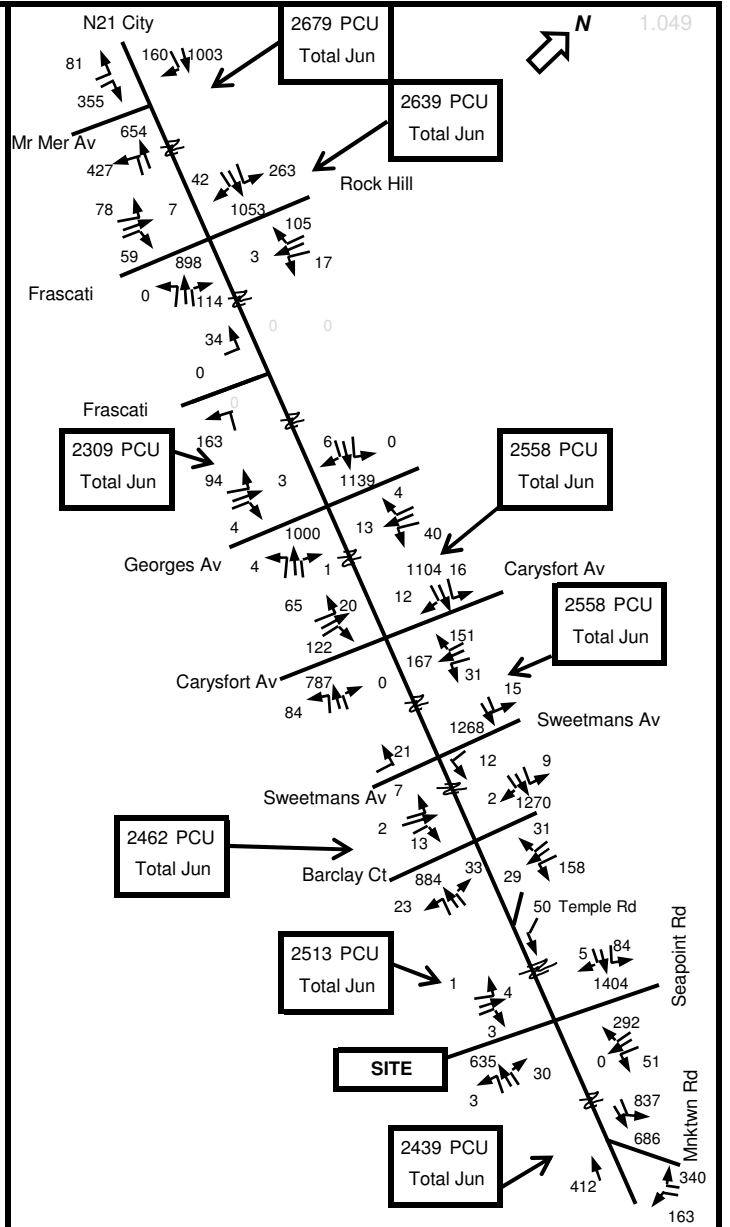
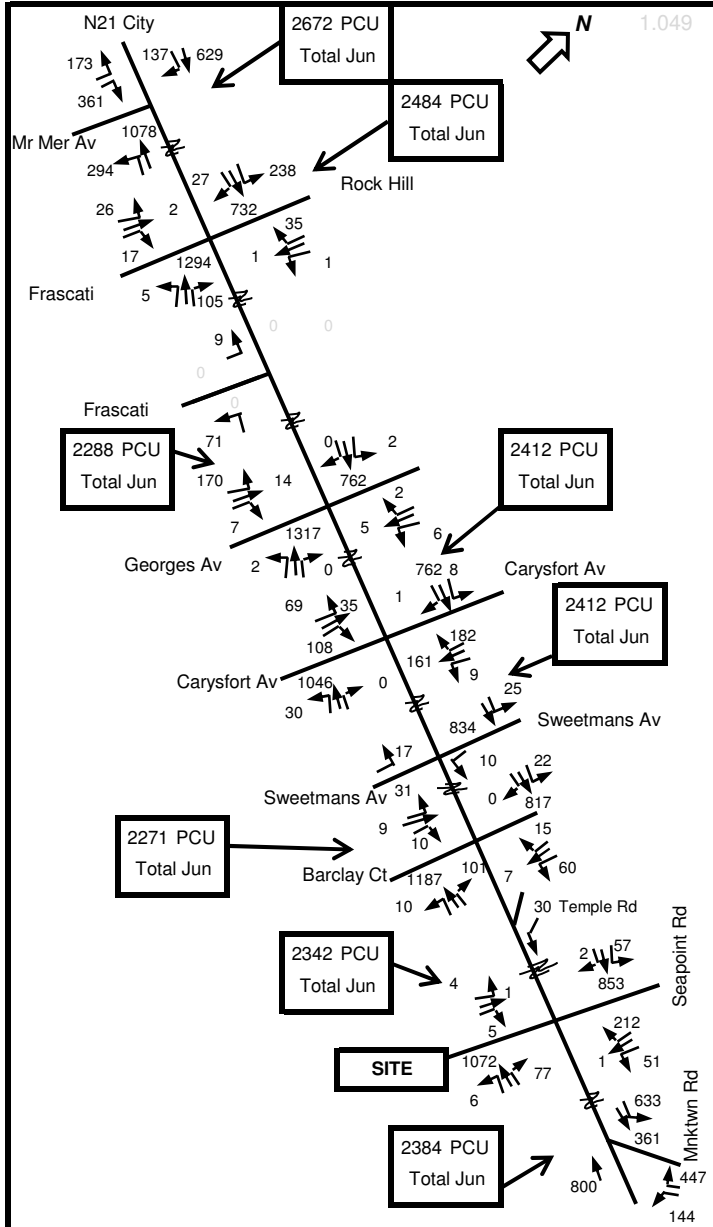
APPENDIX D

