consulting engineers

NRB

"Transportation Assessment Report"

including....

Original Stage 1 Road Safety Audit,
Original Preliminary Travel Plan, &
Original DMURS Statement of Consistency

For

Proposed Revised Residential Development

At

Garters Lane, Saggart, Co. Dublin.

FINAL ISSUE

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G	Original Preliminary Mobility Management Plan (Travel Plan)
H	Original DMURS Statement of Consistency

EXECUTIVE SUMMARY

NRB Consulting Engineers Ltd were appointed to address the Traffic/Transportation issues associated with a planning application for a revised residential apartment development on zoned development lands at Garters Lane, Saggart, Co. Dublin on a site immediately beside Saggart Luas Stop/Terminus. The now-proposed development has one less apartment unit than previously approved on the site.

Being located in the heart of Saggart, within a 2 minute walk of Saggart Luas Stop and within ~15 minute walk or ~5 minute cycle of City West Shopping Centre and the near large Employers within City West Business Campus, the site is ideally placed to take advantage of and contribute to sustainable non-car modes of travel.

This Transportation Assessment (TA) has been prepared to address any Traffic/Transportation issues associated with the proposal, and specifically the capacity of the existing road network, taking consideration of **all** of the permitted developments in the area. The primary new vehicular access onto Garters Lane includes the provision of a dedicated right turn lane for intended right turning traffic, as was previously specifically requested by South Dublin County Council (SDCC).

The Report has been prepared in accordance with the TII's Traffic & Transportation Assessment Guidelines, and addresses the worst case traffic impact of the proposal. This TA 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 traffic demands locally.

New comprehensive classified turning movement surveys of the existing affected roads and junctions were carried out during the weekday AM and PM Peak Hours during 2022. These formed the basis 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 periods.

The Transportation Assessment confirms that the proposed development has a negligible impact upon the operation of the adjacent road network and that the vehicular access junctions to Garter Lane are more than adequate to accommodate the worst case traffic associated with the development. The assessment confirms that the construction and full occupation of the scheme will have a negligible impact upon the operation of the adjacent road network.

The original assessment included a Preliminary Travel Plan (MMP or Travel Plan) for the site which is again included as a separate report as ***Appendix G***.

We originally prepared a Statement of Consistency with DMURS and confirmed that the internal layout was compliant with the requirements of DMURS and this is again included and appended as ***Appendix H***

An independent Road Safety Audit of the Access Design and internal layout was originally prepared and is again included as ***Appendix F*** to this Report.

We have undertaken a comprehensive review of cycle parking provision in terms of consistency with the National Apartment Guidelines. We have also undertaken an assessment of Car Parking in terms of the Guidelines and can confirm that the Car Parking ratio of 0.68 per Unit is consistent with the operational requirement and is consistent with the recent SHD planning permissions locally. A detailed review of car and bicycle parking provision is included within Section 2 of this Report.

Based on our studies, we conclude that there are no adverse traffic/transportation capacity or operational safety issues associated with the construction and occupation of the proposed residential apartment development that would prevent a grant of planning permission by South Dublin County Council.

1. INTRODUCTION

1.1 This Transportation Assessment (TA) has been prepared by NRB Consulting Engineers Ltd and addresses the Traffic / Transportation issues arising from the proposal to construct and occupy a total of 223 apartments on the residentially zoned site at Garter Lane, Saggart, Co Dublin (which has an extant planning permission for 224 No Units).

1.2 The proposed development, a high quality residential apartment scheme with supporting facilities, should be considered in the context of its location within the heart of Saggart, being surrounded by similar recently permitted high density residential developments. A site location plan is included below as ***Figure 1.1***;

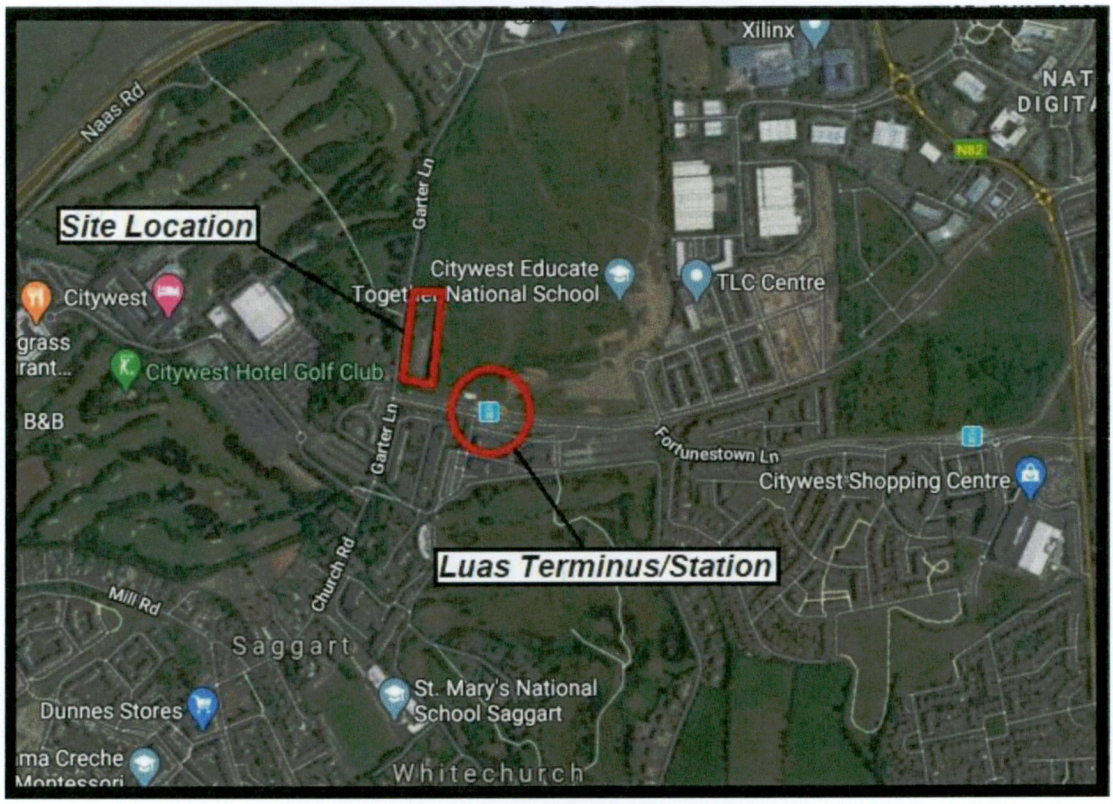

Figure 1.1 - Site Location in Saggart

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 Traffic generation terms,
- Location of the development within the heart of Saggart in close proximity to high quality Public Transport Links,

- Traffic & Transportation impact,
- Capacity of the proposed vehicular accesses to accommodate the worst-case development traffic flows,
- Provision of a dedicated right turn lane on Garters lane as previously requested by SDCC,
- Capacity of the Existing Road Network,
- Adequacy and safety of the existing roads and junctions locally, within the area of influence

1.4 Recommendations contained within this Transportation Assessment are based on the following sources of information and industry-standard practices; -

- The TII Traffic & Transport Assessment Guidelines,
- Design Manual for Urban Roads and Streets,
- Recent Weekday AM and PM Peak Classified Turning Movements Traffic Survey Data undertaken in 2022,
- TII Design Guidance,
- Our experience in assessing the impact of Developments of this Nature, and
- Site Visits and Observations.

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

1.6 The assessment includes the original Preliminary MMP/Travel Plan for the site which is included as ***Appendix G***.

1.7 We have also included the original Statement of Consistency with DMURS as ***Appendix H***.

1.8 An independent Road Safety Audit of the Access Design and internal layout was previously prepared and is again included as ***Appendix F*** to this Report.

2. EXISTING CONDITIONS, DEVELOPMENT PROPOSALS & PARKING

2.1 The subject development site is located immediately north of the Saggart LUAS Stop/Terminus on Garter Lane. The site is bound to the western perimeter by Garter Lane. It is bound to the north by residentially zoned lands for a recently permitted Strategic Housing Development (SHD) (ABP-300555-18) and also a SDCC Permission (SD18A/0420). It is bound to the east by another recently permitted SHD Scheme (ABP-305563). The site is bound to the south by the Saggart LUAS station and lines, which abuts Fortunestown Lane immediately south of the LUAS Track.

2.2 Garter Lane consists of a single carriageway road, and it links the N7 National Road with Saggart Village. It is a single carriageway 2-way road, currently subject to a 50kph speed restriction and is relatively lightly trafficked in the context of its Link Carrying Capacity. It runs generally in a N-S orientation past the site linking City West Hotel and Saggart Village with the N7 National Road Network. The Traffic survey confirms that Garter Lane carries a weekday AM Peak Hour 2-Way traffic flow of approximately 700 Passenger Car Units (PCUs) and a 2-way flow of also c.700 PCUs in the PM Peak Hour. In these terms, the road is considered moderately trafficked in terms of its 'link-capacity' or traffic-carrying capacity

2.3 To set these flows in context, a road of this nature has a link or traffic capacity of between 1,200 & 1,500 PCUs per-direction per-hour (a capacity of between 2,400 & 3,000 2-way). So, considered in terms of its link capacity, Garter Lane is actually moderately trafficked. However, it is generally accepted that the capacity of a road is determined by the throughput or capacity of its terminal junctions.

2.4 In the case of Garter Lane, the traffic capacity of the road is affected by the limiting-performance and operation of the Garter Lane/Fortunestown Lane Traffic Signal Controlled Junction. This consists of a stand-along traffic signal controlled T Junction with single lane approaches, and a full all-red pedestrian crossing phase. There is opportunity to increase capacity of this junction through amendments providing additional lanes on each approach and we understand that this junction improvement is conditioned as part of an adjacent permission. The subject development vehicular access layout has been arranged and set back to accommodate this junction improvement.

2.5 Fortunestown Lane is also a single carriageway 2-way road, currently subject to a 50kph speed restriction and like Garter Lane, it too is relatively lightly trafficked in the context of

its Link Carrying Capacity. It runs generally in a E-W orientation adjacent the LUAS Tracks and the site, linking to City West Shopping Centre to the east.

2.6 The Traffic survey confirms that, at the LUAS Stop, Fortunestown Lane carries a weekday AM Peak Hour 2-Way traffic flow of approximately 798 Passenger Car Units (PCUs) and a 2-way flow of 669 PCUs in the PM Peak Hour. In these terms, the road is also considered moderately trafficked in terms of its 'link-capacity' or traffic-carrying capacity - conscious that it is also affected by the capacity of the Traffic Signal controlled junction.

2.7 The construction of the subject development will facilitate increased local network permeability, with the additional link to and through the site. It is important to note under ***Section 3.4.1 Vehicle Permeability***, the ***"Design Manual for Urban Roads and Streets"*** (DMURS) states that 'Permeable layouts provide more frequent junctions which have a traffic-calming effect as drivers slow and show greater levels of caution'.

