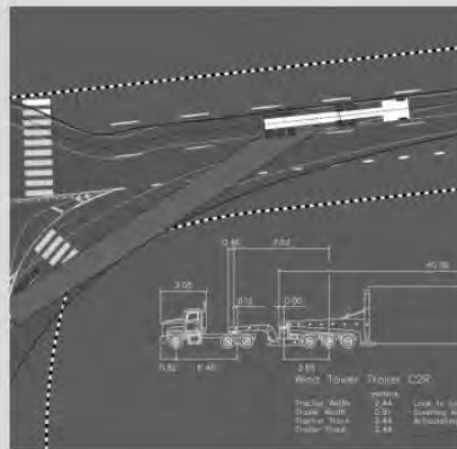


TRAFFIC IMPACT ASSESSMENT

PROPOSED MULTI-DWELLING DEVELOPMENT (TOWNHOUSES)

9-11 ADLER CIRCUIT, YARRABILBA



PREPARED FOR:



DATE: 21 OCTOBER 2025

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NOTE - It is acknowledged that there may be some minor discrepancies between the architectural layouts provided in this report and the associated architectural documentation. Whilst not ideal, the minor layout discrepancies should form no material impact to the proposed development from an engineering assessment perspective. Conservative engineering principals have been applied to the afforded earthworks areas, stormwater intent and servicing. As such, any concern should be suitable for conditioning as part of the detailed design process (i.e. finalised in Operational Works stage).

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1. INTRODUCTION

1.1. BACKGROUND

Zekacorp Traffic and Transport has been engaged by Urban Strategies to prepare a Traffic Impact Assessment to address the proposed multiple dwelling development at 9-11 Alder Circuit, Yarrabilba.

This report forms part of a Development Application to be lodged with Economic Development Queensland (EDQ). Our response to Councils Servicing, Access and Parking Code is provided in the Appendix of the report.

The site is located within a priority development area and is also within 25 metres of a State controlled road. Therefore, the Department of Transport of Main Road will act as a referral agency for the application.

1.2. SCOPE

The scope of this assessment includes:

- A review of the existing site conditions including assessment of public transport, pedestrian connectivity and cycling network surrounding the subject site;
- Assessment of traffic generation and distribution and development impact within the local road network;
- An assessment of parking provisions against the Gold Coast Transport Code and Australian Standards publication AS2890;
- A review of the proposed access and internal geometry in accordance with the City of Gold Coast – City Plan and AS2890; and
- A review of site servicing and delivery requirements.

1.3. REFERENCES

In preparing this report, reference has been made to the following:

- Logan City Council Planning Scheme;
- Queensland Globe Database (Online);
- Australian Standard, Parking Facilities, Part 1: Off-Street Car parking AS/ NZS 2890.1:2004;
- Other documents and data as referenced in the report.

2. SITE ENVIRONS

2.1. SUBJECT SITE

As shown in Figure 2.1, the subject site is located on the southern side of Yarrabilba Drive just to the east of the Yarrabilba Drive / Waterford Tamborine Road intersection. The site bound by Yarrabilba Drive along the northern boundary and Adler Circuit along the southern. The site comprises of an area of 5,263m², and is currently vacant.

As shown in Figure 2.2, the site is located within the Yarrabilba Priority Development Area and abuts a State transport network.



Figure 2.1 – Location of Subject Site



Figure 2.2 – Land Use Zone Map and State Transport Proximity



Figure 2.4 – Formation of Yarrabilba Drive Adjacent to the Site



Figure 2.5 – Formation of Waterford Tamborine Road Adjacent to the Site



Figure 2.6 – Formation of Wongawallan Drive in Proximity of the Site



Figure 2.7 – Formation of Adler Circuit Adjacent to the Site



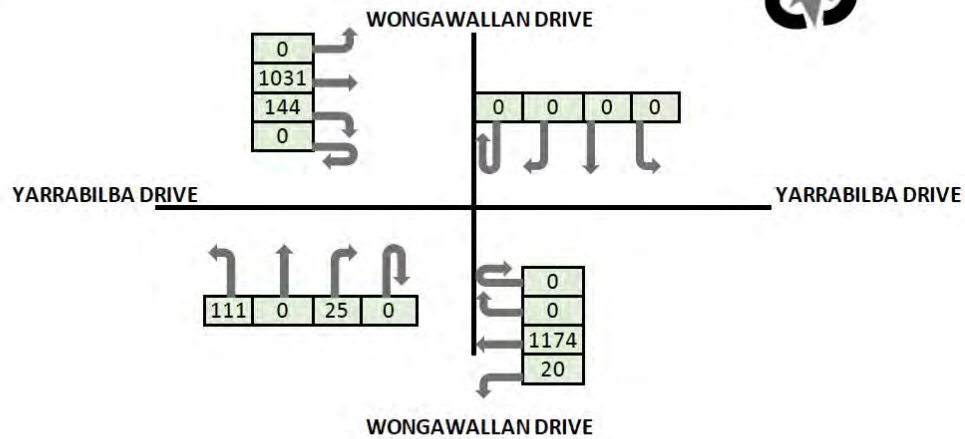
Figure 2.8 – Geometry of the Yarrabilba Drive / Wongawallen Drive Intersection

2.3. EXISTING TRAFFIC CONDITIONS

A peak hour traffic survey has been carried out for the Yarrabilba Drive / Wongawallan Drive Intersection. The survey was carried out in July 2025. A summary of peak hour movements is shown in Figure 2.9, with the full survey provided as Attachment A.

AM PEAK HOUR

7:45 am - 8:45 am



PM PEAK HOUR

3:30 pm - 4:30 pm

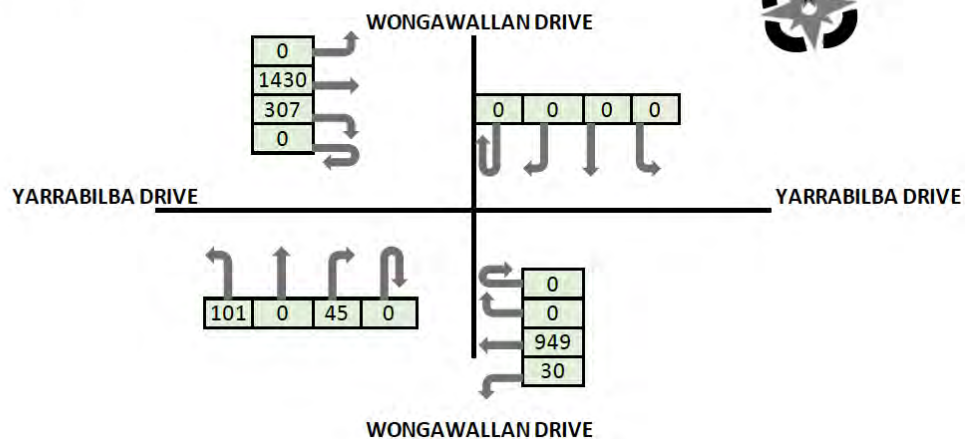


Figure 2.9: Peak Hour Movement Summary
(Yarrabilba Drive / Wongawallan Drive Intersection)

3. DEVELOPMENT PROPOSAL

3.1. LAND USES

The proposal is for a multiple dwelling development comprising of 21 units (63 bedrooms). It is proposed that each site will provide a single garage, with additional parking on the driveway for residents to park their second vehicle.