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

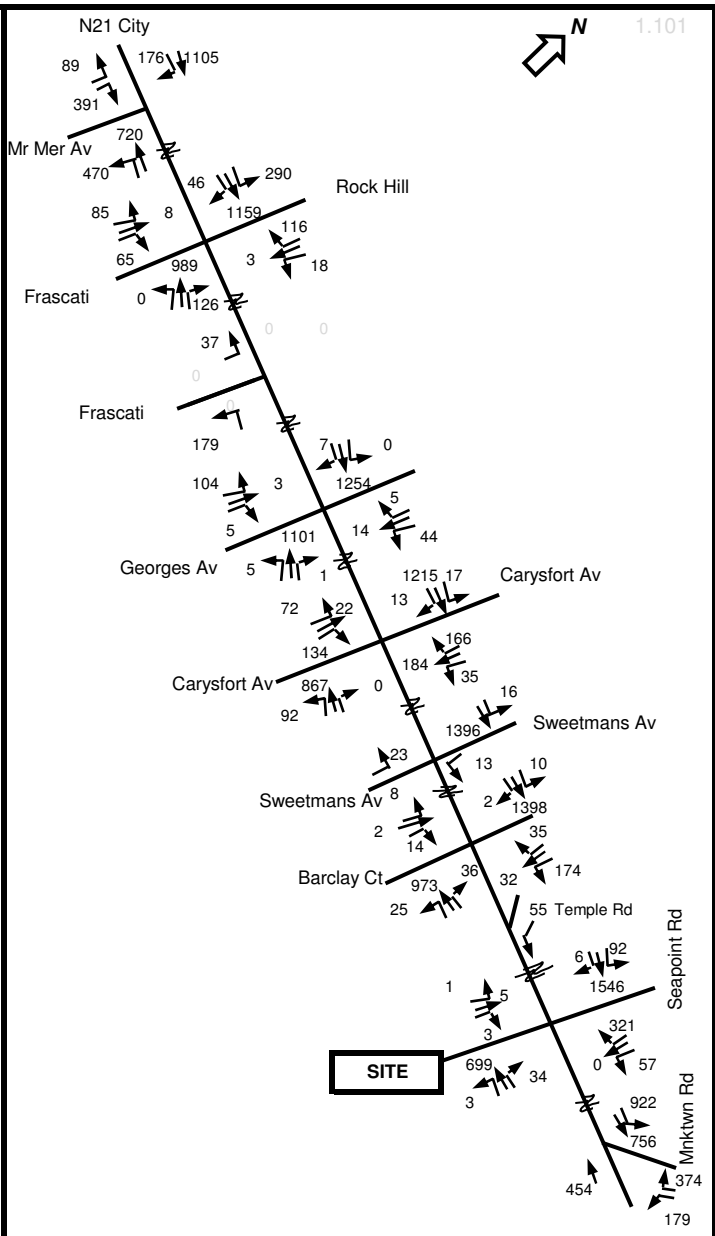
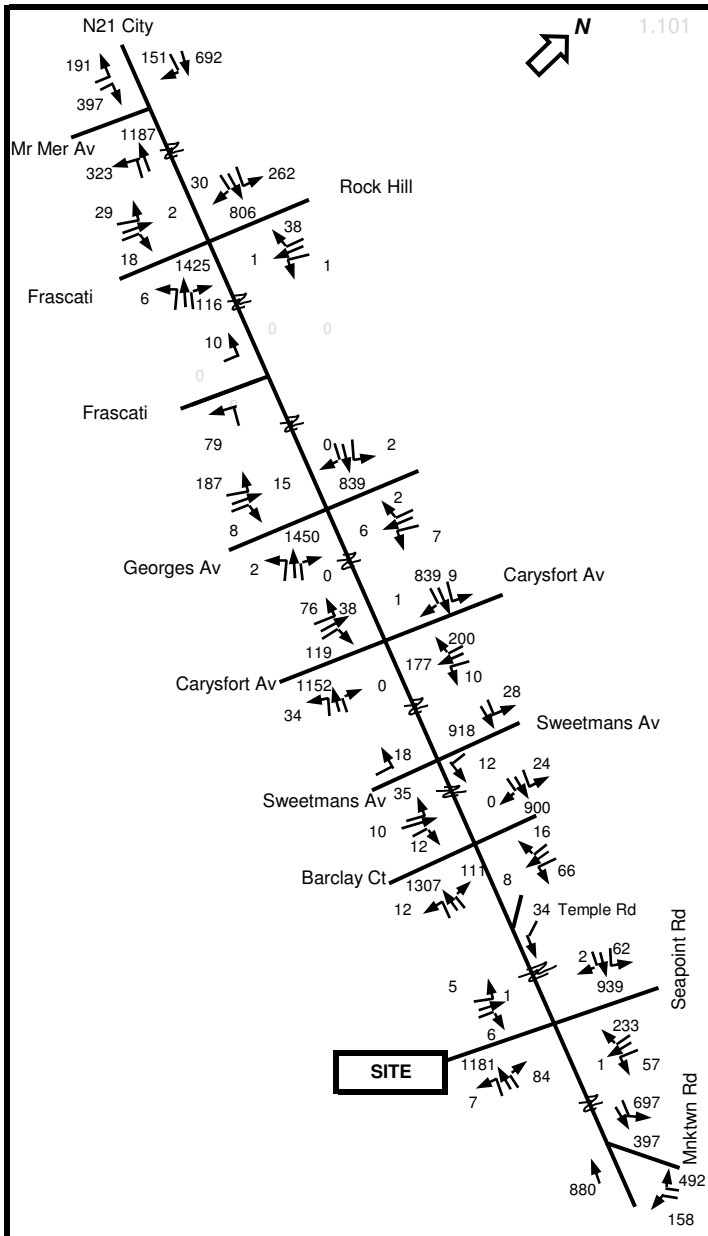


TII PE-PAG-02017 Project Appraisal Guidelines for National Roads Unit 5.3
 (Travel Demand Projections 2021, Table 6.1: Central Growth Rates: Annual Growth Factors Met Dublin)

Survey to 2028 = 1.049
 2028 to 2043 = 1.101



WEEKDAY AM PEAK HOUR (8-9am) WEEKDAY PM PEAK HOUR (5-6pm)
SELECTED OPENING YEAR 2028 TRAFFIC CONDITIONS - NO SITE DEV - TII ANNUAL TRAFFIC GROWTH APPLIED