2.8 DMURS also goes on to state that 'Designers may be concerned that more permeable street layouts will result in a higher rate of collisions. However, research has shown that there is no significant difference in the collision risk attributable to more permeable street layouts in urban areas and that more frequent and less busy junctions need not lead to higher numbers of accidents.' This supports the case for the addition of the direct access to Garter Lane, as proposed, as it serves the site itself and also greatly enhances the network in the area.

2.9 A review of the Road Safety Authority (RSA) on-line database of reported road traffic accidents confirms that there have been no significant accidents on the adjacent affected roads immediately at the site during the reported period 2005 to date (that are considered relevant or which will be affected by the proposed development). An extract from the RSA Database is included below as ***Figure 2.1***

Figure 2.1 - RSA Accident Extract

2.10 We include below as ***Figure 2.2*** an extract from the Architects Site Layout Plan showing the proposed development, for ease of reference.

Figure 2.2 - Site Layout - Block References

2.11 The content of each of the 4 Blocks is as set out on the detailed Architectural Schedule of Accommodation, but in terms of Traffic/Transportation Assessment it is summarised below as ***Figure 2.3*** for convenience.

SUMMARY - GROSS FLOOR AREAS	BLOCK A	BLOCK B	BLOCK C	BLOCK D	TOTAL
	GFA [sqm]	GFA [sqm]	GFA [sqm]	GFA [sqm]	Total GFA
Basement / Undercroft (Residents amenity space only)	0.0	0.0	0.0	275.0	275.0
Ground Floor	629.9	843.0	1088.0	729.5	3290.4
First Floor	629.9	843.0	1106.9	729.5	3309.3
Second Floor	629.9	855.7	1106.9	729.5	3322.0
Third Floor	629.9	855.7	1106.9	729.5	3322.0
Fourth Floor	629.9	855.7	1106.9	619.2	3211.7
Fifth Floor	629.9	855.7	1106.9	0.0	2592.5
Sixth Floor	225.1	0.0	0.0	0.0	225.1
Seventh Floor	225.1	0.0	0.0	0.0	225.1
Totals	4229.6	5108.8	6622.5	3812.2	19773.1

*Areas measured to the internal face of the perimeter walls at each floor level.

Figure 2.3; - Summary - Development Content by Block for Transportation Assessment Purposes

2.12 Based on the summary as set out above, the entire site has a total of 223 Apartments set out in individual blocks with streets and infrastructure arranged in traditional N-S and E-W blocks, as illustrated in the more Detailed Layout drawings included as ***Appendix A*** and as illustrated on the Architects Drawings and Schedule.

2.13 The development includes copious secure bicycle parking, limited car parking, along with refuse management/residential storage areas within the dedicated basements. Car and cycle parking quantum is addressed further within the Report below.

Car Parking and Bicycle Parking Quantum & Justification

2.14 We have reviewed the **car parking** provision in terms of the maximum requirements of Table 12.26 of the SDCC Development Plan 2022-2028 (SDCCDP), for the entire development. Being immediately beside a LUAS Stop, the site is considered as Zone 2. An extract is included below as ***Figure 2.4***

Table 12.26: Maximum Parking Rates (Residential Development)

Dwelling Type	No. of Bedrooms	Zone 1	Zone 2
Apartment Duplex	1 Bed	1 space	0.75 space
	2 Bed	1.25 spaces	1 space
	3 Bed+	1.5 spaces	1.25 spaces
House	1 Bed	1 space	1 space
	2 Bed	1.5 spaces	1.25 spaces
	3 Bed+	2 spaces	1.5 spaces

Figure 2.4; - Table 12.26 SDCC Development Plan Extract

2.15 The resulting breakdowns in SDCC Parking Standards for the development is as calculated below as ***Table 2.1***; -

Table 2.1; - Car Parking Requirements as per SDCC Development Plan – Entire Scheme

Element	*No.*	*SDCC Max Rate*	*Requires Max No.*
3 Bed+ Apartments	18	1.25/Unit	22.5
2 Bed Apartments	123	1/unit	123
1 Bed/Studio Apartments	82	0.75/unit	61.5
Total Maximum Parking Required Under SDCC Plan			***207***

2.16 The above gives a total **maximum** car parking provision of 207 parking spaces, in terms of the new SDCC Development Plan requirements. A total of 151 parking spaces are provided within the basement area and a total of 11 on-street spaces. The residential car parking provision of 162 spaces for 223 apartments represents a parking ratio of 0.72 per unit, which is in line with the parking provided at recently permitted adjacent developments locally.

2.17 The Standards for ***Bicycle Parking*** required under the SDCCDP are as set out in Table 12.23 of the 2022-2028 Plan, with an extract included below as ***Figure 2.5***.

Table 12.23: Minimum Bicycle Parking / Storage Rates

Category	Land-Use	Long Term	Short Stay
Accommodation	Hotel[1]	1 per 5 staff	1 per 10 bedrooms
	Nursing Home	1 per 5 staff	1 per 10 residents
	Residential Apartment	1 per bedroom	1 per two apartments
	Student Accommodation	1 per bedroom	1 per 5 bedrooms

Figure 2.5; - Table 12.23 SDCC Development Plan Extract

2.18 With a total of 382 Bedrooms in the 223 Apartments, the application of the new SDCC Development Plan would require 382 No. Long Stay Bicycle Parking spaces and 111 No Short Stay Bicycle Parking Spaces. The current development plans contain a total of 470 secure bicycle parking spaces (290 in the basements, with 180 at surface level). We believe that this is more than adequate to meet the maximum Bicycle Parking Demands of the development.

3. TRIP GENERATION, ASSIGNMENT & DISTRIBUTION

3.1 The Trip Rate Information Computer System (TRICS) database is used to ascertain vehicular trip generation associated with the use of any particular site. This represents industry standard practice for Transportation Assessments in Ireland, and is specifically referenced and recommended for use in the TII Guidelines.

3.2 In this case the worst case assessment has been based on TRICS, and a robust and onerous assessment has been undertaken in order to ensure that we thoroughly assess the impact, in terms of stress-testing the access junctions and the road capacity impact of the scheme. In this case the assessment has also considered the beneficial diluting effect of the proposed permeable road network that will be created once all of the planned and permitted developments have been completed.

3.3 We have reviewed the Transportation Assessment Reports undertaken for the adjacent Strategic Housing Development Applications surrounding the subject site and we have extracted directly the predicated Traffic Effects of these separate 'committed' applications, and we have included these traffic predictions within the assessment. The details of the various permissions within the network are of influence of the development are included within ***Appendix C***.

3.4 We have also included and used the same Traffic Distribution Proportions and Assessment Techniques that were used in the assessment of the permitted adjacent SHD Applications.

3.5 In terms of the subject Application, the Trip Rates applied in this case are as summarised below as ***Table 3.1*** and are as extracted directly from the TRICS Database (output contained within ***Appendix C*** herewith).

Table 3.1; - TRICS Data Summary, Worst Case Traffic Generation Entire Development

Network Period	PCU Arrivals	PCU Departures	Total 2-Way Traffic
Weekday AM Peak Hr	14	41	55
Weekday PM Peak Hr	38	20	58

3.6 We have included herein as ***Appendix C*** the TRICS data output for private residential apartments, upon which the above is based. It is immediately clear in light of the above that the subject development of 223 Apartments, generating approximately 60 car movements 2-Way in each of the peak commuter hours, is in fact a very low generator of vehicular Traffic Movements when considered in isolation.

Assignment/Distribution - Future Year Traffic

3.7 We have used hand assignment techniques based on previously adopted origin destination traffic patterns, with the worst case traffic assigned to the roads. We have assumed that 100% of the traffic will have the basement development access as origin/destination during the peak hours, as it is considered that this methodology will result in the most onerous assessment of the impact on the adjacent roads. We have also assigned the Committed Development Traffic to the Local Roads and the Network consistent with the Transportation Assessments submitted with these individual 3rd party applications which were subsequently permitted.

3.8 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 Project Appraisal Guidelines (Unit 5.5 Link-Based Traffic Growth forecasting) to establish selected opening/occupation year 2027 and design year 2042 traffic conditions on the local road network.

3.9 The worst case traffic based on the content of the above tables was then applied in order to establish Opening Year and Design Year Traffic Conditions. This is all included in the calculations included herein as ***Appendix D***.

3.10 It should be noted that we have selected an opening year of 2027 (similar to adjacent permitted SHD schemes) as being reasonable and appropriate, in terms of full occupation. However, varying the opening year and design year by 1-3 years will have no significant impact upon the conclusions of the study.

4. TRAFFIC IMPACT - TRAFFIC CAPACITY RESULTS

4.1 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. This industry standard process 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 particular critical junctions is necessary.

4.2 The professional guidance referenced above sets out specific increases in traffic volume associated with new development, which, if breeched, requires further detailed analysis to be undertaken. The recommendation is that, if the expected increase is 5% or greater, then further analysis is warranted in circumstances where junctions are at capacity, or are within but are nearing capacity. It should be noted that in cases where the observed traffic flow on any road is low, the effect of the development can have a disproportionate impact - with low levels of existing traffic the net effect of increased traffic is exacerbated). In the case of the subject development site we have added the effect of traffic associated with adjacent permitted development, with Traffic Data and Distribution extracted from the Transportation Assessment Reports prepared for the individual applications.

4.3 With the current and predicted traffic characteristics in the area, it is anticipated that the addition of the proposed development traffic, to long established roads will in reality not result in any significant level of increase in traffic capacity issues arising on the local roads, with all anticipated traffic increases being below the Industry-Standard levels above which further assessment is required. This is particularly the case in terms of impact upon for example Garter Lane Traffic conditions, as evidenced from the Threshold Assessment included below.

4.4 It should also be noted that with the creation of the local roads and streets in the area, as sites become developed, will have the effect of further reducing traffic impact by dispersing and diluting the effect of any additional development related traffic volumes. In addition, under Assessment Guidance, any requirement to consider the effect of even more committed or planned development would have the effect of further increasing base/background traffic conditions, and would in fact have the knock-on effect of reducing the net impact of the subject development traffic.

4.5 We have undertaken the detailed assessment of the impact of the proposed development (Reference ***Appendix D*** Page 4 here-with), and this confirms the Threshold Impact of locally affected junctions as set out below as ***Table 4.1***

Table 4.1; - Threshold Assessment of Junction Impact - TII Guidelines

Relevant Junction	AM Peak (%)	PM Peak (%)	Comment
Bianconi Ave/Garter Lane	1.9%	2.1%	Sub 5% Threshold - No Assessment Reqd
Fortunestown Lane/Garter Ave	0.3%	0.3%	Sub 5% Threshold - No Assessment Reqd
Fortunestown Lane/City West Ave	3.8%	4.0%	Sub 5% Threshold - No Assessment Reqd
Development Vehicular Access	NA	NA	Junction Assessed for Completeness

4.6 It is clear that the scale of the subject application is in all cases sub-threshold in Traffic Impact Terms, meaning that the increases in traffic are negligible and unnoticeable. We have undertaken a detailed assessment of the capacity of the proposed development access using Tii-approved software modelling techniques and this is included below.