A plan of the proposed development is shown in Figures 3.1.

3.2. VEHICLE ACCESS

Access to the site is proposed to be gained off a single crossover at the eastern end of the Adler Circuit the frontage. It is proposed that access to the site will be designed in accordance with the IPWEA Standard Drawings.

3.3. CAR PARKING

The proposal provides a total of 42 resident car parking spaces, of which one is provided within a covered area, with the second on the driveway. Additional supply of 5 car parking spaces is proposed to be provided along the circulation road which will be made available for visitors.

3.4. DEVELOPMENT STAGING

It is proposed that the site will be developed over two stages, as follows:

Stage 1:	9 units
Stage 2:	12 units
TOTAL:	21 units

The proposed staging plan is shown in Figure 3.2. As shown, it is intended that the internal circulation roadway, waste storage areas, visitor parking supply and access will all form part of the Stage 1 works.



Figure 3.1: Ground Level Site Plan

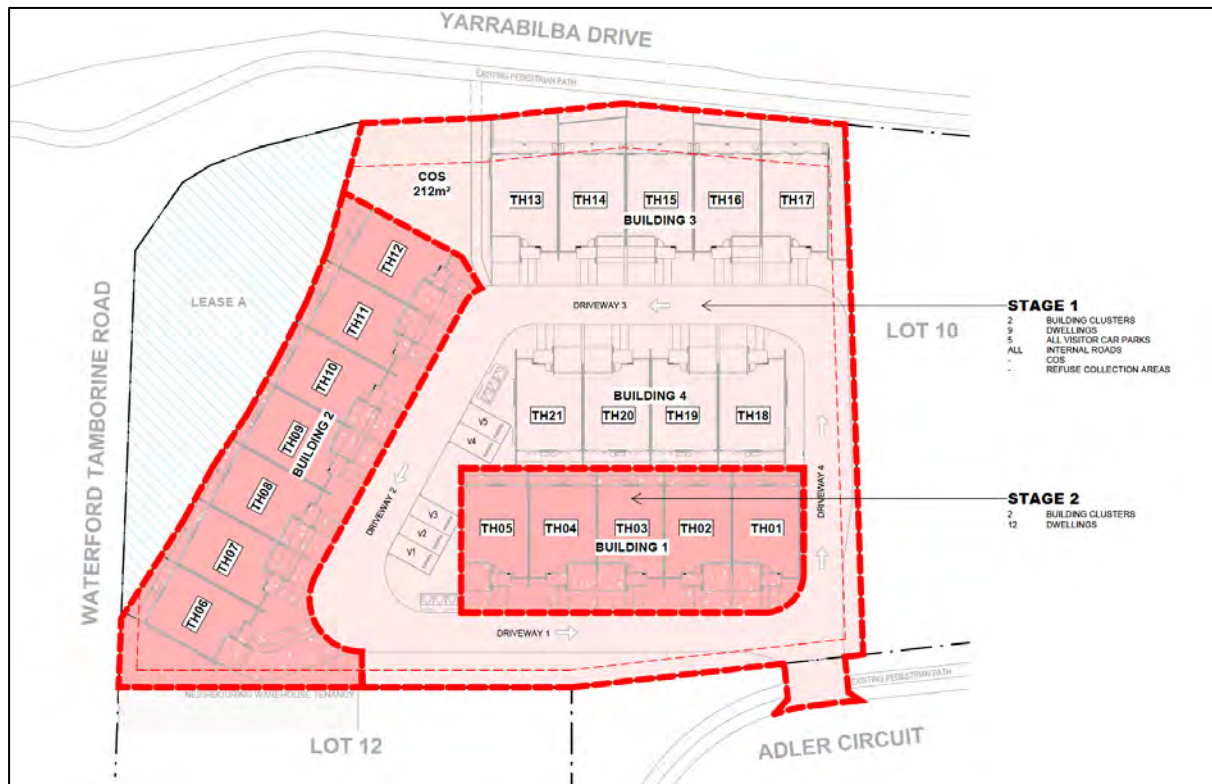


Figure 3.2: Staging Plan

4. ROAD NETWORK ASSESSMENT

4.1. DEVELOPMENT TRAFFIC

Traffic generation for the development has been estimated based on the rates prescribed in the DTMR Road Planning and Design Manual – Appendix 3A, The applicable traffic generation rate for the proposed development is as follows:

<u>Medium Density Residential</u>	
Peak hour:	0.6 trips per unit
Daily:	6 trips per unit

Application of the above rate to the proposed development results in a traffic generation estimate in the order of 6 and 5 trips in the morning and afternoon peak hours, as follows:

Table 4.1: Traffic Generation Estimate (31 Units)

Detail	Yield	Rate	Morning Peak Hour			Afternoon Peak Hour		
			In (20%)	Out (80%)	Total	In (60%)	Out (40%)	Total
Multiple Dwellings (Townhouses)	21 units	Peak Hour	2 trips	11 trips	13 trips	8 trips	5 trips	13 trips
		Daily Traffic	126 trips					

4.2. DEVELOPMENT DISTRIBUTION

Based on the function of the adjacent road network it is estimated that traffic to and from the site will generally distribute as follows:

To / from the site from the east on Yarrabilba Drive	25%
To / from the site from the west on Yarrabilba Drive	70%
To / from the site from the south on Wongawallen Street:	5%

A graphical representation of estimated distribution is shown in Figure 4.1. As demonstrated, the net increase on any one movement within the network during peak hours is relatively low in comparison to the background traffic demand. On this basis, it is considered that the traffic generated by the site is within the road capacity of the existing system, and a further investigation is not considered to be warranted.