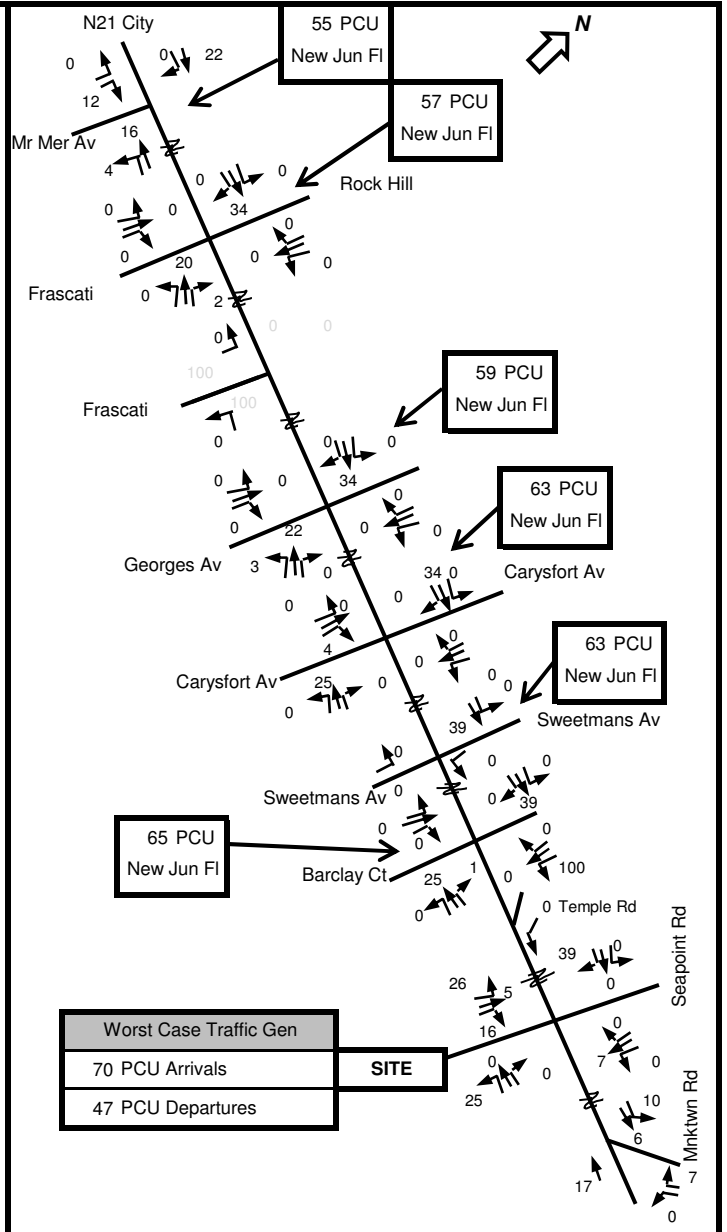
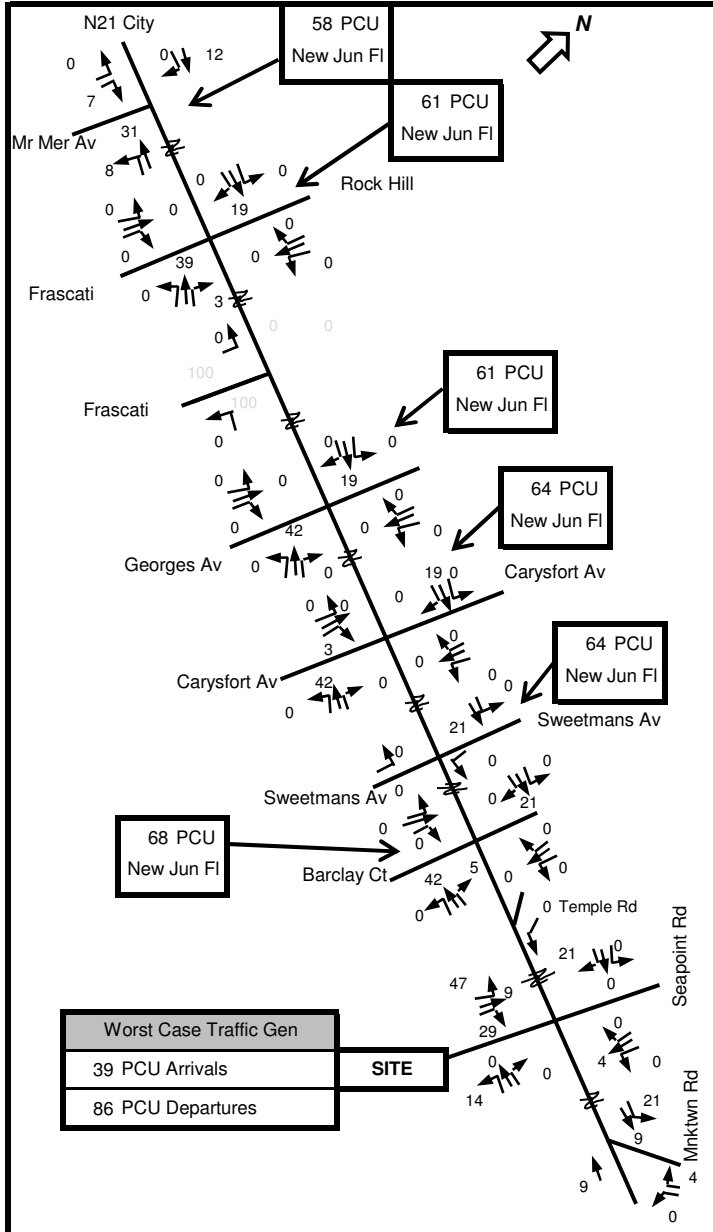
WEEKDAY AM PEAK HOUR (8-9am)

WEEKDAY PM PEAK HOUR (5-6pm)