4.7 We have used the TII-approved computer simulation model PiCADY (Priority Intersection Capacity & Delay) to assess the capacity queues and delay at the junction in order to confirm that adequate reserve capacity exists to accommodate the proposed development traffic in addition to existing and committed or permitted flows. The results of the modelling is summarised and discussed below.

Proposed Site Access to Garter Lane

4.8 The results of the capacity modelling are summarised as ***Table 4.2***, with the entire models included herein as ***Appendix E***

Table 4.2; - PiCADY Summary Results Site Access onto Garter Lane

Modelled Scenario	Period Mean Max Q (PCUs)	Period Max RFC
2027 Opening Year AM Peak	<1	0.22
2027 Opening Year PM Peak	<1	0.1
2042 Design Year AM Peak	<1	0.29
2042 Design Year PM Peak	<1	0.1

4.9 All of the Capacity Output Results Above are well below the recommended RFC of 0.85 (85% Capacity) and therefore no problems whatsoever are anticipated at the Proposed Junction in terms of Capacity or excessive vehicle Queues.

4.10 We have modelled the capacity of the access junction **without** the beneficial effect of a dedicated right turn lane - however it was previously mentioned in meetings with SDCC Roads/Transportation Dept that they have a preference for a dedicated Right Turn Lane to serve the site - the capacity modelling quite clearly & unequivocally demonstrates that No Dedicated Right Turn Lane is Necessary on capacity grounds. However, the scheme includes the Right Turn Lane at the Garter Lane Vehicular Access as requested by SDCC.

4.11 The analysis undertaken, with the committed proposed development and the subject development in place, confirms that there is more than adequate capacity in the existing and proposed junctions to accommodate the worst case traffic projections without any concerns arising in terms of traffic congestion or indeed Traffic Safety.

5. CONCLUSIONS

5.1 This Transportation Assessment Report assesses the traffic & transportation impact of the proposal to construct and occupy a 223 unit residential apartment development on the subject site at Garter Lane (Replacing the 224 No Apartment Unit as previously approved).

5.2 This Report has been prepared in accordance with the TIIs Traffic & Transport Assessment Guidelines, and is based on industry standard high Trip Generation Rates, in order to provide an onerous and robust assessment of the impact of the proposed development. It also includes an assessment of the committed development traffic in the area.

5.3 The analysis includes the effects of the existing traffic on the local roads and is based on a comprehensive classified vehicle turning movement survey undertaken in 2022. It should be noted that the planned permitted developments will greatly improve network permeability in the area through the creation of the planned streetscape, and this is consistent with DMURS.

5.4 The proposed development site is ideally located within the heart of Saggart, close to a wide range of amenities, and will therefore benefit from access to non-car modes of travel. It is located at the Saggart LUAS Stop.

5.5 Car and Bicycle Parking is being provided generally in compliance with the requirements of the 2022-2028 SDCC Development Plan and The Department of Housing Planning & Local Government "***Sustainable Urban Housing Design Standards for New Apartments***".

5.6 An independent Road Safety Audit of the Access Design and internal layout was previously prepared and is included as ***Appendix F*** to this Report. A preliminary Mobility Management Plan (aka Travel Plan) was prepared to underscore the multi-modal accessibility of the site (***Appendix G)***. A review of the design in accordance with the requirements of DMURS was completed & the resulting *Statement of Consistency* is included (***Appendix H)***.

5.7 This report demonstrates that the proposed Development will have a negligible impact upon the established local traffic conditions and can easily be accommodated on the

road network without any capacity or road safety concerns arising. Indeed the proposed development will greatly enhance network permeability which is consistent with DMURS.

5.8 It is considered that there are no significant Operational Traffic Safety or Road Capacity issues that prevent a positive determination of the application by SDCC.

APPENDICES - CONTENT

A	Proposed Development – Layout & Access Arrangement
B	Recent Traffic Survey Data Output
C	TRICS Trip Generation Output (Apartments) & Committed Development Details
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E	PiCADY Junction Simulation Model Output - Southern NEW Access
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NRB consulting engineers

APPENDIX A

Proposed Development
Layout & Access Arrangement

01 PA 002 Proposed Site Plan 1:500

ISSUED FOR INFORMATION ONLY, NOT FOR CONSTRUCTION

NOTES:
Do not scale from this drawing.
Any discrepancies found on site to be reported to Darmody Architecte immediately.
Any discrepancies found on drawings to be reported to Darmody Architecte immediately.
Refer to engineers drawings for structural details.
All dimensions sized to blockwork.

Rev.	Description	Date	Initials

XREF'S
CAD REF.

DRAWING KEY
Delineates Site Boundary
Area Subject to Material Amendments & Change of Use
Drawing to be read in conjunction with Murray & Associates Landscape Plan

SCALE BAR
0 25 50m

NORTH POINT

creative innovative flexible

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Rev. No.	Scale	Date	Drn. By	Chkd. By	Issue
	1:500 @ A1	10/11/2021	Marco Pittamiglio	Tim Darmody	PLANNING

Project: Proposed Material Amendments & Change of Use to ABP-308088-20 Garter Lane, Saggart, Co. Dublin
Title: Proposed Site Plan
Client: Cape Wrath ULC
Dwg. No. PA-002
Job No. 19036

SCHEDULE OF ACCOMMODATION

Application: Proposed Material Amendments to ABP-308088-20
Garter Lane, Saggart, Co. Dublin.
Garter Lane, Saggart, Co. Dublin

Client: Cape Wrath ULC

Date: 27th May 2022

Site Gross Area	**1.18**	Ha
Total GFA Proposed	**19,773**	sq m
Total No. of Units	**223**	Units
Density	**189**	Units per Ha
Plot Ratio	**1.68**	
GL Footprint	3,569	sq m
Site Coverage	**30.2**	%

Public Open Space Provided*	**2,720**	sq m

* 14% of site area as per minimum requirments SDCC (= 1698 sq m)

External amenity spaces	**2,949**	sq m
Indoor amenity spaces	**379**	sq m
Communal Amenity Space Provided*	**3,328**	sq m

* minimum requirments SDCC (= 1,433 sq m)

Play space*	**891**	sq m

* minimum requirments as per LAP (= 669 sq m)

for further detail on requirements for public, communal open spaces and play areas please refer to Schedule provided by Murray & Associates

Bike Parking spaces [No]			
Basement	Enclosure Surface	Sheffield Stands*	**Total**
290	100	80	**470**

* 40 stands with two spaces each

Residents Car Parking spaces [No]			
Basement		Surface	
Block A&B	Block C&D		**Total**
80 (7)	71(5)	0	**151 (12)**
Visitor / Set-Down Car Parking spaces [No]			
		11	**11**

(*) No. of disabled spaces included in overall No.

Mix

APARTMENTS		
1 bed apt.	82	36.8%
2 bed apt.	123	55.2%
3 bed apt	18	8.1%

Dual/Single Aspect

APARTMENTS		
Single Aspect	107	48.0%
Dual Aspect	116	52.0%

Areas: min & 10% + min. area

APARTMENTS		
min. Area	110	49.3%
10%+min.Area	113	50.7%

SUMMARY - GROSS FLOOR AREAS	BLOCK A GFA [sqm]	BLOCK B GFA [sqm]	BLOCK C GFA [sqm]	BLOCK D GFA [sqm]	TOTAL Total GFA
Basement / Undercroft (Residents amenity space only)	0.0	0.0	0.0	275.0	275.0
Ground Floor	629.9	843.0	1088.0	729.5	3290.4
First Floor	629.9	843.0	1106.9	729.5	3309.3
Second Floor	629.9	855.7	1106.9	729.5	3322.0
Third Floor	629.9	855.7	1106.9	729.5	3322.0
Fourth Floor	629.9	855.7	1106.9	619.2	3211.7
Fifth Floor	629.9	855.7	1106.9	0.0	2592.5
Sixth Floor	225.1	0.0	0.0	0.0	225.1
Seventh Floor	225.1	0.0	0.0	0.0	225.1
Totals	**4229.6**	**5108.8**	**6622.5**	**3812.2**	**19773.1**

*Areas measured to the internal face of the perimeter walls at each floor level.

SCHEDULE OF ACCOMMODATION

Application: Proposed Material Amendments to ABP-308088-20
Garter Lane, Saggart, Co. Dublin.
Garter Lane, Saggart, Co. Dublin

Client: Cape Wrath ULC

Date: 27th May 2022

darmody architecture

APARTMENT BLOCK A - 8 STOREY	Unit type	GFA [sqm]	Ground Floor		First Floor		Second Floor		Third Floor		Fourth Floor		Fifth Floor		Sixth Floor		Seventh Floor		TOTAL	
			No. units	GFA [sqm]	No. units	GFA [sqm]	No. units	GFA [sqm]	No. units	GFA [sqm]	No. units	GFA [sqm]	No. units	GFA [sqm]	No. units	GFA [sqm]	No. units	GFA [sqm]	Total No. units	Total GIFA
1 bed apt - Single Aspect	1A	49.5	2	99	2	99	2	99	2	99	2	99	2	99	0	0	0	0	12	594
1 bed apt - Dual Aspect - Corner	1C	51.13		0		0		0		0		0		0	3	153.39	3	153.39	6	306.78
2 bed apt - Single Aspect	2A	73.5	1	73.5	1	73.5	1	73.5	1	73.5	1	73.5	1	73.5		0		0	6	441
2 bed apt - Dual Aspect - Corner	2C	76.44	2	152.88	2	152.88	2	152.88	2	152.88	2	152.88	2	152.88		0		0	12	917.28
2 bed apt - Dual Aspect - Corner	2D	80.39	1	80.39	1	80.39	1	80.39	1	80.39	1	80.39	1	80.39		0		0	6	482.34
3 bed apt - Dual Aspect - Corner	3A	99.76	1	99.76	1	99.76	1	99.76	1	99.76	1	99.76	1	99.76		0		0	6	598.56
Total Residential				505.53		505.53		505.53		505.53		505.53		505.53		153.39		153.39		3340
Total Circulation per floorplate				83.2		83.2		83.2		83.2		83.2		83.2		51.2		51.2		601.6
Totals			**7**	**588.73**	**7**	**588.73**	**7**	**588.73**	**7**	**588.73**	**7**	**588.73**	**7**	**588.73**	**3**	**204.59**	**3**	**204.59**	**48**	**3942**