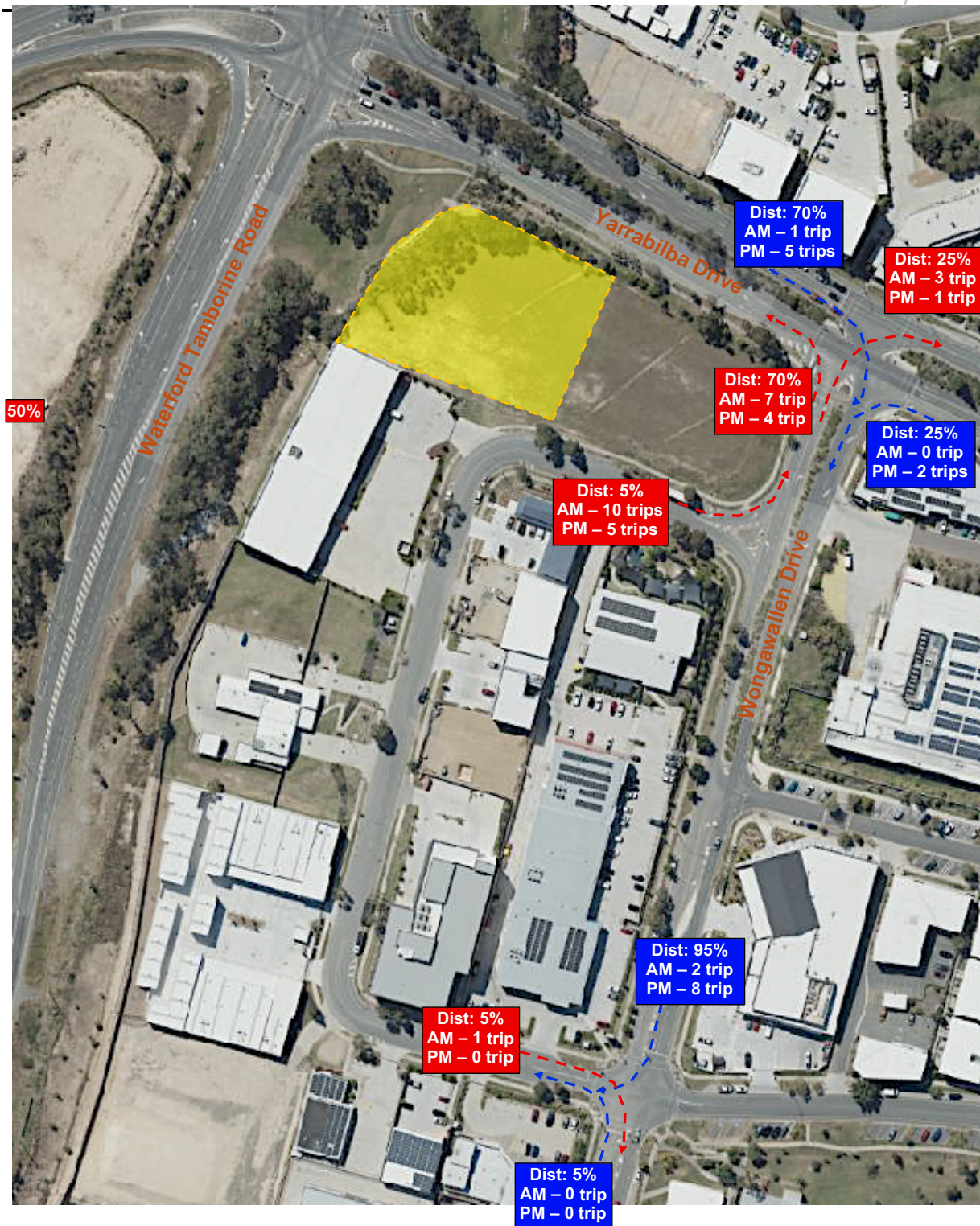


Figure 4.1: Development Traffic Distribution

5. CAR PARKING

5.1. STATUTORY REQUIREMENT AND PROVISION

In accordance with the Yarrabilba Priority Development Area Development Scheme (Amendment 2: 2025), car parking for a multiple dwelling site is to be assessed against the outcomes prescribed in the Logan Planning Scheme. Based on the rates prescribed in Table 9.4.7.3.2 of the Servicing, Access and Parking Code, the following car parking rates are applicable for the proposed use:

Multiple Dwelling (for all other land)

Resident: 2 space per unit comprising of more than 2 bedrooms;

Visitor: 0.25 spaces per dwelling

Other: 1 vehicle washing space where the use comprises of more than 15 dwellings.

Applying the above rate to the proposed development results in a need for 35 car parking spaces as shown in Table 5.1.

Table 5.1: Parking Supply (Transport Code)

Element	Yield	Requirement	Provided
Car parking			
Resident Parking	21 units	2 spaces / unit	42 spaces
Visitor Parking	21 units	0.25 spaces / unit	5.25 (6) spaces
Other	21 units	1 washing bay	1 space
TOTAL			49 spaces

The proposal provides a total of 47 car parking spaces of which 42 are proposed to be provided for residents with the balance (5 spaces) provided for visitors.

5.2. PARKING SUPPLY SUITABILITY

As shown in Section 5.1, the proposal provides a shortfall of 0.25 (1) visitor car parking space and a wash bay against Councils Servicing, Access and Parking Code. As identified in the Yarrabilba Priority Development Area Development Scheme (Amendment 2: 2025), relaxations in car parking supply is generally accepted under the discretion of the Minister of Economic Development Queensland (MEDQ). Such is considered when the site can demonstrate availability of on-street parking or when the site is located centrally within comfortable walking distance to public transport facilities or other activity centres complimentary to the proposed use (i.e. Retail / Commercial).

A map of the site in the context of the public transport facilities on Yarrabilba Drive and other retail / commercial uses in the immediate proximity is shown in Figure 5.1. As shown, the site is situated within 300 metres of bus stops, and is also within comfortable walking distance of complimentary land uses. Furthermore, it is noted that an existing pedestrian network is established between the site and the nearby facilities allowing safe environment for pedestrians when moving between the site and the adjacent areas of interest.

Based on the above, it is considered that the resultant shortfall in visitor parking of 0.25 (1) space will not adversely impact on the function and amenity of the site, with the proposed visitor parking supply of 5 spaces considered to be adequate to service the demand generated by the site without generating a significant overflow demand onto the adjacent road network.



Figure 5.1: Site Accessibility to Public Transport and Other Uses

5.3. CAR PARKING LAYOUT AND DESIGN

As shown in Table 5.2, the geometric layout of the proposed parking arrangements has been designed to comply with AS2890.1:2004, in respect to parking bay dimensions and aisle widths.

Table 5.2: Parking Layout and Geometry (AS2890.1)

Design Element	Required	Supplied	Compliance
Resident Parking Visitor Parking	2.4m (W) x 5.4 m (L) 2.5m (W) x 5.4m (L)	2.4m (W) x 5.5 m (L) 2.5m (W) x 5.4m (L)	COMPLIANT COMPLIANT
Garage (single) Internal Width Internal Length Door Opening	3.0 metres 5.7 metres 2.4 metres	2 3.2 metres 5.7 metres 3.0 metres	COMPLIANT COMPLIANT COMPLIANT
Aisle Width - Two lane - Single lane - Clearance	5.8 metres 3.0 metres 0.3m to wall	6.0 metres 4.5 metres 0.3m to wall	COMPLIANT COMPLIANT COMPLIANT
Internal Driveway and Ramp Grades	1:20 maximum for the first 6 metres into the site,	1:20 for the first 6 metres	COMPLIANT
	1:16 (max) adj. to parking	1:16 adj. to parking	COMPLIANT

A swept path analysis has been prepared for the proposed car parking arrangements adopting an 85th percentile design vehicle for car park manoeuvring and 99th percentile vehicle for circulation in accordance with AS2890.1:2004. Swept paths for a representative number of parking spaces are provided in Figures 5.2 and 5.3, with the circulation path through the site shown in Figure 5.4.