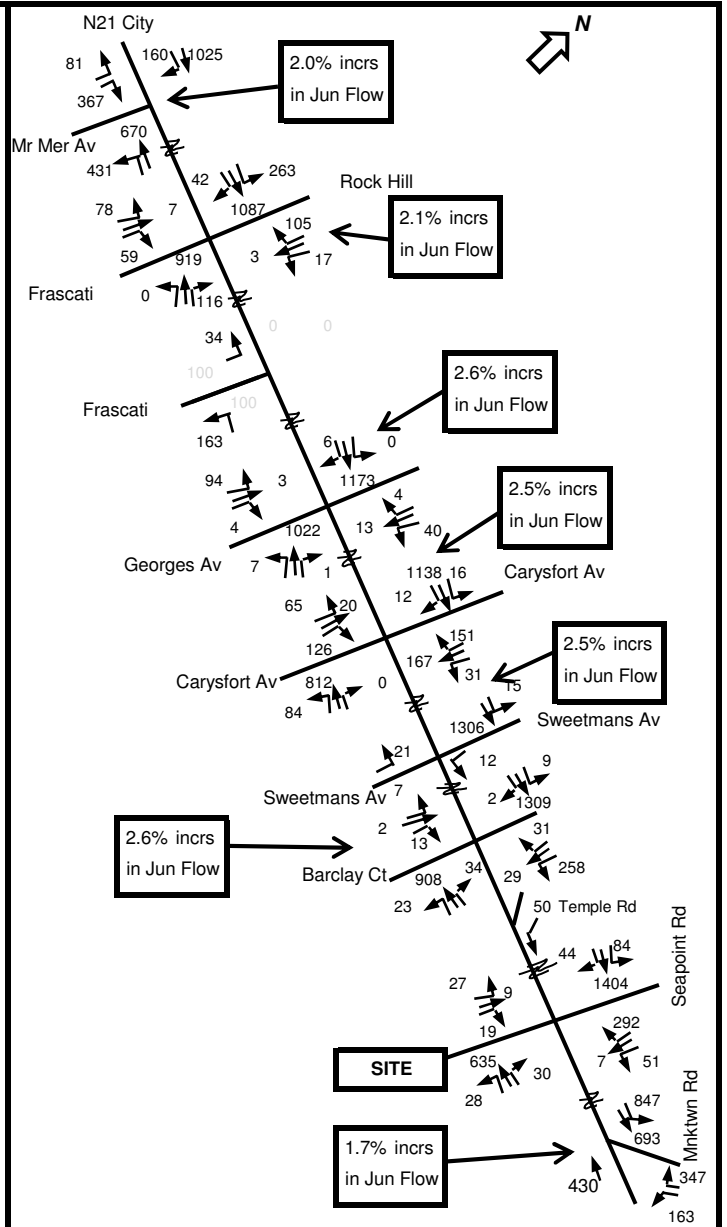
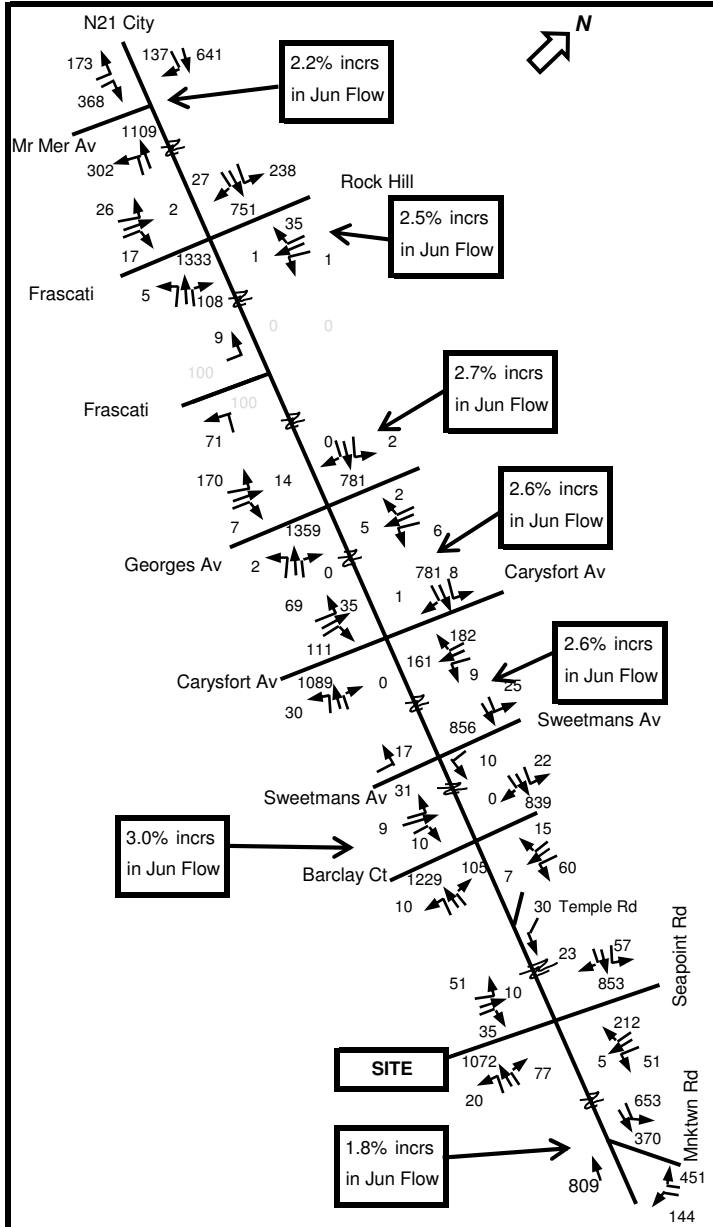
ASSOCIATED DESIGN YEAR 2043 TRAFFIC CONDITIONS - NO SITE DEV - TII ANNUAL TRAFFIC GROWTH APPLIED

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

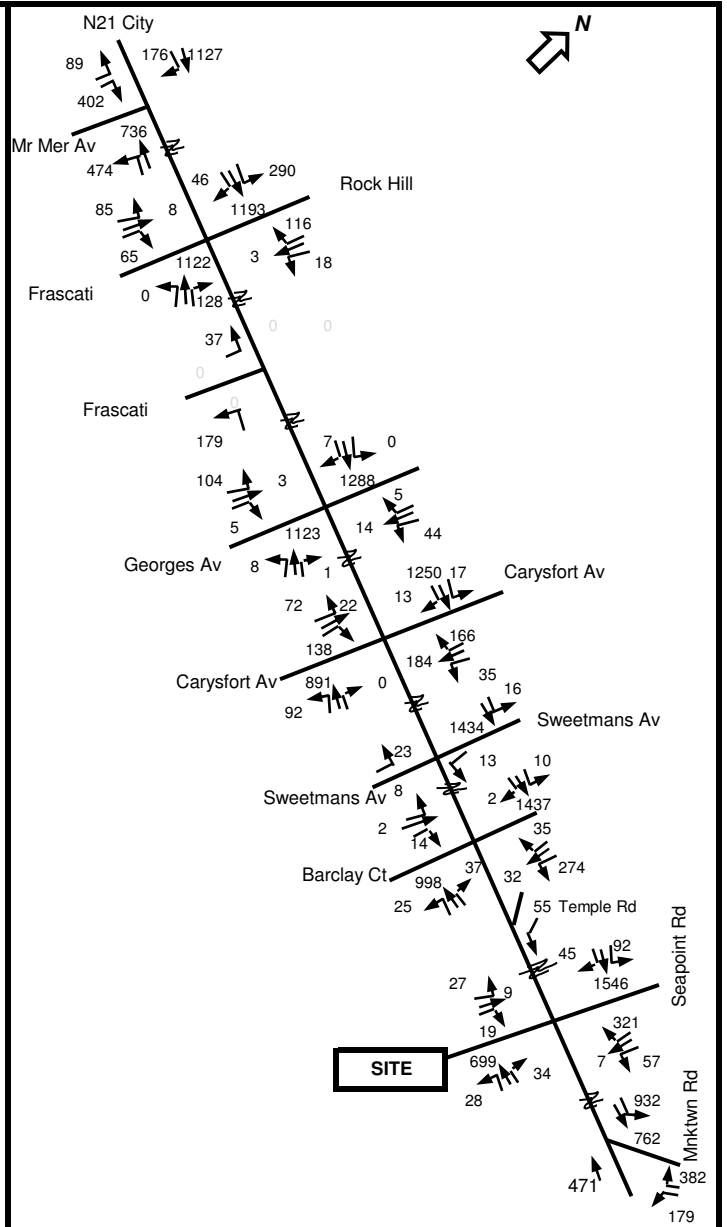
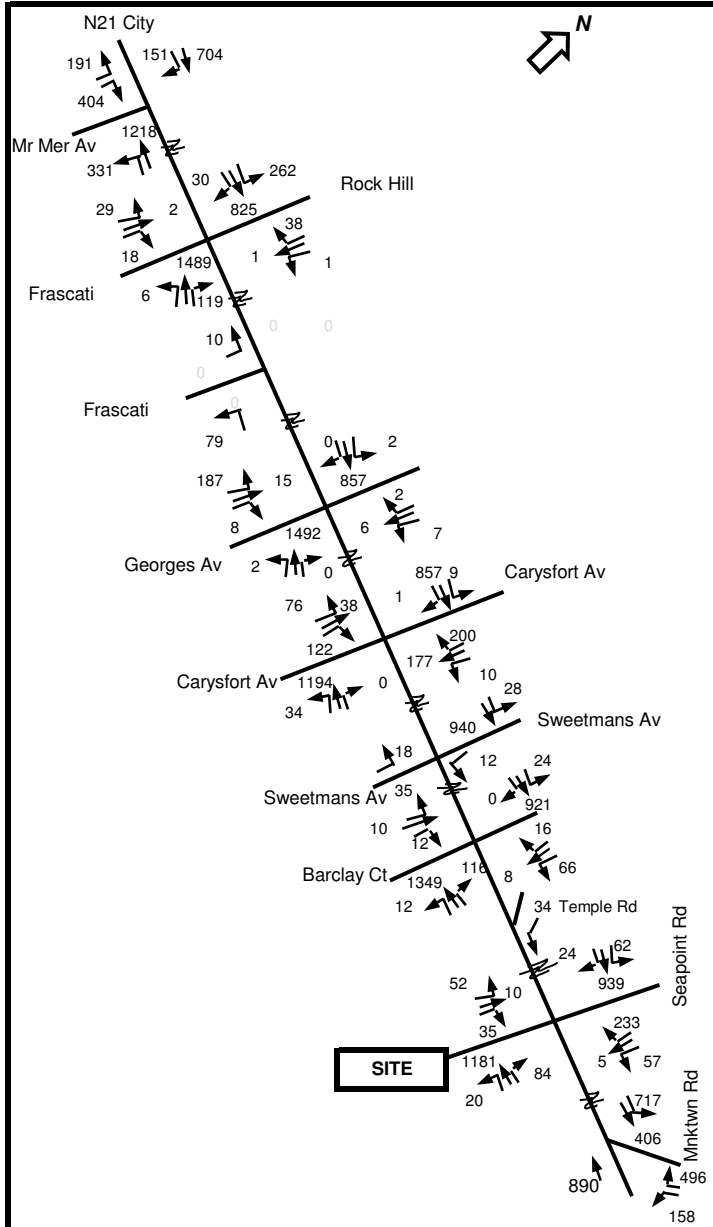
*Excluding Small Café which is considered to generate negligible external traffic