APARTMENT BLOCK B - 6 STOREY	Unit type	GFA [sqm]	Ground Floor		First Floor		Second Floor		Third Floor		Fourth Floor		Fifth Floor		TOTAL	
			No. units	GFA [sqm]	No. units	GFA [sqm]	No. units	GFA [sqm]	No. units	GFA [sqm]	No. units	GFA [sqm]	No. units	GFA [sqm]	Total No. units	Total GIFA
1 bed apt - Single Aspect	1A	49.5	2	99	2	99	2	99	2	99	2	99	2	99	12	594
1 bed apt - Single Aspect	1B	49.56	2	99.12	2	99.12	2	99.12	2	99.12	2	99.12	2	99.12	12	594.72
1 bed apt - Dual Aspect - Corner	1B1	49.56	1	49.56	1	49.56	1	49.56	1	49.56	1	49.56	1	49.56	6	297.36
2 bed apt - Dual Aspect - Corner	2B1	76.5	2	153	2	153	2	153	2	153	2	153	2	153	12	918
2 bed apt - Dual Aspect - Corner	2C	76.44	1	76.44	1	76.44	1	76.44	1	76.44	1	76.44	1	76.44	6	458.64
2 bed apt - Dual Aspect - Corner	2F	78.75	1	78.75	1	78.75	0	0	0	0	0	0	0	0	2	157.5
3 bed apt - Dual Aspect - Corner	3B1	100	0	0	0	0	1	100	1	100	1	100	1	100	4	400
3 bed apt - Dual Aspect - Corner	3C	102.7	1	102.7	1	102.7	1	102.7	1	102.7	1	102.7	1	102.7	6	616.2
Total Residential				658.57		658.57		679.82		679.82		679.82		679.82		4036.4
Total Circulation per floorplate				127.2		124		124		124		124		124		747.2
Totals			**10**	**785.77**	**10**	**782.57**	**10**	**803.82**	**10**	**803.82**	**10**	**803.82**	**10**	**803.82**	**60**	**4784**

SCHEDULE OF ACCOMMODATION

Application: Proposed Material Amendments to ABP-308088-20
Garter Lane, Saggart, Co. Dublin.
Garter Lane, Saggart, Co. Dublin

Client: Cape Wrath ULC

Date: 27th May 2022

APARTMENT BLOCK C - 6 STOREY	Unit type	GFA sqm	Ground Floor		First Floor		Second Floor		Third Floor		Fourth Floor		Fifth Floor		TOTAL	
			No. units	GFA [sqm]	No. units	GFA [sqm]	No. units	GFA [sqm]	No. units	GFA [sqm]	No. units	GFA [sqm]	No. units	GFA [sqm]	Total No. units	Total GIFA
1 bed apt - Single Aspect	1A	46.5	1	46.5	2	93	2	93	2	93	2	93	2	93	11	511.5
2 bed apt - Single Aspect	2A	73.5	5	367.5	5	367.5	5	367.5	5	367.5	5	367.5	5	367.5	30	2205
2 bed apt - Dual Aspect - Corner	2B2	76.63	1	76.63	1	76.63	1	76.63	1	76.63	1	76.63	1	76.63	6	459.78
2 bed apt - Dual Aspect - Corner	2C	76.16	2	152.32	2	152.32	2	152.32	2	152.32	2	152.32	2	152.32	12	913.92
2 bed apt - Dual Aspect - Corner	2D	80.39	1	80.39	1	80.39	1	80.39	1	80.39	1	80.39	1	80.39	6	482.34
2 bed apt - Dual Aspect - Corner	2F	80.43	1	80.43	1	80.43		0	1	80.43		0	1	80.43	4	321.72
3 bed apt - Dual Aspect - Corner	3B	101.2		0	0	0	1	101.2	0	0	1	101.2	0	0	2	202.4
Total Residential				803.77		850.27		871.04		850.27		871.04		850.27		5096.7
Communal Amenity Space						20.2				20.2				20.2		60.6
Total Circulation per floorplate				179.6		163.77		163.77		163.77		163.77		163.77		998.45
Totals			**11**	**983.37**	**12**	**1034.2**	**12**	**1034.8**	**12**	**1034.2**	**12**	**1905.9**	**12**	**1034.2**	**71**	**7027**

APARTMENT BLOCK D - 4 STOREY 1 STOREY PENTHOUSE	Unit type	GFA sqm	Ground Floor		First Floor		Second Floor		Third Floor		Fourth Floor		TOTAL	
			No. units	GFA [sqm]	No. units	GFA [sqm]	No. units	GFA [sqm]	No. units	GFA [sqm]	No. units	GFA [sqm]	Total No. units	Total GIFA
1 bed apt - Single Aspect	1A	49.5	4	198	5	247.5	4	198	5	247.5	1	49.5	19	940.5
1 bed apt - Dual Aspect - Corner	1C	51.13		0		0		0		0	1	51.13	1	51.13
1 bed apt - Single Aspect	1C1	51.13		0		0		0		0	3	153.39	3	153.39
2 bed apt - Single Aspect	2A	73.5	1	73.5	0	0	1	73.5	0	0		0	2	147
2 bed apt - Dual Aspect - Corner	2B1	76.63	1	76.63	1	76.63	1	76.63	1	76.63		0	4	306.52
2 bed apt - Dual Aspect - Corner	2B2	76.63	1	76.63	1	76.63	1	76.63	1	76.63	1	76.63	5	383.15
2 bed apt - Dual Aspect - Corner	2C	76.16	2	152.32	2	152.32	2	152.32	2	152.32		0	8	609.28
2 bed apt - Dual Aspect - Corner	2G	74.1		0		0		0		0	1	74.1	1	74.1
2 bed apt - Dual Aspect - Corner	2H	84.64		0		0		0		0	1	84.64	1	84.64
Total Residential				577.08		553.08		577.08		553.08		489.39		2749.7
Communal Amenity Space						21.7				21.7				43.4
Total Circulation per floorplate				103.8		103.8		103.8		103.8		88		503.2
Totals			**9**	**680.88**	**9**	**678.58**	**9**	**680.88**	**9**	**678.58**	**8**	**577**	**44**	**3296**

SCHEDULE OF ACCOMMODATION

Application: Proposed Material Amendments to ABP-308088-20
Garter Lane, Saggart, Co. Dublin.
Garter Lane, Saggart, Co. Dublin

Client: Cape Wrath ULC

Date: 27th May 2022

SUMMARY - RESIDENTIAL	Unit type	GFA sqm	GFA reqd.	GFA ≥10%	BLOCK A		BLOCK B		BLOCK C		BLOCK D		TOTAL	
					No. units	GFA [sqm]	No. units	GFA [sqm]	No. units	GFA [sqm]	No. units	GFA [sqm]	Total No. units	Total GIFA
1 bed apt - Single Aspect	1A	49.5	45	yes	12	594	12	594	11	511.5	19	940.5	54	2640
1 bed apt - Single Aspect	1B	49.56	45	yes			12	594.72					12	594.72
1 bed apt - Dual Aspect - Corner	1B1	49.56	45	yes			6	297.36					6	297.36
1 bed apt - Dual Aspect - Corner	1C	51.13	45	yes	6	306.78					1	51.13	7	357.91
1 bed apt - Single Aspect	1C1	51.13	45	yes							3	153.39	3	153.39
2 bed apt - Single Aspect	2A	73.5	73	no	6	441			30	2205	2	147	38	2793
2 bed apt - Dual Aspect - Corner	2B1	76.5	73	no			12	918			4	306.52	16	1224.5
2 bed apt - Dual Aspect - Corner	2B2	76.5	73	no					6	459.78	5	383.15	11	842.93
2 bed apt - Dual Aspect - Corner	2C	76.44	73	no	12	917.28	6	458.64	12	913.92	8	609.28	38	2899.1
2 bed apt - Dual Aspect - Corner	2D	80.39	73	yes	6	482.34			6	482.34			12	964.68
2 bed apt - Dual Aspect - Corner	2F	78.75	73	no			2	157.5	4	321.72			6	479.22
2 bed apt - Dual Aspect - Corner	2G	74.1	73	no							1	74.1	1	74.1
2 bed apt - Dual Aspect - Corner	2H	84.64	73	yes							1	84.64	1	84.64
3 bed apt - Dual Aspect - Corner	3A	99.47	90	yes	6	598.56							6	598.56
3 bed apt - Dual Aspect - Corner	3B	101.11	90	yes					2	202.4			2	202.4
3 bed apt - Dual Aspect - Corner	3B1	100	90	yes			4	400					4	400
3 bed apt - Dual Aspect - Corner	3C	102.7	90	yes			6	616.2					6	616.2
Totals					**48**	**3340**	**60**	**4036**	**71**	**5097**	**44**	**2750**	**223**	**15223**

Project No. 19036
Proposed Material Amendments to
ABP-308088-20
Garter Lane, Saggart, Co. Dublin.
10th May 2022
Parking Provision

Type	Quantum	**Permitted** Residential CAR parking provision			
		SDCC Requirements Maximum Standard (Zone 2)		Proposed Resident Car Parking Spaces No.	Proposed Visitor Spaces
		Parking spaces ratio	Maximum No.		
Residential Apts	224	0.75-1.25 space per unit	206	180	11
			Total	(0.8 space per unit)	**191**

Type	Quantum	**Proposed** Residential CAR parking provision			
		SDCC Requirements Maximum Standard (Zone 2)		Proposed Resident Car Parking Spaces No.	Proposed Visitor Spaces
		Parking spaces ratio	Maximum No.		
Residential Apts	223	0.75-1.25 space per unit	206	151	11
			Total	(0.68 space per unit)	**162**

Type	Quantum	Residential BICYCLE parking provision **(*no amendments to permitted)**						
		SDCC Requirements Minimum Standard (Zone 2)					Apartment Guidelines Recommendation of . Min. No. of BICYCLE spaces	Proposed BICYCLE Parking Spaces NO.
		Long term		Short stay		Total Min. No.		
Residential Apts	223	1 per 5 Apts	45	1 per 10 Apts	22	67	382 No. for residents	**390 No.**
							112 No for visitors	**80 No.**
					Total	67	494 spaces	**470 spaces**

NRB consulting engineers

APPENDIX B

Recent 2022 Traffic Survey Data Output

IDASO

Survey Name: 221 22328 Citywest
Date: Fri 17 Jun 2022

Survey Name: 221 22328 Citywest

Site: Site 2

Location: Garter Lane / Bianconi Avenue

Date: Fri 17-Jun-2022

	A => A										A => B											
TIME	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	SV(BUS	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	SV(BUS	TOT	PCU	P/C	M/C
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	3	3	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	6	6	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	12	1	1	0	0	0	14	14	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6	0	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	7	0	1	0	2	0	10	12.6	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	9	0	1	0	0	0	10	10	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	24	0	2	0	2	0	28	30.6	0	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2	2	0	0	8	9	0	0
09:15	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	3	2.2	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4	0	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	13	0	3	2	0	0	19	19.2	0	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	3.3	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	8	0	1	0	1	0	10	11.3	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	3	3.5	0	2
11:45	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	1	0	4	5.3	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	6	1	1	1	1	0	10	11.8	0	2
12:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	3.3	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	6	8.6	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	3	0	4	0	3	0	10	13.9	0	1
13:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	2.5	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	2
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	1	0	0	5	5.5	0	3
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	3	3	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2.3	0	1
15:15	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0
H/TOT	0	0	1	0	0	0	0	0	1	1	0	0	1	0	1	0	1	0	3	4.3	0	3
16:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	3	3	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	4	4	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	3	0	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2	1	1
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2	1	4
12 TOT	0	0	1	0	0	0	0	0	1	1	1	0	77	4	17	4	8	0	111	122.6	1	18