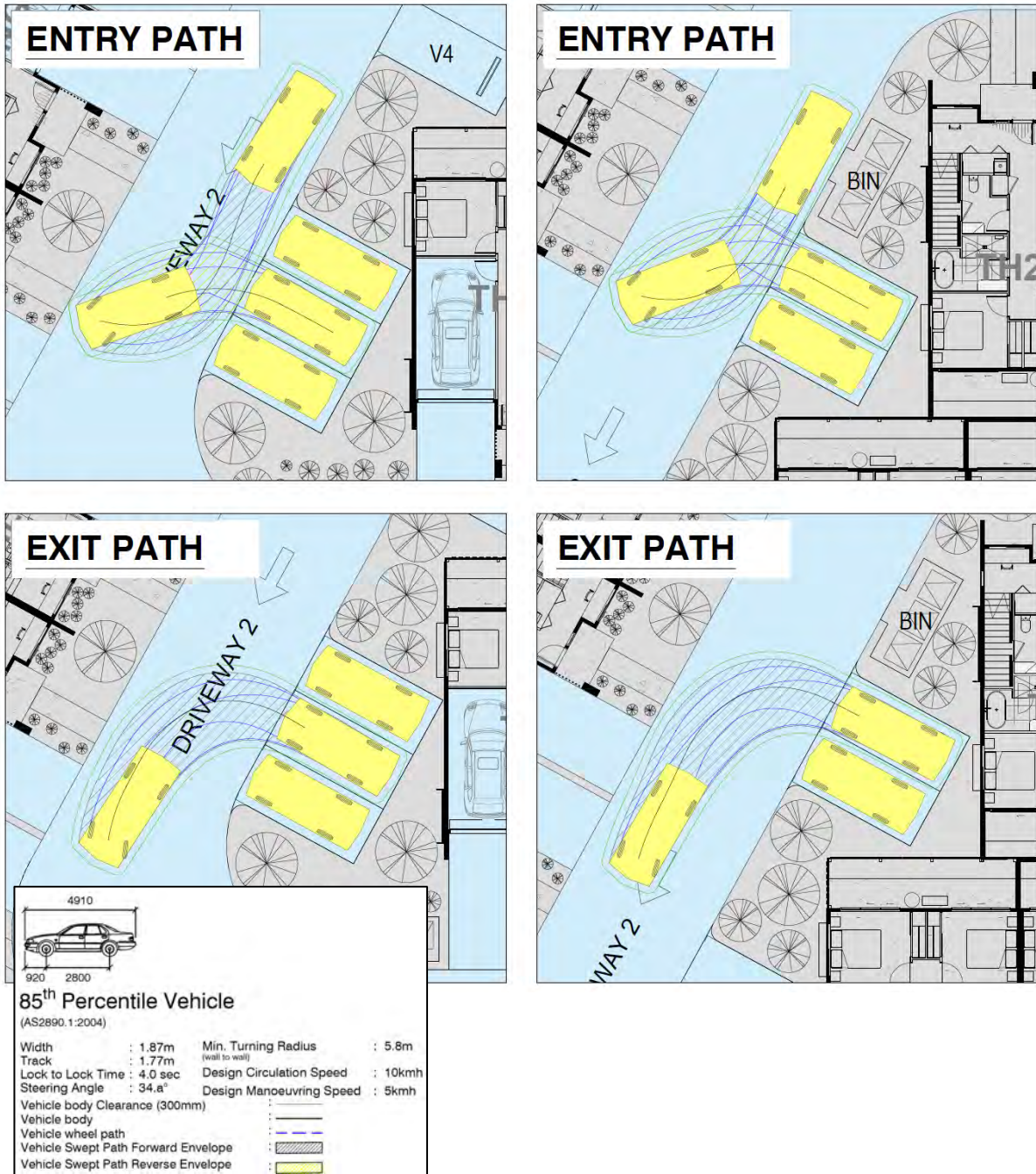


Figure 5.2: 85TH Percentile Vehicle (B85) Manoeuvring (Visitor Parking)

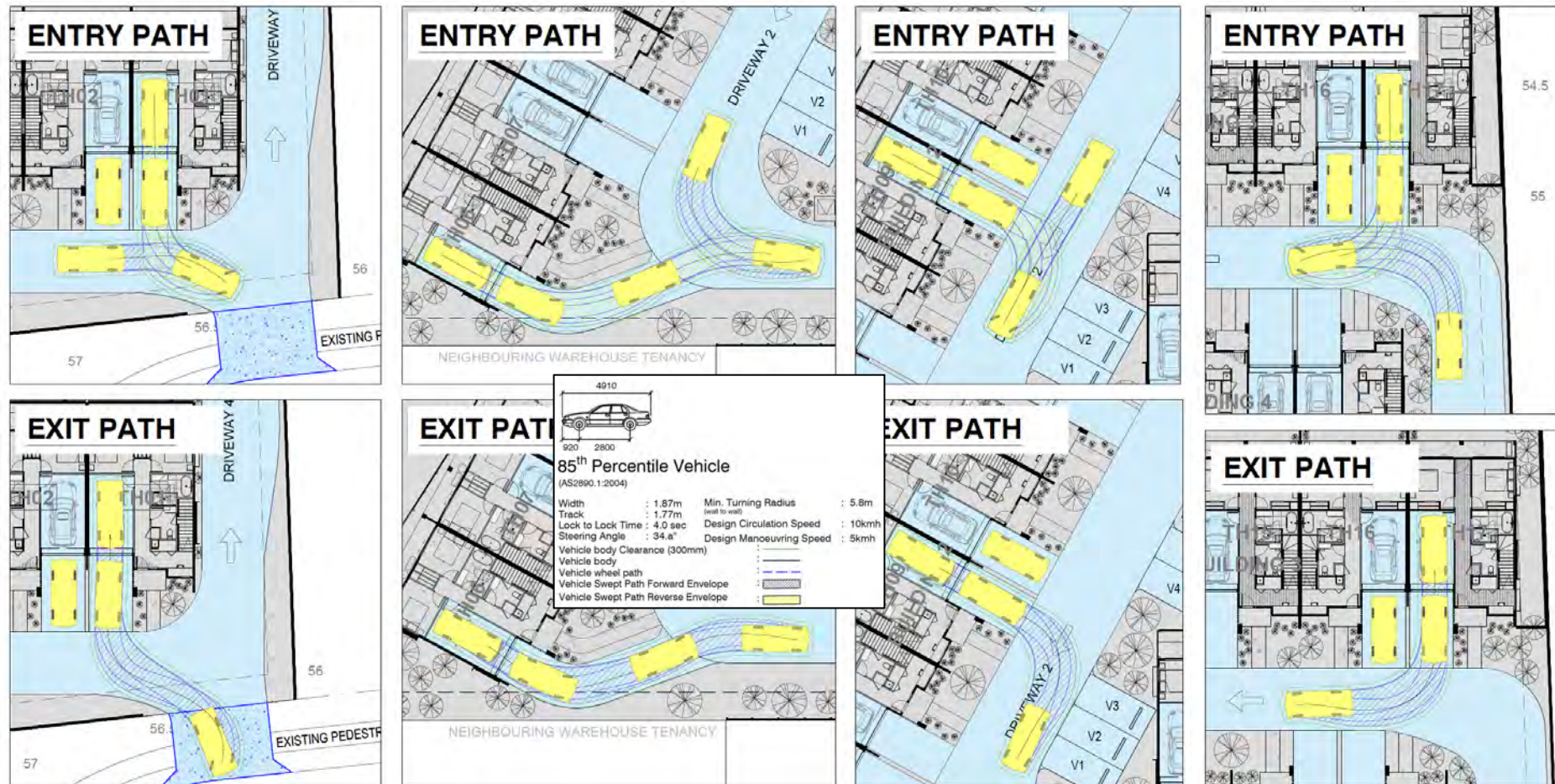


Figure 5.3: 85TH Percentile Vehicle (B85) Manoeuvring
(Resident Parking – Ground Level)