ASSIGNMENT OF DEVELOPMENT TRAFFIC TO LOCAL NETWORK (ASSIGNED IN PROP TO ESTABLISHED PATTERNS)



WEEKDAY AM PEAK HOUR (8-9am) WEEKDAY PM PEAK HOUR (5-6pm)
SELECTED OPE YR 2028 NETWORK TRAFFIC, WITH PROPOSED DEVELOPMENT TRAFFIC (PCUs).



WEEKDAY AM PEAK HOUR (8-9am)

WEEKDAY PM PEAK HOUR (5-6pm)

ASSOCIATED DESIGN YR 2043 NETWORK TRAFFIC, WITH PROPOSED DEVELOPMENT TRAFFIC (PCUs).

APPENDIX E

LiNSiG Simulation Model Output Traffic Signal Controlled Access Junction Results With & Without Proposed Development

**Access, Summary LiNSiG Results in Order as included herein
(Robust & Worst Case - With & Without Proposed Development Traffic)**

Modelled Scenario	Network Sat %		Pract Reserve Cap %		Total Delay PCUhr	
	With Dev	W/O Dev	With Dev	W/O Dev	With Dev	W/O Dev
2028 Opening Year AM Pk Hr 8-9	99.3	98.1	-10.4	-9.0	55.6	49.3
2028 Opening Year PM Pk Hr 5-6	101	96.9	-12.2	-7.6	58.1	48.1
2043 Design Year AM Pk Hr 8-9	112	108.1	-25	-20.1	107	95.2
2043 Design Year PM Pk Hr 5-6	109	106.6	-20.8	-18.4	113	98.7

The Proposed Development results in a contribution of 5% or less in traffic volumes at the junction - In this regard, the results are considered acceptable. This is particularly the case in circumstances where sustainable policies will have an increasing effect in reducing car based traffic at peak commuter hours. The Net effect and impact of the additional development traffic is clearly negligible from the 'With and Without' Modelling Results above.

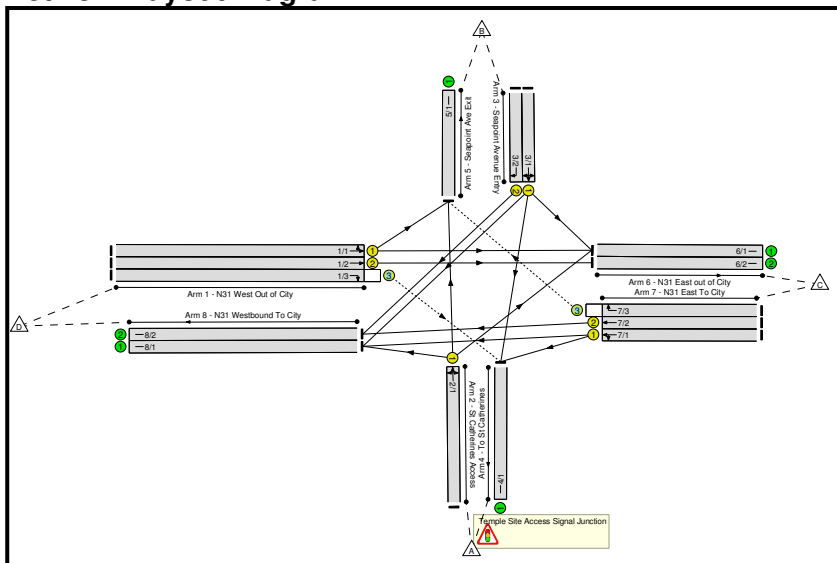
NB Any Small Changes to Selected Opening Year 2028 or Design Year 2043 will have no significant implications in terms of the conclusions of the Study, due to the low background Network Traffic Growth

Full Input Data And Results
LiNSiG Modelling Results (Response to RFI)

User and Project Details

Project:	Blackrock Apartments
Title:	LiNSiG Modelling
Location:	25048 / Calcs / RFI
File name:	Site Access All Dev Scenarios.lsg3x
Author:	ER
Company:	NRB Consulting Engs
Address:	5th Floor, 40 Mespil Rd., D4
Notes:	

Network Layout Diagram



Full Input Data And Results

Scenario 1: 'Opening Year 2028 AM Peak Hour With Development Traffic'

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

Full Input Data And Results

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

Full Input Data And Results

Scenario 2: 'Opening Year 2028 PM Peak Hour With Development Traffic'