A => C								B => A										B => B						
CAR	TAXI	LGV	OGV1	OGV2	SV(BUS	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	SV(BUS	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1
26	1	10	1	0	0	38	38.5	0	0	1	1	0	0	0	0	2	2	0	0	0	0	0	0
20	0	14	3	1	0	38	40.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27	2	1	1	4	0	36	41.1	0	0	1	0	1	0	0	0	2	2	0	0	0	0	0	0
40	3	6	0	0	0	49	49	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0
113	6	31	5	5	0	161	169.4	0	0	4	1	1	0	0	0	6	6	0	0	0	0	0	0
58	2	11	3	0	0	74	75.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
54	7	3	0	0	0	65	64.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
42	4	6	3	1	0	56	58.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38	1	5	0	0	0	44	44	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0
192	14	25	6	1	0	239	242.7	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0
39	1	4	1	0	1	46	47.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
29	1	7	0	0	0	37	37	0	0	0	0	1	1	0	0	2	2.5	0	0	0	0	0	0
26	1	4	1	0	1	34	34.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30	4	8	5	0	0	47	49.5	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0
124	7	23	7	0	2	164	168.9	0	0	2	0	1	1	0	0	4	4.5	0	0	0	0	0	0
27	0	10	3	4	1	45	52.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26	4	8	2	0	0	40	41	0	0	1	0	1	0	0	0	2	2	0	0	0	0	0	0
29	3	7	3	1	0	43	45.8	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0
24	1	7	2	0	0	34	35	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0
106	8	32	10	5	1	162	174.5	0	0	1	0	3	0	0	0	4	4	0	0	0	0	0	0
28	0	5	1	1	0	35	36.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25	1	4	2	0	0	32	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
31	1	4	0	1	0	39	39.1	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0
33	2	5	1	2	0	43	46.1	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0
117	4	18	4	4	0	149	155	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0
40	0	4	2	1	0	48	49.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
47	0	3	2	2	0	54	57.6	0	0	2	0	1	0	0	0	3	3	0	0	0	0	0	0
30	2	6	2	2	0	42	45.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
65	3	5	1	0	3	77	80.5	0	0	0	0	1	3	0	0	4	5.5	0	0	0	0	0	0
182	5	18	7	5	3	221	233.4	0	0	2	0	2	3	0	0	7	8.5	0	0	0	0	0	0
60	3	5	2	0	0	70	71	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0
47	4	8	0	3	0	64	66.7	0	0	2	1	1	0	0	0	4	4	0	0	0	0	0	0
31	3	9	2	0	0	46	46.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
41	0	9	2	0	0	52	53	0	0	5	0	0	1	0	0	6	6.5	0	0	0	0	0	0
179	10	31	6	3	0	232	237.1	0	0	9	1	1	1	0	0	12	12.5	0	0	0	0	0	0
36	3	5	0	1	1	46	48.3	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0
39	5	6	1	0	0	51	51.5	0	0	2	0	1	0	0	0	3	3	0	0	0	0	0	0
40	4	8	1	0	1	54	55.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
48	4	9	0	1	0	62	63.3	0	0	1	0	1	0	0	0	2	2	0	0	0	0	0	0
163	16	28	2	2	2	213	218.6	0	0	7	0	2	0	0	0	9	9	0	0	0	0	0	0
41	1	10	0	0	0	53	52.4	0	0	5	0	3	0	0	0	8	8	0	0	0	0	0	0
48	2	9	1	1	1	64	65.6	0	1	3	0	0	0	0	0	4	3.4	0	0	0	0	0	0
31	4	11	1	3	1	51	56.4	1	0	0	0	1	0	1	0	3	3.5	0	0	0	0	0	0
43	1	11	3	0	0	58	59.5	0	0	3	0	1	0	0	0	4	4	0	0	0	0	0	0
163	8	41	5	4	2	226	233.9	1	1	11	0	5	0	1	0	19	18.9	0	0	0	0	0	0
55	2	8	1	1	0	67	68.8	0	0	4	0	2	0	0	0	6	6	0	0	0	0	0	0
50	1	12	0	0	0	64	63.4	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0
42	1	10	0	0	0	53	53	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0
47	0	7	2	0	0	56	57	0	0	1	0	1	0	0	0	2	2	0	0	0	0	0	0
194	4	37	3	1	0	240	242.2	0	0	8	0	3	0	0	0	11	11	0	0	0	0	0	0
56	1	6	0	0	0	63	63	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0
59	0	4	1	0	2	67	68.9	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0
34	2	8	1	0	0	45	45.5	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0
51	2	2	0	0	0	55	55	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0
200	5	20	2	0	2	230	232.4	0	0	8	0	0	0	0	0	8	8	0	0	0	0	0	0
52	2	2	0	0	0	58	56.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
56	4	5	0	0	1	68	67.6	1	0	1	0	0	0	0	0	2	1.2	0	0	0	0	0	0
56	0	6	0	0	0	63	62.4	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0
43	3	7	0	0	1	54	55	1	0	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0
207	9	20	0	0	2	243	241.8	2	0	1	0	1	0	0	0	4	2.4	0	0	0	0	0	0
1940	96	324	57	30	14	2480	2550	3	1	56	2	19	5	1	0	87	87.8	0	0	0	0	0	0

				B => C										C => A									
OGV2	SV(BUS	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	SV(BUS	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	SV(BUS	TOT	PCU
0	0	0	0	0	0	1	0	0	1	0	1	3	4.5	0	0	8	0	4	1	0	0	13	13.5
0	0	0	0	0	0	5	0	0	0	0	0	5	5	0	0	5	1	3	0	0	0	9	9
0	0	0	0	0	0	1	0	1	1	0	0	3	3.5	0	0	9	2	0	0	0	1	12	13
0	0	0	0	0	0	5	0	0	0	0	0	5	5	0	0	16	0	2	0	0	0	18	18
0	0	0	0	0	0	12	0	1	2	0	1	16	18	0	0	38	3	9	1	0	1	52	53.5
0	0	0	0	1	0	1	0	0	0	0	2	4	5.2	0	0	12	2	4	0	0	0	18	18
0	0	0	0	0	0	6	0	1	0	0	0	7	7	0	0	15	1	0	0	0	0	16	16
0	0	0	0	0	0	7	0	0	0	0	0	7	7	0	0	30	0	2	0	0	0	32	32
0	0	0	0	0	0	7	0	1	0	0	0	8	8	0	0	28	2	3	0	0	0	33	33
0	0	0	0	1	0	21	0	2	0	0	2	26	27.2	0	0	85	5	9	0	0	0	99	99
0	0	0	0	0	0	9	0	1	0	0	1	11	12	0	0	17	0	3	2	1	0	23	25.3
0	0	0	0	0	0	5	1	0	0	0	0	6	6	1	0	12	0	2	0	0	0	15	14.2
0	0	0	0	0	0	1	0	1	1	0	0	3	3.5	0	0	10	0	4	1	1	0	16	17.8
0	0	0	0	0	0	4	0	1	0	0	1	6	7	0	0	11	0	1	0	0	1	13	14
0	0	0	0	0	0	19	1	3	1	0	2	26	28.5	1	0	50	0	10	3	2	1	67	71.3
0	0	0	0	0	0	1	0	1	0	0	0	2	2	0	0	9	0	1	3	0	0	13	14.5
0	0	0	0	0	0	3	0	1	0	0	0	4	4	0	0	11	0	2	1	0	0	14	14.5
0	0	0	0	0	0	4	0	0	0	0	0	4	4	0	0	9	1	2	0	0	0	12	12
0	0	0	0	0	0	0	1	0	0	0	1	2	3	0	0	19	1	3	1	3	0	27	31.4
0	0	0	0	0	0	8	1	2	0	0	1	12	13	0	0	48	2	8	5	3	0	66	72.4
0	0	0	0	0	0	3	0	1	0	0	0	4	4	0	0	25	2	2	0	1	0	30	31.3
0	0	0	0	0	0	3	1	0	0	0	0	4	4	0	0	16	1	1	1	0	0	19	19.5
0	0	0	0	0	0	2	0	1	0	1	0	4	5.3	0	0	19	1	2	0	0	0	22	22
0	0	0	0	0	0	2	0	0	0	0	1	3	4	0	0	14	0	1	0	1	0	16	17.3
0	0	0	0	0	0	10	1	2	0	1	1	15	17.3	0	0	74	4	6	1	2	0	87	90.1
0	0	0	0	0	0	6	0	1	1	0	0	8	8.5	0	0	20	0	0	0	1	0	21	22.3
0	0	0	0	0	0	4	0	1	0	0	0	5	5	0	0	17	1	2	1	0	0	21	21.5
0	0	0	0	0	0	9	0	0	0	0	0	9	9	0	0	18	1	2	1	0	0	22	22.5
0	0	0	0	0	0	5	0	2	0	0	1	8	9	0	1	18	2	5	0	1	0	27	27.7
0	0	0	0	0	0	24	0	4	1	0	1	30	31.5	0	1	73	4	9	2	2	0	91	94
0	0	0	0	0	0	14	0	2	0	0	0	16	16	0	0	24	0	1	1	1	0	27	28.8
0	0	0	0	0	0	12	0	4	0	0	0	16	16	0	0	21	0	2	0	0	0	23	23
0	0	0	0	0	0	9	0	0	0	0	0	9	9	0	0	30	0	3	0	0	0	33	33
0	0	0	0	0	0	6	0	0	0	1	2	9	12.3	0	0	21	1	2	0	1	0	25	26.3
0	0	0	0	0	0	41	0	6	0	1	2	50	53.3	0	0	96	1	8	1	2	0	108	111.1
0	0	0	0	1	0	12	0	3	0	0	0	16	15.2	0	0	29	0	2	0	1	0	32	33.3
0	0	0	0	0	0	6	1	1	1	0	0	9	9.5	0	0	30	2	1	0	1	0	34	35.3
0	0	0	0	0	0	3	1	1	0	0	0	5	5	0	0	31	2	4	1	1	0	39	40.8
0	0	0	0	0	0	11	1	3	0	0	0	15	15	0	0	26	2	9	0	0	0	37	37
0	0	0	0	1	0	32	3	8	1	0	0	45	44.7	0	0	116	6	16	1	3	0	142	146.4
0	0	0	0	0	0	5	1	0	0	0	2	8	10	0	0	34	2	5	0	0	0	41	41
0	0	0	0	1	0	6	1	0	0	1	0	9	9.5	0	0	31	0	5	0	0	1	37	38
0	0	0	0	0	0	5	0	1	0	0	0	6	6	0	0	27	1	7	1	0	0	36	36.5
0	0	0	0	0	0	7	1	0	0	0	1	9	10	0	0	29	1	4	0	1	0	35	36.3
0	0	0	0	1	0	23	3	1	0	1	3	32	35.5	0	0	121	4	21	1	1	1	149	151.8
0	0	0	0	1	0	2	0	1	0	3	2	9	14.1	0	0	24	1	4	0	2	1	32	35.6
0	0	0	0	0	0	5	0	2	0	0	0	7	7	0	0	25	0	8	2	1	0	36	38.3
0	0	0	0	0	0	4	0	1	0	0	0	5	5	0	0	37	1	1	1	1	0	41	42.8
0	0	0	0	1	0	8	1	2	0	0	0	12	11.2	0	0	38	3	3	0	3	0	47	50.9
0	0	0	0	2	0	19	1	6	0	3	2	33	37.3	0	0	124	5	16	3	7	1	156	167.6
0	0	0	0	0	0	7	0	0	0	0	1	8	9	0	0	30	1	4	0	0	0	35	35
0	0	0	0	0	0	6	0	0	0	0	0	6	6	0	0	52	0	8	0	0	0	60	60
0	0	0	0	0	0	10	1	0	0	0	0	11	11	0	0	40	3	2	2	0	0	47	48
0	0	0	0	1	0	9	0	0	0	0	0	10	9.2	0	1	32	3	3	0	0	0	39	38.4
0	0	0	0	1	0	32	1	0	0	0	1	35	35.2	0	1	154	7	17	2	0	0	181	181.4
0	0	0	0	0	0	6	0	0	0	0	1	7	8	0	0	31	1	3	0	0	1	36	37
0	0	0	0	0	0	3	0	0	0	0	1	4	5	0	0	18	1	1	0	0	0	20	20
0	0	0	0	0	0	3	0	1	0	0	0	4	4	0	0	14	2	2	0	0	0	18	18
0	0	0	0	0	0	5	0	0	0	0	0	5	5	0	0	24	0	1	0	0	0	25	25
0	0	0	0	0	0	17	0	1	0	0	2	20	22	0	0	87	4	7	0	0	1	99	100
0	0	0	0	6	0	258	11	36	5	6	18	340	363.5	1	2	1066	45	136	20	22	5	1297	1339