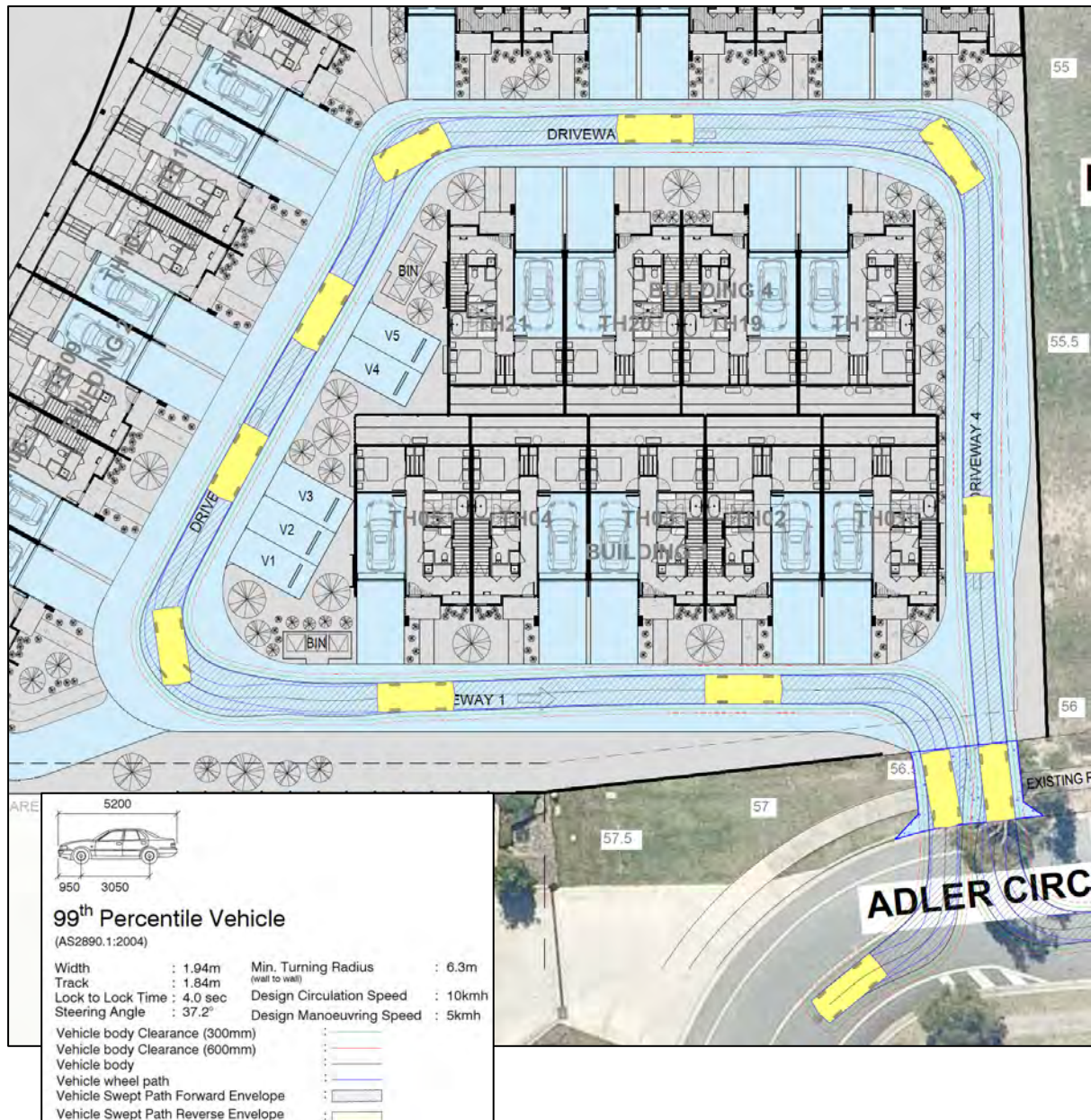


Figure 5.4: 99TH Percentile Vehicle (B99) Manoeuvring (Circulation Path)

5.4. BICYCLE PARKING

In accordance with the table 9.4.7.3.2 of the Servicing, Access and Parking Code, the following bicycle parking rates are applicable for the proposed development:

<u>Multiple Dwelling:</u>	<i>1 bicycle per 3 dwellings or unit for residents, plus;</i>
	<i>1 bicycle per 12 dwellings for residents.</i>

Application of the above rate to the proposed development yields a requirement for 7 bicycle bays for residents and 2 bays for visitors.

The proposal provides a separate garage for each unit allowing each resident to park their bicycle in the respective residence if needed. Given the configuration of the site, it is considered that visitors which would arrive by bike would generally store their bicycle adjacent to the unit rather than parking the bicycle in a communal facility. Therefore, given the scale and use of the proposed development, it is considered that a separate bicycle storage facility is not necessary for the efficient function of the site.

6. ACCESS ARRANGEMENTS

It is proposed that vehicular access for the development will be provided via a single 7 metre wide crossover at the eastern end of the Adler Circuit frontage. As shown in Figure 6.1, the design of the crossover is generally in accordance with the IPWEA Standard Drawing RS-051 to a General Wide Splay arrangement.

As shown, a pedestrian sight splay is provided on the departure side of the driveway to ensure that a view line is maintained between a driver exiting the site and pedestrian walking along the frontage of the development. The splay is proposed to be kept free of obstruction to visibility and is provided in accordance with AS2890.1:2004.