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	98.8%
Temple Site Access Signal Junction	-	-	N/A	-	-		-	-	-	-	-	-	98.8%
1/1	N31 West Out of City Left Ahead	U	N/A	N/A	C		1	45	-	744	1965	753	98.8%
1/2	N31 West Out of City Ahead	U	N/A	N/A	C		1	45	-	744	2080	797	93.3%
1/3	N31 West Out of City Right	O	N/A	N/A	D		1	7	-	45	2065	138	32.7%
2/1	St Catherines Access Ahead Right Left	U	N/A	N/A	A		1	7	-	55	1940	129	42.5%
3/1	Seapoint Avenue Entry Ahead Left Right	U	N/A	N/A	B		1	19	-	175	1965	327	53.4%
3/2	Seapoint Avenue Entry Right	U	N/A	N/A	B		1	19	-	175	2080	347	50.5%
4/1	To St Catherines	U	N/A	N/A	-		-	-	-	80	1800	1800	4.4%
5/1	Seapoint Ave Exit	U	N/A	N/A	-		-	-	-	123	Inf	Inf	0.0%
6/1	N31 East out of City	U	N/A	N/A	-		-	-	-	730	Inf	Inf	0.0%
6/2	N31 East out of City	U	N/A	N/A	-		-	-	-	744	Inf	Inf	0.0%
7/1	N31 East To City Left Ahead	U	N/A	N/A	E		1	45	-	332	1940	744	44.6%
7/2	N31 East To City Ahead	U	N/A	N/A	B		1	19	-	331	2080	347	95.5%
7/3	N31 East To City Right	O	N/A	N/A	F		1	7	-	30	1940	129	23.2%
8/1	N31 Westbound To City	U	N/A	N/A	-		-	-	-	448	Inf	Inf	0.0%
8/2	N31 Westbound To City	U	N/A	N/A	-		-	-	-	506	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	74	1	28.4	25.5	0.0	53.9	-	-	-	-
Temple Site Access Signal Junction	-	-	0	74	1	28.4	25.5	0.0	53.9	-	-	-	-
1/1	744	744	-	-	-	7.6	11.5	-	19.1	92.5	24.6	11.5	36.1
1/2	744	744	-	-	-	7.3	5.7	-	13.1	63.3	23.8	5.7	29.5
1/3	45	45	0	44	1	0.7	0.2	0.0	0.9	72.8	1.4	0.2	1.7
2/1	55	55	-	-	-	0.8	0.4	-	1.2	77.8	1.8	0.4	2.1
3/1	175	175	-	-	-	2.2	0.6	-	2.8	57.5	5.3	0.6	5.9
3/2	175	175	-	-	-	2.2	0.5	-	2.7	55.9	5.3	0.5	5.8
4/1	80	80	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
5/1	123	123	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	730	730	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	744	744	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	332	332	-	-	-	2.5	0.4	-	2.9	31.9	8.2	0.4	8.6
7/2	331	331	-	-	-	4.6	6.0	-	10.5	114.7	10.8	6.0	16.8
7/3	30	30	0	29	0	0.4	0.2	0.0	0.6	71.2	0.9	0.2	1.1
8/1	448	448	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	506	506	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -9.7 Total Delay for Signalled Lanes (pcuHr): 53.88 Cycle Time (s): 120 PRC Over All Lanes (%): -9.7 Total Delay Over All Lanes(pcuHr): 53.90													

Full Input Data And Results

Scenario 3: 'Design Year 2043 AM Peak Hour With Development Traffic'

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	109.3%
Temple Site Access Signal Junction	-	-	N/A	-	-		-	-	-	-	-	-	109.3%
1/1	N31 West Out of City Left Ahead	U	N/A	N/A	C		1	33	-	501	1965	557	90.0%
1/2	N31 West Out of City Ahead	U	N/A	N/A	C		1	33	-	500	2080	589	84.8%
1/3	N31 West Out of City Right	O	N/A	N/A	D		1	7	-	24	2065	138	17.4%
2/1	St Catherines Access Ahead Right Left	U	N/A	N/A	A		1	7	-	99	1940	129	76.5%
3/1	Seapoint Avenue Entry Ahead Left Right	U	N/A	N/A	B		1	31	-	147	1965	524	28.1%
3/2	Seapoint Avenue Entry Right	U	N/A	N/A	B		1	31	-	148	2080	555	26.7%
4/1	To St Catherines	U	N/A	N/A	-		-	-	-	50	1800	1800	2.7%
5/1	Seapoint Ave Exit	U	N/A	N/A	-		-	-	-	156	Inf	Inf	0.0%
6/1	N31 East out of City	U	N/A	N/A	-		-	-	-	532	Inf	Inf	0.0%
6/2	N31 East out of City	U	N/A	N/A	-		-	-	-	500	Inf	Inf	0.0%
7/1	N31 East To City Left Ahead	U	N/A	N/A	E		1	33	-	601	1940	550	109.3%
7/2	N31 East To City Ahead	U	N/A	N/A	B		1	31	-	601	2080	555	108.4%
7/3	N31 East To City Right	O	N/A	N/A	F		1	7	-	84	1940	129	64.9%
8/1	N31 Westbound To City	U	N/A	N/A	-		-	-	-	718	Inf	Inf	0.0%
8/2	N31 Westbound To City	U	N/A	N/A	-		-	-	-	749	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	106	2	36.9	68.5	0.0	105.4	-	-	-	-
Temple Site Access Signal Junction	-	-	0	106	2	36.9	68.5	0.0	105.4	-	-	-	-
1/1	501	501	-	-	-	5.8	3.9	-	9.7	69.7	16.0	3.9	19.9
1/2	500	500	-	-	-	5.6	2.6	-	8.3	59.6	15.7	2.6	18.3
1/3	24	24	0	24	0	0.4	0.1	0.0	0.5	68.8	0.8	0.1	0.9
2/1	99	99	-	-	-	1.5	1.5	-	3.0	109.1	3.2	1.5	4.7
3/1	147	147	-	-	-	1.4	0.2	-	1.6	39.7	3.9	0.2	4.1
3/2	148	148	-	-	-	1.4	0.2	-	1.6	39.2	3.9	0.2	4.0
4/1	48	48	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
5/1	156	156	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	532	532	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	500	500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	601	550	-	-	-	10.1	30.6	-	40.7	243.8	21.7	30.6	52.3
7/2	601	555	-	-	-	9.4	28.4	-	37.8	226.5	21.6	28.4	50.0
7/3	84	84	0	83	1	1.3	0.9	0.0	2.2	92.8	2.7	0.9	3.6
8/1	668	668	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	703	703	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -21.5 Total Delay for Signalled Lanes (pcuHr): 105.35 Cycle Time (s): 120 PRC Over All Lanes (%): -21.5 Total Delay Over All Lanes(pcuHr): 105.36													

Full Input Data And Results

Scenario 4: 'Design Year 2043 PM Peak Hour With Development Traffic'

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

Full Input Data And Results

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

Full Input Data And Results

Scenario 5: 'Opening Yr 2028 AM Peak Hour Without Development Traffic'