C => B										C => C									
P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	SV(BUS	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	SV(BUS	TOT	PCU
1	0	30	0	11	0	1	1	44	45.5	0	0	0	0	0	0	0	0	0	0
1	0	31	2	10	1	0	2	47	48.7	0	0	0	0	0	0	0	0	0	0
0	0	50	1	5	1	0	1	58	59.5	0	0	0	0	0	0	0	0	0	0
0	1	49	0	12	5	0	2	69	72.9	0	0	0	0	0	0	0	0	0	0
2	1	160	3	38	7	1	6	218	226.6	0	0	0	0	0	0	0	0	0	0
1	2	47	1	11	2	0	1	65	65	0	0	0	0	0	0	0	0	0	0
0	0	36	5	7	1	0	0	49	49.5	0	0	0	0	0	0	0	0	0	0
0	0	48	3	6	2	0	0	59	60	0	0	0	0	0	0	0	0	0	0
0	0	50	3	7	0	0	0	60	60	0	0	0	0	0	0	0	0	0	0
1	2	181	12	31	5	0	1	233	234.5	0	0	0	0	0	0	0	0	0	0
0	1	32	3	4	1	0	1	42	42.9	0	0	0	0	0	0	0	0	0	0
0	0	36	2	6	1	0	0	45	45.5	0	0	0	0	0	0	0	0	0	0
0	0	31	3	5	0	0	0	39	39	0	0	0	0	0	0	0	0	0	0
0	0	34	3	6	0	0	0	43	43	0	0	0	0	0	0	0	0	0	0
0	1	133	11	21	2	0	1	169	170.4	0	0	0	0	0	0	0	0	0	0
0	1	21	1	4	1	0	0	28	27.9	0	0	0	0	0	0	0	0	0	0
2	0	15	0	8	1	1	0	27	27.2	0	0	0	0	0	0	0	0	0	0
0	0	33	2	10	2	0	2	49	52	0	0	0	0	0	0	0	0	0	0
0	3	23	1	2	1	0	0	30	28.7	0	0	0	0	0	0	0	0	0	0
2	4	92	4	24	5	1	2	134	135.8	0	0	0	0	0	0	0	0	0	0
1	0	15	2	1	1	0	0	20	19.7	0	0	0	0	0	0	0	0	0	0
0	0	17	1	3	1	0	0	22	22.5	0	0	0	0	0	0	0	0	0	0
0	0	26	2	2	1	0	1	32	33.5	0	0	0	0	0	0	0	0	0	0
0	0	31	2	3	0	1	0	37	38.3	0	0	0	0	0	0	0	0	0	0
1	0	89	7	9	3	1	1	111	114	0	0	0	0	0	0	0	0	0	0
0	0	25	1	4	0	0	2	32	34	0	0	0	0	0	0	0	0	0	0
0	1	25	0	1	1	0	0	28	27.9	0	0	0	0	0	0	0	0	0	0
0	0	30	1	4	0	1	1	37	39.3	0	0	0	0	0	0	0	0	0	0
0	0	24	2	3	0	1	0	30	31.3	0	0	0	0	0	0	0	0	0	0
0	1	104	4	12	1	2	3	127	132.5	0	0	0	0	0	0	0	0	0	0
1	0	28	1	4	0	1	2	37	39.5	0	0	0	0	0	0	0	0	0	0
0	0	25	2	5	0	0	0	32	32	0	0	0	0	0	0	0	0	0	0
0	0	34	4	6	0	0	0	44	44	0	0	0	0	0	0	0	0	0	0
1	0	45	1	3	0	1	1	52	53.5	0	0	0	0	0	0	0	0	0	0
2	0	132	8	18	0	2	3	165	169	0	0	0	0	0	0	0	0	0	0
0	0	38	4	4	2	0	1	49	51	0	0	0	0	0	0	0	0	0	0
0	0	29	3	4	0	1	0	37	38.3	0	0	0	0	0	0	0	0	0	0
0	0	35	2	3	0	0	0	40	40	0	0	0	0	0	0	0	0	0	0
0	0	33	1	7	2	0	1	44	46	0	0	0	0	0	0	0	0	0	0
0	0	135	10	18	4	1	2	170	175.3	0	0	0	0	0	0	0	0	0	0
0	0	41	2	3	0	0	0	46	46	0	0	0	0	0	0	0	0	0	0
0	0	30	3	1	0	0	0	34	34	0	0	0	0	0	0	0	0	0	0
1	0	24	1	3	0	1	2	32	34.5	0	0	0	0	0	0	0	0	0	0
0	0	13	2	3	0	0	0	18	18	0	0	0	0	0	0	0	0	0	0
1	0	108	8	10	0	1	2	130	132.5	0	0	0	0	0	0	0	0	0	0
1	1	21	1	4	0	4	1	33	37.8	0	0	0	0	0	0	0	0	0	0
2	0	27	5	3	1	0	0	38	36.9	0	0	0	0	0	0	0	0	0	0
0	0	26	0	3	0	0	0	29	29	0	0	0	0	0	0	0	0	0	0
0	0	22	2	2	0	0	1	27	28	0	0	0	0	0	0	0	0	0	0
3	1	96	8	12	1	4	2	127	131.7	0	0	0	0	0	0	0	0	0	0
0	0	28	2	3	0	0	0	33	33	0	0	0	0	0	0	0	0	0	0
0	0	21	2	4	1	0	0	28	28.5	0	0	0	0	0	0	0	0	0	0
0	0	21	0	3	0	0	2	26	28	0	0	0	0	0	0	0	0	0	0
0	0	31	4	4	0	0	0	39	39	0	0	0	0	0	0	0	0	0	0
0	0	101	8	14	1	0	2	126	128.5	0	0	0	0	0	0	0	0	0	0
0	0	23	2	1	1	0	0	27	27.5	0	0	0	0	0	0	0	0	0	0
0	0	27	3	1	0	0	1	32	33	0	0	0	0	0	0	0	0	0	0
1	1	26	1	3	0	0	0	32	30.6	0	0	0	0	0	0	0	0	0	0
0	0	34	1	1	0	0	1	37	38	0	0	0	0	0	0	0	0	0	0
1	1	110	7	6	1	0	2	128	129.1	0	0	0	0	0	0	0	0	0	0
13	11	1441	90	213	30	13	27	1838	1880	0	0	0	0	0	0	0	0	0	0

Survey Name: 221 22328 Citywest
Site: Site 3
Location: Garter Lane / City West Drive
Date: Fri 17-Jun-2022

	A => A										A => B											
TIME	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	SV(BUS	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	SV(BUS	TOT	PCU	P/C	M/C
07:00	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	1	0	0	11	11.5	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	5	0	7	2	0	0	14	15	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	0	13	13	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0	0	0	19	19	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	41	1	12	3	0	0	57	58.5	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	27	3	0	0	0	0	30	30	1	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	20	3	1	0	0	0	24	24	0	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	23	1	3	0	1	0	28	29.3	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	9	9	1	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	78	8	4	0	1	0	91	92.3	2	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	10	0	1	1	0	0	12	12.5	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	7	1	1	0	0	0	9	9	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	4	1	1	0	0	0	6	6	0	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	4	1	3	0	0	0	8	8	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	25	3	6	1	0	0	35	35.5	0	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	7	0	1	1	0	0	9	9.5	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	7	3	1	1	0	0	12	12.5	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	10	2	0	0	0	0	12	12	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	0	0	7	7	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	30	5	3	2	0	0	40	41	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	3	2	1	0	1	0	7	8.3	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	8	1	2	1	0	0	12	12.5	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	1	0	8	9.3	0	2
11:45	0	0	0	0	0	0	0	0	0	0	0	0	5	0	2	0	1	0	8	9.3	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	22	4	5	1	3	0	35	39.4	0	2
12:00	0	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	6	5.4	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	9	9	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	5	0	3	0	2	0	10	12.6	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	0	17	17	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	35	1	3	0	2	0	42	44	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	9	0	2	1	0	0	12	12.5	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	13	1	1	0	0	0	15	15	0	2
13:30	0	0	0	0	0	0	0	0	0	0	0	0	11	1	2	1	0	0	15	15.5	0	1
13:45	0	0	0	0	0	0	0	0	0	0	0	0	10	1	1	0	0	0	12	12	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	43	3	6	2	0	0	54	55	0	3
14:00	0	0	0	0	0	0	0	0	0	0	1	0	9	1	1	0	0	0	12	11.2	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	12	3	1	1	0	0	17	17.5	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	12	1	0	1	0	0	14	14.5	0	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	19	0	3	0	0	0	22	22	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	52	5	5	2	0	0	65	65.2	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	13	0	4	0	0	0	17	17	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	13	3	2	1	0	0	19	19.5	1	2
15:30	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	8	8	1	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	9	1	2	0	0	0	12	12	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	39	4	12	1	0	0	56	56.5	2	3
16:00	0	0	0	0	0	0	0	0	0	0	0	0	11	0	4	0	0	1	16	17	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	10	1	3	0	0	0	14	14	1	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	13	1	5	0	0	0	19	19	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	17	17	1	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	51	2	12	0	0	1	66	67	2	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	0	0	7	7	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	16	0	2	0	0	0	18	18	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	14	2	1	0	0	0	17	17	1	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	0	13	13	1	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	48	3	4	0	0	0	55	55	2	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	18	0	1	0	0	0	19	19	0	2
18:15	0	0	0	0	0	0	0	0	0	0	0	0	12	0	1	0	0	0	13	13	1	0
18:30	0	0	0	0	0	0	0	0	0	0	0	1	16	1	2	0	0	0	20	19.4	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	10	0	2	0	0	0	12	12	1	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	56	1	6	0	0	0	64	63.4	2	3
12 TOT	0	0	0	0	0	0	0	0	0	0	1	2	520	40	78	12	6	1	660	672.8	10	17