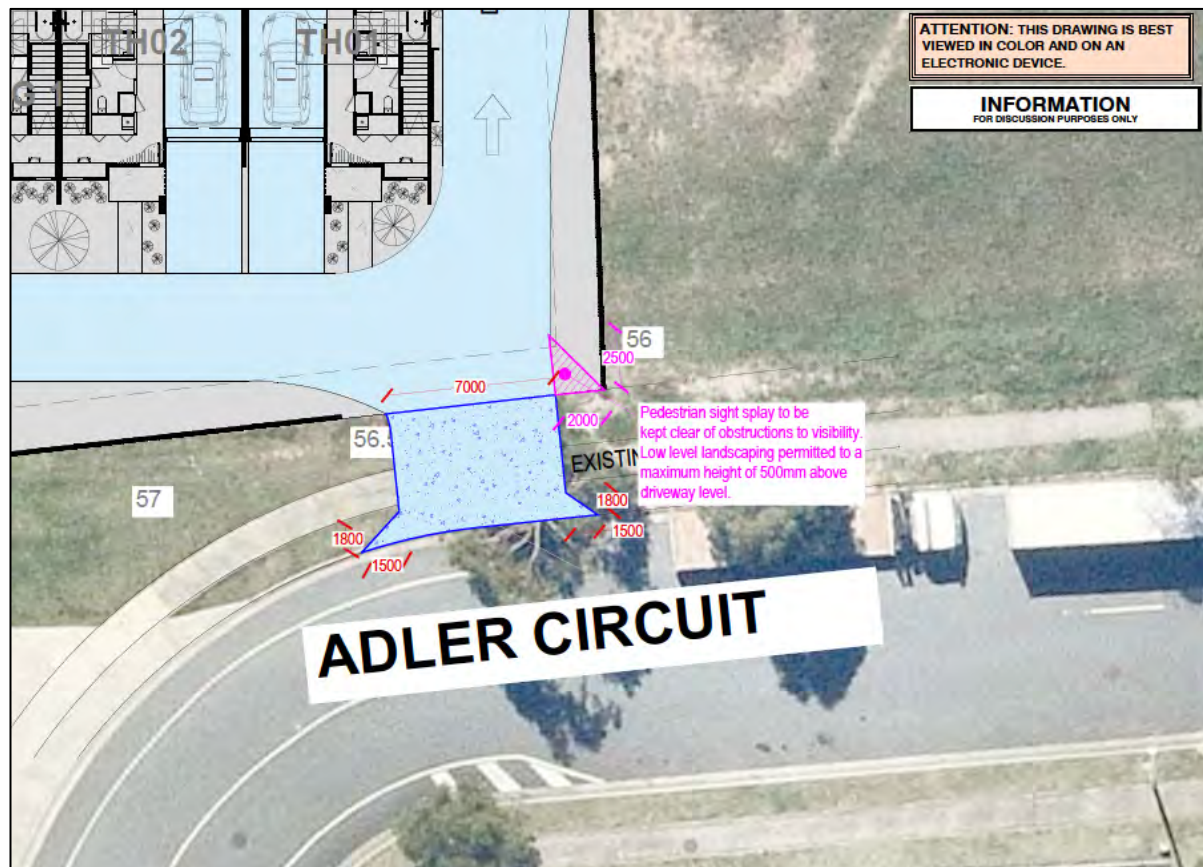


Figure 6.1: Proposed Access Arrangements

7. PROVISION FOR SERVICING

In accordance with the able 9.4.7.3.2 and Table 9.4.7.3.5 of the Servicing, Access and Parking Code multi-dwelling developments comprising of more than 10 units trigger a need for the site to make allowance for servicing by trucks up to the size of a Heavy Rigid Vehicle (HRV).

The proposed development comprises of only three-bedroom townhouse units, which is anticipated to generate light-duty servicing and delivery demands consistent with a residential environment. Typical activities such as furniture deliveries, trades, and general maintenance are comfortably accommodated by a medium rigid vehicle, and larger heavy rigid vehicles are not expected to require regular access. As shown in Figure 7.1, the internal circulation aisle is suitable to accommodate a Medium Rigid Vehicle (MRV) to enter and exit the site in a forward gear.

Designing the site for MRV access provides an efficient and practical balance between functionality and residential amenity. It allows safe and convenient servicing without imposing the excessive geometric and space requirements associated with HRV design, ensuring that the internal layout remains pedestrian-friendly and keeping with the residential character. It is considered that that proposed arrangements are satisfactory for the scale of the proposed use and will adequately service the operational need of the use without compromising the function and efficiency of the frontage road.

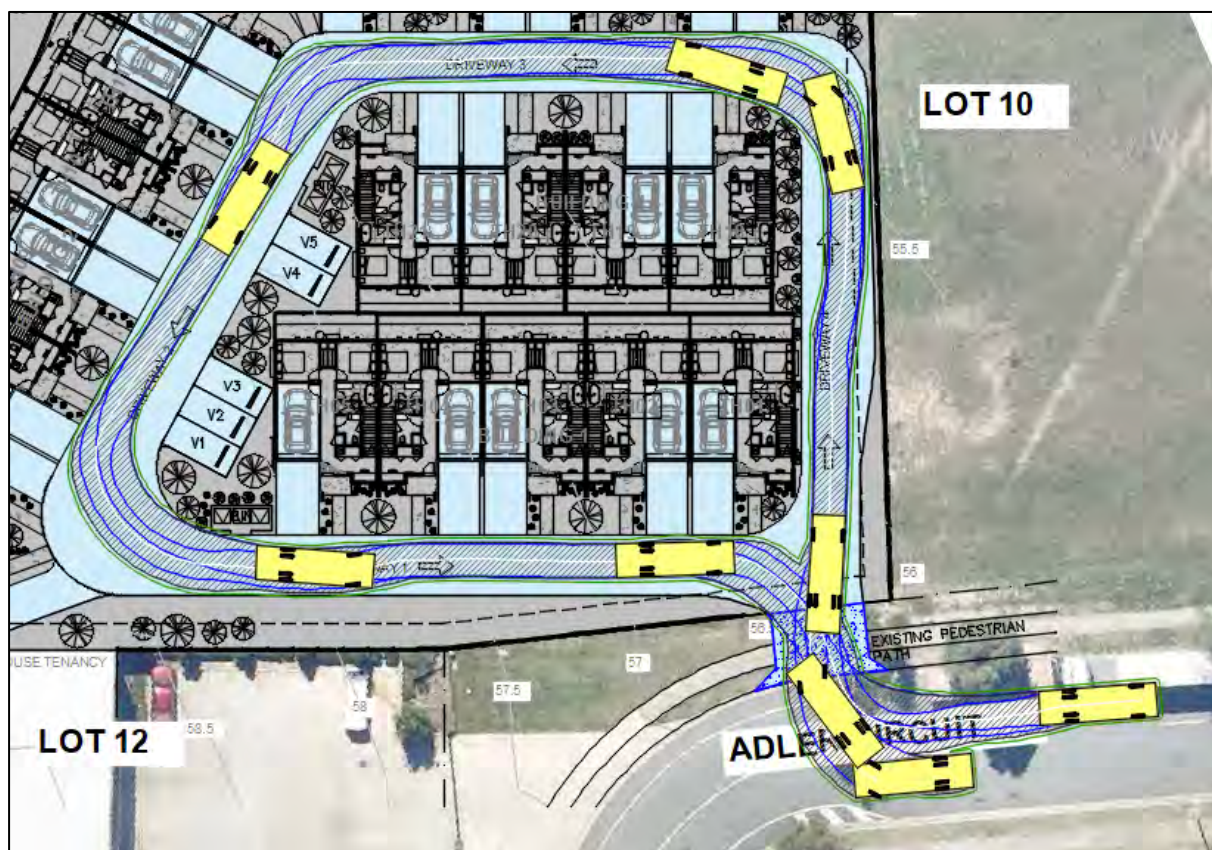


Figure 7.1: Medium Rigid Vehicle (MRV) Circulation

8. CONCLUSIONS

This report has examined the traffic and transport elements of the proposed 21-unit multiple dwelling (townhouse) development at 9–11 Alder Circuit, Yarrabilba. Key findings of this assessment are summarised as follows:

- The subject site is located within the Yarrabilba Priority Development Area and abuts a State-controlled transport corridor. The location provides high level of connectivity to the surrounding road network and is within 300 metres of public transport facilities on Yarrabilba Drive.
- The proposed development comprises 21 townhouse units (63 bedrooms) with access provided via a single crossover from Adler Circuit. The proposed crossover has been designed in accordance with IPWEA Standard Drawings and provides compliant pedestrian sight splays.
- It is proposed that the site will be developed over two stages with Stage 1 comprising of 9 units, and the balance (12 units) provided in Stage 2. It is proposed that the access crossover, circulation roadway, waste enclosures and visitor parking are all proposed to form part of the Stage 1 works, enabling the site to be functional with regard to transport prior to completion of Stage 2.
- The development provides 47 on-site car parking spaces, including 42 resident spaces and 5 visitor spaces. A minor relaxation of 1 visitor space is proposed, which is considered appropriate given the site's proximity to public transport, walkable catchment to nearby retail and commercial uses, and the availability of on-street parking in the immediate area.
- The proposed car parking layout, dimensions, aisle widths, and access grades comply with AS/NZS 2890.1:2004. Swept path analysis confirms that circulation and manoeuvring are achievable for both resident and visitor vehicles.
- Bicycle parking requirements equate to 7 resident and 2 visitor spaces. Resident needs can be met within individual garages, and the scale and operating characteristics the development does not warrant a communal facility for visitors.
- The proposed development is appropriately designed to be serviced by a Medium Rigid Vehicle (MRV), as this vehicle class provides sufficient capacity for all anticipated residential servicing, delivery, and maintenance needs while maintaining a compact and safe internal layout. Designing for a larger heavy rigid vehicle would impose unnecessary geometric, spatial, and operational constraints that are not justified for a purely residential development of this scale or function.

In summary, the proposed development is not expected to result in any material impacts on the safety or efficiency of the surrounding transport network. On this basis, the development is considered acceptable from a traffic engineering perspective.

APPENDICES

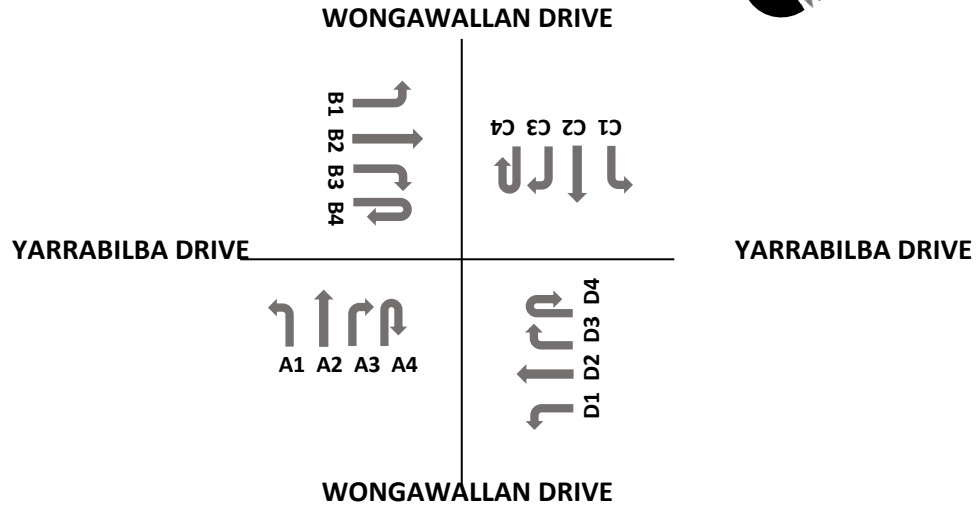
Appendix A: Traffic Survey Data

APPENDIX A – TRAFFIC SURVEY DATA

INTERSECTION REFERENCE

SITE DETAIL

Method: TRAFFIC CAM SURVEY
Location: Yarrabilba Drive / Wongawallan Drive Intersection
Survey Date: 23-Jul-25