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	98.1%
Temple Site Access Signal Junction	-	-	N/A	-	-		-	-	-	-	-	-	98.1%
1/1	N31 West Out of City Left Ahead	U	N/A	N/A	C		1	33	-	455	1965	557	81.7%
1/2	N31 West Out of City Ahead	U	N/A	N/A	C		1	33	-	455	2080	589	77.2%
1/3	N31 West Out of City Right	O	N/A	N/A	D		1	7	-	2	2065	138	1.5%
2/1	St Catherines Access Ahead Right Left	U	N/A	N/A	A		1	7	-	10	1940	129	7.7%
3/1	Seapoint Avenue Entry Ahead Left Right	U	N/A	N/A	B		1	31	-	132	1965	524	25.2%
3/2	Seapoint Avenue Entry Right	U	N/A	N/A	B		1	31	-	132	2080	555	23.8%
4/1	To St Catherines	U	N/A	N/A	-		-	-	-	9	1800	1800	0.5%
5/1	Seapoint Ave Exit	U	N/A	N/A	-		-	-	-	135	Inf	Inf	0.0%
6/1	N31 East out of City	U	N/A	N/A	-		-	-	-	454	Inf	Inf	0.0%
6/2	N31 East out of City	U	N/A	N/A	-		-	-	-	455	Inf	Inf	0.0%
7/1	N31 East To City Left Ahead	U	N/A	N/A	E		1	33	-	539	1940	550	98.1%
7/2	N31 East To City Ahead	U	N/A	N/A	B		1	31	-	539	2080	555	97.2%
7/3	N31 East To City Right	O	N/A	N/A	F		1	7	-	77	1940	129	59.5%
8/1	N31 Westbound To City	U	N/A	N/A	-		-	-	-	617	Inf	Inf	0.0%
8/2	N31 Westbound To City	U	N/A	N/A	-		-	-	-	671	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	78	1	26.8	22.5	0.0	49.3	-	-	-	-
Temple Site Access Signal Junction	-	-	0	78	1	26.8	22.5	0.0	49.3	-	-	-	-
1/1	455	455	-	-	-	5.1	2.1	-	7.2	57.1	14.0	2.1	16.2
1/2	455	455	-	-	-	5.0	1.7	-	6.6	52.5	13.9	1.7	15.6
1/3	2	2	0	2	0	0.0	0.0	0.0	0.0	66.0	0.1	0.0	0.1
2/1	10	10	-	-	-	0.1	0.0	-	0.2	67.8	0.3	0.0	0.4
3/1	132	132	-	-	-	1.3	0.2	-	1.4	39.2	3.4	0.2	3.6
3/2	132	132	-	-	-	1.3	0.2	-	1.4	38.7	3.4	0.2	3.6
4/1	9	9	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
5/1	135	135	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	454	454	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	455	455	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	539	539	-	-	-	6.4	9.2	-	15.6	104.4	17.8	9.2	27.1
7/2	539	539	-	-	-	6.5	8.3	-	14.9	99.2	17.7	8.3	26.0
7/3	77	77	0	76	1	1.2	0.7	0.0	1.9	87.9	2.5	0.7	3.2
8/1	617	617	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	671	671	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -9.0 Total Delay for Signalled Lanes (pcuHr): 49.30 Cycle Time (s): 120 PRC Over All Lanes (%): -9.0 Total Delay Over All Lanes(pcuHr): 49.31													

Full Input Data And Results

Scenario 6: 'Open Yr 2028 PM Peak Hour Without Development Traffic'

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	96.9%
Temple Site Access Signal Junction	-	-	N/A	-	-		-	-	-	-	-	-	96.9%
1/1	N31 West Out of City Left Ahead	U	N/A	N/A	C		1	46	-	744	1965	770	96.7%
1/2	N31 West Out of City Ahead	U	N/A	N/A	C		1	46	-	744	2080	815	91.3%
1/3	N31 West Out of City Right	O	N/A	N/A	D		1	7	-	5	2065	138	3.6%
2/1	St Catherines Access Ahead Right Left	U	N/A	N/A	A		1	7	-	8	1940	129	6.2%
3/1	Seapoint Avenue Entry Ahead Left Right	U	N/A	N/A	B		1	18	-	171	1965	311	55.0%
3/2	Seapoint Avenue Entry Right	U	N/A	N/A	B		1	18	-	172	2080	329	52.2%
4/1	To St Catherines	U	N/A	N/A	-		-	-	-	8	1800	1800	0.4%
5/1	Seapoint Ave Exit	U	N/A	N/A	-		-	-	-	118	Inf	Inf	0.0%
6/1	N31 East out of City	U	N/A	N/A	-		-	-	-	714	Inf	Inf	0.0%
6/2	N31 East out of City	U	N/A	N/A	-		-	-	-	744	Inf	Inf	0.0%
7/1	N31 East To City Left Ahead	U	N/A	N/A	E		1	46	-	319	1940	760	42.0%
7/2	N31 East To City Ahead	U	N/A	N/A	B		1	18	-	319	2080	329	96.9%
7/3	N31 East To City Right	O	N/A	N/A	F		1	7	-	30	1940	129	23.2%
8/1	N31 Westbound To City	U	N/A	N/A	-		-	-	-	437	Inf	Inf	0.0%
8/2	N31 Westbound To City	U	N/A	N/A	-		-	-	-	491	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	34	1	26.4	21.7	0.0	48.1	-	-	-	-
Temple Site Access Signal Junction	-	-	0	34	1	26.4	21.7	0.0	48.1	-	-	-	-
1/1	744	744	-	-	-	7.4	8.7	-	16.0	77.6	24.2	8.7	32.8
1/2	744	744	-	-	-	7.1	4.7	-	11.8	57.1	23.4	4.7	28.0
1/3	5	5	0	5	0	0.1	0.0	0.0	0.1	66.3	0.2	0.0	0.2
2/1	8	8	-	-	-	0.1	0.0	-	0.2	67.6	0.2	0.0	0.3
3/1	171	171	-	-	-	2.2	0.6	-	2.8	59.3	5.2	0.6	5.8
3/2	172	172	-	-	-	2.2	0.5	-	2.8	57.7	5.3	0.5	5.8
4/1	8	8	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
5/1	118	118	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	714	714	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	744	744	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	319	319	-	-	-	2.4	0.4	-	2.7	30.7	7.7	0.4	8.1
7/2	319	319	-	-	-	4.4	6.7	-	11.2	126.0	10.5	6.7	17.3
7/3	30	30	0	29	0	0.4	0.2	0.0	0.6	71.2	0.9	0.2	1.1
8/1	437	437	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	491	491	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -7.6 Total Delay for Signalled Lanes (pcuHr): 48.13 Cycle Time (s): 120 PRC Over All Lanes (%): -7.6 Total Delay Over All Lanes(pcuHr): 48.13													