A => C								B => A										B => B					
CAR	TAXI	LGV	OGV1	OGV2	SV(BUS	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	SV(BUS	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1
22	2	4	1	0	1	30	31.5	0	0	4	0	4	0	0	0	8	8	0	0	0	0	0	0
18	0	7	1	1	0	27	28.8	0	0	4	1	1	0	0	0	6	6	0	0	0	0	0	0
15	1	2	2	4	0	25	30.6	0	0	8	2	1	0	0	1	12	13	0	0	0	0	0	0
29	2	7	0	0	0	38	38	0	0	15	0	2	0	0	0	17	17	0	0	0	0	0	0
84	5	20	4	5	1	120	128.9	0	0	31	3	8	0	0	1	43	44	0	0	0	0	0	0
28	2	5	3	0	2	41	43.7	0	0	11	1	3	0	1	0	16	17.3	0	0	0	0	0	0
43	3	3	0	0	0	50	49.4	0	0	15	2	0	0	0	0	17	17	0	0	0	0	0	0
37	2	3	3	0	0	45	46.5	0	0	34	0	1	0	0	0	35	35	0	0	0	0	0	0
37	2	5	0	0	0	45	44.2	0	0	29	2	0	0	0	0	31	31	0	0	0	0	0	0
145	9	16	6	0	2	181	183.8	0	0	89	5	4	0	1	0	99	100.3	0	0	0	0	0	0
30	2	6	0	0	2	40	42	0	0	14	0	3	1	1	0	19	20.8	0	0	0	0	0	0
26	0	5	0	0	0	31	31	0	0	8	0	1	0	0	0	9	9	0	0	0	0	0	0
23	0	4	2	0	1	31	32.4	0	0	11	0	1	1	1	0	14	15.8	0	0	0	0	0	0
27	2	8	5	0	1	43	46.5	0	0	10	1	1	0	0	1	13	14	0	0	0	0	0	0
106	4	23	7	0	4	145	151.9	0	0	43	1	6	2	2	1	55	59.6	0	0	0	0	0	0
23	0	8	1	4	1	37	43.7	0	0	9	0	0	2	0	0	11	12	0	0	0	0	0	0
21	1	8	1	0	0	31	31.5	1	0	8	0	1	1	1	0	12	13	0	0	0	0	0	0
23	1	7	3	0	0	34	35.5	0	0	7	2	0	0	0	0	9	9	0	0	0	0	0	0
15	1	3	2	0	1	22	24	0	2	17	2	1	1	0	0	23	22.3	0	0	0	0	0	0
82	3	26	7	4	2	124	134.7	1	2	41	4	2	4	1	0	55	56.3	0	0	0	0	0	0
26	1	6	1	0	0	34	34.5	0	0	12	2	0	1	0	0	15	15.5	0	0	0	0	0	0
23	2	3	1	0	0	29	29.5	0	0	10	1	1	1	0	0	13	13.5	0	0	0	0	0	0
26	0	3	0	0	0	31	29.8	0	0	18	2	1	1	0	0	22	22.5	0	0	0	0	0	0
29	2	6	1	0	1	39	40.5	0	0	14	0	1	0	1	0	16	17.3	0	0	0	0	0	0
104	5	18	3	0	1	133	134.3	0	0	54	5	3	3	1	0	66	68.8	0	0	0	0	0	0
36	2	7	2	1	0	48	50.3	0	0	15	0	2	1	0	1	19	20.5	0	0	0	0	0	0
35	0	4	2	2	0	43	46.6	0	0	17	2	1	0	0	0	20	20	0	0	0	0	0	0
38	2	6	1	0	0	47	47.5	0	0	16	1	2	0	0	0	19	19	0	0	0	0	0	0
44	3	8	2	0	4	61	66	0	0	12	1	3	0	1	0	17	18.3	0	0	0	0	0	0
153	7	25	7	3	4	199	210.4	0	0	60	4	8	1	1	1	75	77.8	0	0	0	0	0	0
64	2	4	1	0	0	71	71.5	0	0	23	1	2	1	2	0	29	32.1	0	0	0	0	0	0
52	3	10	0	2	0	69	70.4	0	0	20	0	4	0	0	0	24	24	0	0	0	0	0	0
28	3	9	1	0	0	42	41.9	0	0	27	0	1	0	0	0	28	28	0	0	0	0	0	0
36	0	9	2	1	1	49	52.3	1	0	20	1	3	0	0	0	25	24.2	0	0	0	0	0	0
180	8	32	4	3	1	231	236.1	1	0	90	2	10	1	2	0	106	108.3	0	0	0	0	0	0
34	2	4	0	0	2	42	44	0	0	25	2	3	1	0	0	31	31.5	0	0	0	0	0	0
33	4	9	1	0	0	47	47.5	0	0	28	3	2	0	0	0	33	33	0	0	0	0	0	0
25	3	5	0	0	1	35	35.4	0	0	27	3	3	0	0	0	33	33	0	0	0	0	0	0
42	4	11	1	1	0	59	60.8	0	0	22	2	6	0	0	0	30	30	0	0	0	0	0	0
134	13	29	2	1	3	183	187.7	0	0	102	10	14	1	0	0	127	127.5	0	0	0	0	0	0
31	2	10	0	0	1	45	45.4	0	0	35	0	3	0	0	0	38	38	0	0	0	0	0	0
44	3	6	0	1	2	59	60.3	0	0	15	0	5	0	0	1	21	22	0	0	0	0	0	0
27	4	8	1	3	1	45	49.6	0	0	32	1	8	0	0	0	41	41	0	0	0	0	0	0
38	0	13	2	0	0	53	54	0	0	26	0	1	0	0	0	27	27	0	0	0	0	0	0
140	9	37	3	4	4	202	209.3	0	0	108	1	17	0	0	1	127	128	0	0	0	0	0	0
53	2	6	2	4	2	69	77.2	0	0	18	0	5	0	0	0	23	23	0	0	0	0	0	0
41	0	11	0	0	0	54	52.6	0	0	26	0	6	2	1	0	35	37.3	0	0	0	0	0	0
34	0	9	0	0	0	43	43	0	0	27	0	1	1	0	0	29	29.5	0	0	0	0	0	0
37	2	9	2	0	0	51	51.2	0	0	32	4	3	0	0	0	39	39	0	0	0	0	0	0
165	4	35	4	4	2	217	224	0	0	103	4	15	3	1	0	126	128.8	0	0	0	0	0	0
51	1	5	0	0	1	58	59	0	0	25	0	2	0	0	0	27	27	0	0	0	0	0	0
45	0	2	1	0	2	51	52.9	1	0	42	0	7	0	0	0	50	49.2	0	0	0	0	0	0
32	3	6	1	0	0	43	42.7	0	0	33	3	4	3	0	0	43	44.5	0	0	0	0	0	0
45	1	6	1	0	0	54	53.7	0	1	29	3	3	0	0	0	36	35.4	0	0	0	0	0	0
173	5	19	3	0	3	206	208.3	1	1	129	6	16	3	0	0	156	156.1	0	0	0	0	0	0
41	1	1	0	0	1	46	45.8	0	0	25	0	3	0	0	0	28	28	0	0	0	0	0	0
38	3	3	0	0	2	47	48.2	0	0	18	2	1	0	0	0	21	21	0	0	0	0	0	0
49	1	5	0	0	0	56	55.4	0	0	11	1	3	0	0	0	15	15	0	0	0	0	0	0
38	3	6	0	0	1	49	49.2	0	0	22	0	1	0	0	0	23	23	0	0	0	0	0	0
166	8	15	0	0	4	198	198.6	0	0	76	3	8	0	0	0	87	87	0	0	0	0	0	0
1632	80	295	50	24	31	2139	2208	3	3	926	48	111	18	9	4	1122	1143	0	0	0	0	0	0