PEAK HOUR VOLUME SUMMARY

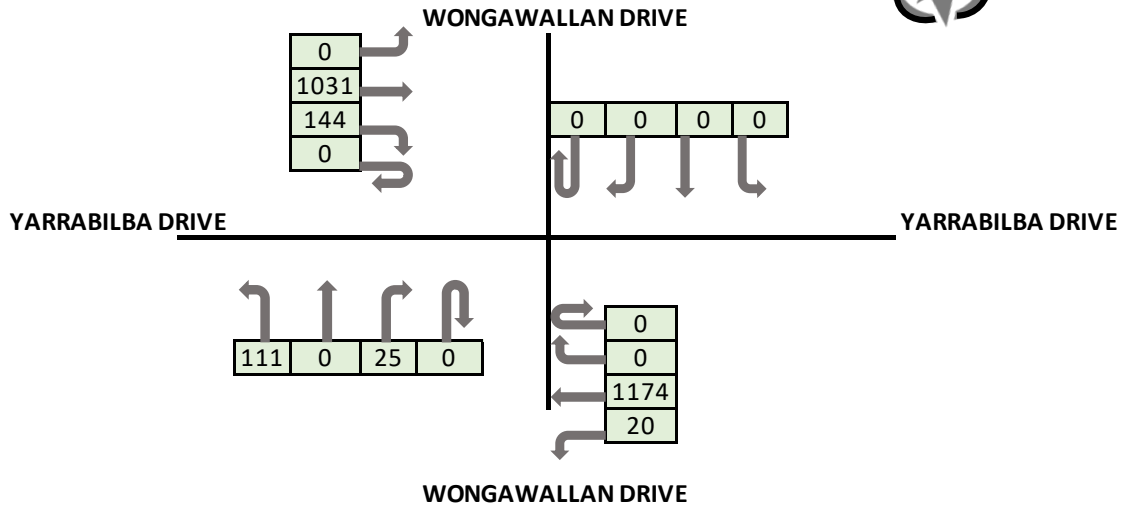
SITE DETAIL

SURVEY DATE: 23-Jul-25



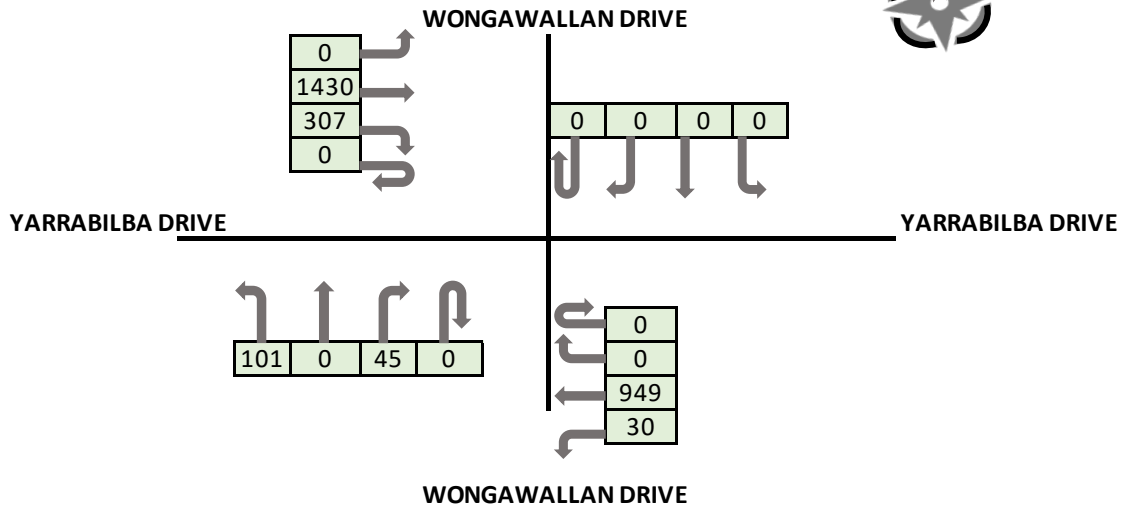
AM PEAK HOUR

7:45 am - 8:45 am



PM PEAK HOUR

3:30 pm - 4:30 pm



TIME (PERIOD END)	NORTHBOUND LEFT (A1)	NORTHBOUND THROUGH (A2)	NORTHBOUND RIGHT (A3)	NORTHBOUND U-TURN (A4)	EASTBOUND LEFT (B1)	EASTBOUND THROUGH (B2)	EASTBOUND RIGHT (B3)	EASTBOUND U-TURN (B4)	SOUTHBOUND LEFT (C1)	SOUTHBOUND THROUGH (C2)	SOUTHBOUND RIGHT (C3)	SOUTHBOUND U-TURN (C4)	WESTBOUND LEFT (D1)	WESTBOUND THROUGH (D2)	WESTBOUND RIGHT (D3)	WESTBOUND U-TURN (D4)	TOTAL	TOTAL HOUR
5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	20	0	2	0	0	138	16	0	0	0	0	0	5	203	0	0	384	384
7:15	22	0	2	0	0	125	12	0	0	0	0	0	4	266	0	0	431	815
7:30	12	0	3	0	0	130	21	0	0	0	0	0	4	313	0	0	483	1298
7:45	19	0	3	0	0	145	19	0	0	0	0	0	4	311	0	0	501	1799
8:00	14	0	4	0	0	218	48	0	0	0	0	0	3	306	0	0	593	2008
8:15	34	0	8	0	0	278	29	0	0	0	0	0	6	252	0	0	607	2184
8:30	34	0	8	0	0	303	29	0	0	0	0	0	8	319	0	0	701	2402
8:45	29	0	5	0	0	232	38	0	0	0	0	0	3	297	0	0	604	2505
9:00	23	0	6	0	0	203	44	0	0	0	0	0	5	199	0	0	480	2392
9:15	25	0	6	0	0	157	42	0	0	0	0	0	6	188	0	0	424	2209
9:30	22	0	7	0	0	159	37	0	0	0	0	0	5	217	0	0	447	1955
9:45	30	0	8	0	0	132	33	0	0	0	0	0	4	128	0	0	335	1686
10:00	19	0	5	0	0	166	50	0	0	0	0	0	8	167	0	0	415	1621
10:15	22	0	10	0	0	99	42	0	0	0	0	0	11	193	0	0	377	1574
10:30	17	0	8	0	0	145	37	0	0	0	0	0	6	181	0	0	394	1521
10:45	19	0	9	0	0	134	51	0	0	0	0	0	7	160	0	0	380	1566
11:00	31	0	3	0	0	122	44	0	0	0	0	0	10	165	0	0	375	1526
11:15	19	0	8	0	0	152	34	0	0	0	0	0	2	170	0	0	385	1534
11:30	26	0	6	0	0	114	31	0	0	0	0	0	6	198	0	0	381	1521
11:45	34	0	5	0	0	136	31	0	0	0	0	0	11	194	0	0	411	1552
12:00	14	0	7	0	0	162	35	0	0	0	0	0	9	179	0	0	406	1583
12:15	27	0	9	0	0	116	37	0	0	0	0	0	8	155	0	0	352	1550
12:30	16	0	8	0	0	160	33	0	0	0	0	0	2	159	0	0	378	1547
12:45	17	0	6	0	0	168	27	0	0	0	0	0	11	208	0	0	437	1573
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13:30	14	0	3	0	0	155	41	0	0	0	0	0	5	209	0	0	427	1807
13:45	17	0	4	0	0	160	48	0	0	0	0	0	5	194	0	0	428	1798
14:00	17	0	6	0	0	173	39	0	0	0	0	0	5	202	0	0	442	1710
14:15	33	0	4	0	0	214	33	0	0	0	0	0	5	201	0	0	490	1787
14:30	29	0	10	0	0	253	47	0	0	0	0	0	8	213	0	0	560	1920
14:45	30	0	4	0	0	284	54	0	0	0	0	0	5	250	0	0	627	2119
15:00	33	0	10	0	0	285	47	0	0	0	0	0	8	226	0	0	609	2286
15:15	46	0	5	0	0	286	27	0	0	0	0	0	9	304	0	0	677	2473
15:30	22	0	5	0	0	312	57	0	0	0	0	0	6	231	0	0	633	2546
15:45	20	0	12	0	0	390	78	0	0	0	0	0	6	231	0	0	737	2656
16:00	41	0	12	0	0	338	72	0	0	0	0	0	6	256	0	0	725	2772
16:15	23	0	8	0	0	328	77	0	0	0	0	0	12	240	0	0	688	2783
16:30	17	0	13	0	0	374	80	0	0	0	0	0	6	222	0	0	712	2862
16:45	30	0	7	0	0	351	73	0	0	0	0	0	6	189	0	0	656	2781
17:00	15	0	10	0	0	391	63	0	0	0	0	0	8	135	0	0	622	2678
17:15	27	0	9	0	0	375	74	0	0	0	0	0	2	110	0	0	597	2587
17:30	18	0	4	0	0	325	65	0	0	0	0	0	5	134	0	0	551	2426
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1770
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1148
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	551
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Zekacorp Traffic and Transport has implemented a Health, Safety, Environment and Quality management system aligned with ISO 9001, ISO 14001, and ISO 45001 standards.



END OF DOCUMENT
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TRAFFIC ENGINEERING

Traffic Impact Assessments
Pavement Impact Assessments
Traffic Signal Design and Analysis
Car Parking Layout and Design

TRANSPORT PLANNING

Car Parking Technology and Solutions
Green Transport Plan
Car Parking Guidance / Wayfinding Plan
Road Safety Audit

TRAFFIC MANAGEMENT

Heavy Vehicle Haulage Assessment
Design Review and Certification
Data Collection
Traffic Management Design



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