Full Input Data And Results

Scenario 7: 'Design Yr 2043 AM Peak Hour Without Development Traffic'

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	108.1%
Temple Site Access Signal Junction	-	-	N/A	-	-		-	-	-	-	-	-	108.1%
1/1	N31 West Out of City Left Ahead	U	N/A	N/A	C		1	33	-	501	1965	557	90.0%
1/2	N31 West Out of City Ahead	U	N/A	N/A	C		1	33	-	500	2080	589	84.8%
1/3	N31 West Out of City Right	O	N/A	N/A	D		1	7	-	2	2065	138	1.5%
2/1	St Catherines Access Ahead Right Left	U	N/A	N/A	A		1	7	-	12	1940	129	9.3%
3/1	Seapoint Avenue Entry Ahead Left Right	U	N/A	N/A	B		1	31	-	146	1965	524	27.9%
3/2	Seapoint Avenue Entry Right	U	N/A	N/A	B		1	31	-	145	2080	555	26.1%
4/1	To St Catherines	U	N/A	N/A	-		-	-	-	10	1800	1800	0.5%
5/1	Seapoint Ave Exit	U	N/A	N/A	-		-	-	-	147	Inf	Inf	0.0%
6/1	N31 East out of City	U	N/A	N/A	-		-	-	-	502	Inf	Inf	0.0%
6/2	N31 East out of City	U	N/A	N/A	-		-	-	-	500	Inf	Inf	0.0%
7/1	N31 East To City Left Ahead	U	N/A	N/A	E		1	33	-	594	1940	550	108.1%
7/2	N31 East To City Ahead	U	N/A	N/A	B		1	31	-	594	2080	555	107.1%
7/3	N31 East To City Right	O	N/A	N/A	F		1	7	-	84	1940	129	64.9%
8/1	N31 Westbound To City	U	N/A	N/A	-		-	-	-	680	Inf	Inf	0.0%
8/2	N31 Westbound To City	U	N/A	N/A	-		-	-	-	739	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	85	1	34.3	60.9	0.0	95.3	-	-	-	-
Temple Site Access Signal Junction	-	-	0	85	1	34.3	60.9	0.0	95.3	-	-	-	-
1/1	501	501	-	-	-	5.8	3.9	-	9.7	69.7	16.0	3.9	19.9
1/2	500	500	-	-	-	5.6	2.6	-	8.3	59.6	15.7	2.6	18.3
1/3	2	2	0	2	0	0.0	0.0	0.0	0.0	66.0	0.1	0.0	0.1
2/1	12	12	-	-	-	0.2	0.1	-	0.2	68.1	0.4	0.1	0.4
3/1	146	146	-	-	-	1.4	0.2	-	1.6	39.6	3.9	0.2	4.0
3/2	145	145	-	-	-	1.4	0.2	-	1.6	39.1	3.8	0.2	4.0
4/1	9	9	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
5/1	147	147	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	502	502	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	500	500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	594	550	-	-	-	9.6	27.6	-	37.2	225.4	21.3	27.6	48.8
7/2	594	555	-	-	-	9.0	25.5	-	34.5	208.9	21.1	25.5	46.6
7/3	84	84	0	83	1	1.3	0.9	0.0	2.2	92.8	2.7	0.9	3.6
8/1	636	636	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	700	700	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -20.1 Total Delay for Signalled Lanes (pcuHr): 95.25 Cycle Time (s): 120 PRC Over All Lanes (%): -20.1 Total Delay Over All Lanes(pcuHr): 95.25													

Full Input Data And Results

Scenario 8: 'Design Yr 2043 PM Peak Hour Without Development Traffic'

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	106.6%
Temple Site Access Signal Junction	-	-	N/A	-	-		-	-	-	-	-	-	106.6%
1/1	N31 West Out of City Left Ahead	U	N/A	N/A	C		1	46	-	819	1965	770	106.4%
1/2	N31 West Out of City Ahead	U	N/A	N/A	C		1	46	-	819	2080	815	100.5%
1/3	N31 West Out of City Right	O	N/A	N/A	D		1	7	-	6	2065	138	4.4%
2/1	St Catherines Access Ahead Right Left	U	N/A	N/A	A		1	7	-	9	1940	129	7.0%
3/1	Seapoint Avenue Entry Ahead Left Right	U	N/A	N/A	B		1	18	-	189	1965	311	60.7%
3/2	Seapoint Avenue Entry Right	U	N/A	N/A	B		1	18	-	189	2080	329	57.4%
4/1	To St Catherines	U	N/A	N/A	-		-	-	-	9	1800	1800	0.5%
5/1	Seapoint Ave Exit	U	N/A	N/A	-		-	-	-	131	Inf	Inf	0.0%
6/1	N31 East out of City	U	N/A	N/A	-		-	-	-	787	Inf	Inf	0.0%
6/2	N31 East out of City	U	N/A	N/A	-		-	-	-	819	Inf	Inf	0.0%
7/1	N31 East To City Left Ahead	U	N/A	N/A	E		1	46	-	351	1940	760	46.2%
7/2	N31 East To City Ahead	U	N/A	N/A	B		1	18	-	351	2080	329	106.6%
7/3	N31 East To City Right	O	N/A	N/A	F		1	7	-	34	1940	129	26.3%
8/1	N31 Westbound To City	U	N/A	N/A	-		-	-	-	481	Inf	Inf	0.0%
8/2	N31 Westbound To City	U	N/A	N/A	-		-	-	-	540	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	39	1	33.7	65.0	0.0	98.7	-	-	-	-
Temple Site Access Signal Junction	-	-	0	39	1	33.7	65.0	0.0	98.7	-	-	-	-
1/1	819	770	-	-	-	11.0	31.2	-	42.3	185.9	28.9	31.2	60.2
1/2	819	815	-	-	-	8.5	15.4	-	24.0	105.4	27.4	15.4	42.9
1/3	6	6	0	6	0	0.1	0.0	0.0	0.1	66.4	0.2	0.0	0.2
2/1	9	9	-	-	-	0.1	0.0	-	0.2	67.7	0.3	0.0	0.3
3/1	189	189	-	-	-	2.5	0.8	-	3.2	61.6	5.8	0.8	6.6
3/2	189	189	-	-	-	2.5	0.7	-	3.1	59.5	5.8	0.7	6.5
4/1	9	9	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
5/1	125	125	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	743	743	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	815	815	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	351	351	-	-	-	2.6	0.4	-	3.1	31.5	8.7	0.4	9.1
7/2	351	329	-	-	-	5.8	16.2	-	22.1	226.4	12.4	16.2	28.7
7/3	34	34	0	33	1	0.5	0.2	0.0	0.7	72.0	1.1	0.2	1.2
8/1	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -18.4 Total Delay for Signalled Lanes (pcuHr): 98.72 Cycle Time (s): 120 PRC Over All Lanes (%): -18.4 Total Delay Over All Lanes(pcuHr): 98.73													