B => C														C => A									
OGV2	SV(BUS	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	SV(BUS	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	SV(BUS	TOT	PCU
0	0	0	0	3	0	13	1	0	0	0	0	17	14.6	0	0	37	1	11	1	1	1	52	54.8
0	0	0	0	3	0	13	2	0	1	0	0	19	17.1	1	0	26	3	13	1	0	2	46	47.7
0	0	0	0	2	1	14	0	3	2	0	0	22	20.8	0	0	48	1	5	2	0	1	57	59
0	0	0	0	2	0	20	1	3	0	0	0	26	24.4	1	1	52	0	12	5	0	2	73	76.1
0	0	0	0	10	1	60	4	6	3	0	0	84	76.9	2	1	163	5	41	9	1	6	228	237.6
0	0	0	0	3	0	17	3	3	0	0	0	26	23.6	0	2	47	3	11	2	0	1	66	66.8
0	0	0	0	2	0	31	3	2	0	0	0	38	36.4	0	0	34	4	7	2	0	0	47	48
0	0	0	0	3	0	50	1	3	0	0	0	57	54.6	2	0	37	3	6	1	0	0	49	47.9
0	0	0	0	5	0	74	2	3	0	0	0	84	80	0	0	50	3	9	0	0	0	62	62
0	0	0	0	13	0	172	9	11	0	0	0	205	194.6	2	2	168	13	33	5	0	1	224	224.7
0	0	0	0	3	0	41	2	2	0	0	0	48	45.6	0	1	33	3	4	2	0	1	44	45.4
0	0	0	0	1	0	22	1	3	1	0	0	28	27.7	1	0	37	0	6	1	0	0	45	44.7
0	0	0	0	0	0	18	0	1	1	0	0	20	20.5	0	0	31	3	8	0	0	0	42	42
0	0	0	0	1	0	27	1	4	2	0	0	35	35.2	0	0	33	3	5	0	0	0	41	41
0	0	0	0	5	0	108	4	10	4	0	0	131	129	1	1	134	9	23	3	0	1	172	173.1
0	0	0	0	0	0	20	3	2	0	0	0	25	25	0	1	19	1	6	2	0	0	29	29.4
0	0	0	0	0	0	28	0	5	2	0	0	35	36	1	0	17	0	9	1	0	0	28	27.7
0	0	0	0	1	0	23	0	3	1	0	0	28	27.7	0	0	33	1	9	1	0	2	46	48.5
0	0	0	0	0	0	20	2	5	0	0	0	27	27	0	1	22	1	4	1	2	0	31	33.5
0	0	0	0	1	0	91	5	15	3	0	0	115	115.7	1	2	91	3	28	5	2	2	134	139.1
0	0	0	0	0	0	24	1	1	0	0	0	26	26	1	0	27	2	4	0	1	0	35	35.5
0	0	0	0	0	0	30	0	2	0	0	0	32	32	0	0	21	1	2	1	0	0	25	25.5
0	0	0	0	0	0	26	0	4	1	0	0	31	31.5	0	0	28	3	3	0	0	1	35	36
0	0	0	0	1	0	37	0	1	1	0	0	40	39.7	0	0	29	2	3	0	0	0	34	34
0	0	0	0	1	0	117	1	8	2	0	0	129	129.2	1	0	105	8	12	1	1	1	129	131
0	0	0	0	0	0	31	0	5	0	0	0	36	36	0	0	28	1	2	0	0	1	32	33
0	0	0	0	2	0	32	2	4	0	1	0	41	40.7	0	1	24	0	3	0	0	0	28	27.4
0	0	0	0	1	0	30	0	2	1	0	0	34	33.7	0	0	29	2	3	1	1	1	37	39.8
0	0	0	0	0	0	39	4	1	0	0	0	44	44	0	1	27	4	6	0	1	0	39	39.7
0	0	0	0	3	0	132	6	12	1	1	0	155	154.4	0	2	108	7	14	1	2	2	136	139.9
0	0	0	0	0	0	43	7	6	0	0	0	56	56	1	0	28	1	3	0	0	2	35	36.2
0	0	0	0	2	0	46	1	4	1	0	0	54	52.9	1	0	23	1	3	0	0	0	28	27.2
0	0	0	0	0	0	41	0	2	0	0	0	43	43	0	0	38	4	10	0	0	1	53	54
0	0	0	0	3	0	34	0	2	1	0	0	40	38.1	0	0	43	1	1	0	2	0	47	49.6
0	0	0	0	5	0	164	8	14	2	0	0	193	190	2	0	132	7	17	0	2	3	163	167
0	0	0	0	2	1	62	2	2	0	0	0	69	66.8	0	0	44	4	2	1	0	1	52	53.5
0	0	0	0	2	0	53	3	1	2	0	0	61	60.4	0	0	23	2	5	1	1	0	32	33.8
0	0	0	0	5	0	38	1	1	0	0	0	45	41	3	1	43	2	6	1	1	1	58	57.8
0	0	0	0	3	0	40	5	4	2	0	0	54	52.6	0	0	39	0	7	2	0	0	48	49
0	0	0	0	12	1	193	11	8	4	0	0	229	220.8	3	1	149	8	20	5	2	2	190	194.1
0	0	0	0	0	0	51	2	1	0	0	0	54	54	0	0	42	3	4	0	0	0	49	49
0	0	0	0	2	0	44	4	1	0	0	0	51	49.4	0	0	36	2	3	0	0	0	41	41
0	0	0	0	2	0	48	0	3	0	0	0	53	51.4	1	0	27	2	2	1	1	2	36	39
0	0	0	0	3	0	34	2	1	0	0	0	40	37.6	0	0	20	1	5	0	0	0	26	26
0	0	0	0	7	0	177	8	6	0	0	0	198	192.4	1	0	125	8	14	1	1	2	152	155
0	0	0	0	1	0	53	4	4	1	0	0	63	62.7	1	1	26	3	3	0	6	2	42	50.4
0	0	0	0	1	0	36	4	3	0	0	0	44	43.2	2	0	31	6	4	1	0	0	44	42.9
0	0	0	0	0	1	50	2	1	0	0	0	54	53.4	1	0	26	0	2	0	1	1	31	32.5
0	0	0	0	2	0	42	2	3	0	0	0	49	47.4	0	0	27	1	2	0	3	0	33	36.9
0	0	0	0	4	1	181	12	11	1	0	0	210	206.7	4	1	110	10	11	1	10	3	150	162.7
0	0	0	0	1	0	46	2	2	0	0	0	51	50.2	0	0	31	3	3	0	0	0	37	37
0	0	0	0	0	0	46	3	3	1	0	0	53	53.5	1	0	32	1	6	1	0	0	41	40.7
0	0	0	0	8	1	43	0	6	0	0	0	58	51	0	0	25	2	5	0	0	2	34	36
0	0	0	0	3	0	52	0	5	0	0	0	60	57.6	0	0	35	2	3	1	0	0	41	41.5
0	0	0	0	12	1	187	5	16	1	0	0	222	212.3	1	0	123	8	17	2	0	2	153	155.2
0	0	0	0	2	0	55	3	2	0	0	0	62	60.4	0	0	32	3	2	0	0	1	38	39
0	0	0	0	1	0	71	1	4	0	0	0	77	76.2	0	0	24	3	1	0	0	1	29	30
0	0	0	0	1	0	34	4	1	0	0	0	40	39.2	1	1	26	1	3	0	0	0	32	30.6
0	0	0	0	3	0	52	3	2	0	0	0	60	57.6	0	0	33	1	1	0	0	1	36	37
0	0	0	0	7	0	212	11	9	0	0	0	239	233.4	1	1	115	8	7	0	0	3	135	136.6
0	0	0	0	80	4	1794	84	126	21	1	0	2110	2055	19	11	1523	94	237	33	21	28	1966	2016

C => B										C => C									
P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	SV(BUS	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	SV(BUS	TOT	PCU
0	0	22	0	3	0	0	0	25	25	0	0	0	0	0	0	0	0	0	0
1	0	18	2	3	1	0	0	25	24.7	0	0	0	0	0	0	0	0	0	0
1	0	29	5	3	2	0	1	41	42.2	0	0	0	0	0	0	0	0	0	0
0	0	37	5	2	0	1	0	45	46.3	0	0	0	0	0	0	0	0	0	0
2	0	106	12	11	3	1	1	136	138.2	0	0	0	0	0	0	0	0	0	0
1	0	43	3	6	0	0	0	53	52.2	0	0	0	0	0	0	0	0	0	0
5	1	66	4	4	0	0	0	80	75.4	0	0	0	0	0	0	0	0	0	0
3	0	44	3	3	0	0	0	53	50.6	0	0	0	0	0	0	0	0	0	0
0	0	52	4	3	0	0	0	59	59	0	0	0	0	0	0	0	0	0	0
9	1	205	14	16	0	0	0	245	237.2	0	0	0	0	0	0	0	0	0	0
1	0	73	3	3	3	1	0	84	86	0	0	0	0	0	0	0	0	0	0
0	0	52	3	1	0	0	1	57	58	0	0	0	0	0	0	0	0	0	0
0	0	32	0	4	0	0	0	36	36	0	0	0	0	0	0	0	0	0	0
0	0	31	1	3	0	0	0	35	35	0	0	0	0	0	0	0	0	0	0
1	0	188	7	11	3	1	1	212	215	0	0	0	0	0	0	0	0	0	0
0	0	35	2	5	0	0	0	42	42	0	0	0	0	0	0	0	0	0	0
1	0	32	1	5	1	0	0	40	39.7	0	0	0	0	0	0	0	0	0	0
1	0	23	4	4	2	0	0	34	34.2	0	0	0	0	0	0	0	0	0	0
0	0	28	2	1	1	1	0	33	34.8	0	0	0	0	0	0	0	0	0	0
2	0	118	9	15	4	1	0	149	150.7	0	0	0	0	0	0	0	0	0	0
0	0	39	2	4	2	0	0	47	48	0	0	0	0	0	0	0	0	0	0
1	0	33	1	9	0	0	0	44	43.2	0	0	0	0	0	0	0	0	0	0
0	0	34	0	1	1	0	0	36	36.5	0	0	0	0	0	0	0	0	0	0
0	0	26	1	2	0	0	0	29	29	0	0	0	0	0	0	0	0	0	0
1	0	132	4	16	3	0	0	156	156.7	0	0	0	0	0	0	0	0	0	0
1	0	38	2	4	0	0	1	46	46.2	0	0	0	0	0	0	0	0	0	0
1	0	48	2	2	0	0	0	53	52.2	0	0	0	0	0	0	0	0	0	0
0	0	49	1	5	2	0	0	57	58	0	0	0	0	0	0	0	0	0	0
3	0	50	6	1	2	0	0	62	60.6	0	0	0	0	0	0	0	0	0	0
5	0	185	11	12	4	0	1	218	217	0	0	0	0	0	0	0	0	0	0
1	1	43	2	4	0	0	0	51	49.6	0	0	0	0	0	0	0	0	0	0
0	0	44	4	2	2	0	0	52	53	0	0	0	0	0	0	0	0	0	0
0	0	38	6	4	0	0	0	48	48	0	0	0	0	0	0	0	0	0	0
0	0	74	4	3	0	0	0	81	81	0	0	0	0	0	0	0	0	0	0
1	1	199	16	13	2	0	0	232	231.6	0	0	0	0	0	0	0	0	0	0
1	0	50	2	5	0	0	0	58	57.2	0	0	0	0	0	0	0	0	0	0
3	0	44	4	5	1	0	0	57	55.1	0	0	0	0	0	0	0	0	0	0
5	0	65	3	1	0	0	0	74	70	0	0	0	0	0	0	0	0	0	0
0	0	65	5	4	0	0	0	74	74	0	0	0	0	0	0	0	0	0	0
9	0	224	14	15	1	0	0	263	256.3	0	0	0	0	0	0	0	0	0	0
3	0	47	2	0	1	0	0	53	51.1	0	0	0	0	0	0	0	0	0	0
1	0	33	3	4	0	0	0	41	40.2	0	0	0	0	0	0	0	0	0	0
4	0	32	3	2	1	0	0	42	39.3	0	0	0	0	0	0	0	0	0	0
1	0	50	1	3	1	0	0	56	55.7	0	0	0	0	0	0	0	0	0	0
9	0	162	9	9	3	0	0	192	186.3	0	0	0	0	0	0	0	0	0	0
0	0	37	4	1	0	0	0	42	42	0	0	0	0	0	0	0	0	0	0
6	0	39	2	2	0	0	0	49	44.2	0	0	0	0	0	0	0	0	0	0
2	0	54	4	6	1	0	0	67	65.9	0	0	0	0	0	0	0	0	0	0
1	0	57	2	5	0	0	0	65	64.2	0	0	0	0	0	0	0	0	0	0
9	0	187	12	14	1	0	0	223	216.3	0	0	0	0	0	0	0	0	0	0
1	0	55	3	4	0	0	0	63	62.2	0	0	0	0	0	0	0	0	0	0
2	1	48	1	4	0	0	0	56	53.8	0	0	0	0	0	0	0	0	0	0
3	1	52	5	6	0	0	0	67	64	0	0	0	0	0	0	0	0	0	0
1	0	31	1	5	0	0	0	38	37.2	0	0	0	0	0	0	0	0	0	0
7	2	186	10	19	0	0	0	224	217.2	0	0	0	0	0	0	0	0	0	0
1	0	70	3	0	0	0	0	74	73.2	0	0	0	0	0	0	0	0	0	0
1	0	39	1	5	1	0	0	47	46.7	0	0	0	0	0	0	0	0	0	0
2	0	44	6	1	0	0	0	53	51.4	0	0	0	0	0	0	0	0	0	0
1	0	31	2	2	1	0	0	37	36.7	0	0	0	0	0	0	0	0	0	0
5	0	184	12	8	2	0	0	211	208	0	0	0	0	0	0	0	0	0	0
60	4	2076	130	159	26	3	3	2461	2431	0	0	0	0	0	0	0	0	0	0