Parkway Valley LRD

Public Transport Capacity Assessment

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1 Introduction

PUNCH Consulting Engineers was appointed by Kirkland Investments Ltd to carry out a Public Transport Capacity Assessment for a proposed development in Parkway Valley in Limerick City.

The purpose of the report is to review the frequency and capacity of the existing public transport within the vicinity of the proposed development site. The report will then assess if the existing public transport infrastructure can accommodate additional trips generated from the proposed development, while ensuring that all services remain within capacity.

1.1 Site Location

The site is a brownfield site and is approximately 6.18 hectares in area. It is bounded by the Dublin Road to the north, Parkway Valley commercial shops and residential to the east and southeast. The site is surrounded by greenfield to the other boundaries. Construction works were carried out on the site previously but were never completed. The previous development was a proposed mixed-use development comprised of an RC and streel frame. A retaining wall has been retained along the western boundary, but the remainder of the site has been demolished, and the site has a gravel footprint as of now.

The location of the site is shown in Figure **1-1.**

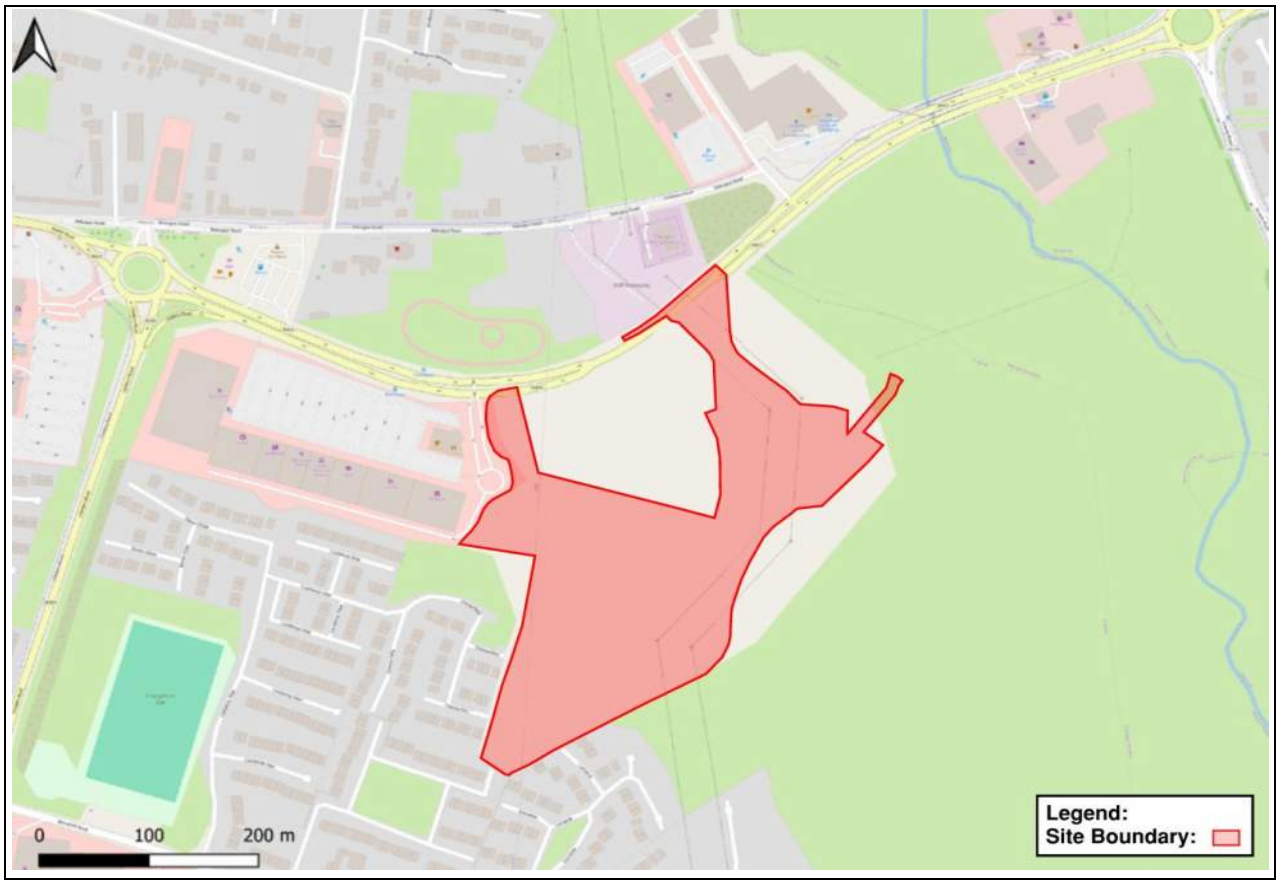

Figure 1-1: Location of the Proposed development (indicative site boundary outlined in red)

1.2 Proposed Development

The proposed LRD development comprises 5 no. blocks with a total of 403 no. residential units, ranging from 5 to 8 storeys in height; a medical centre located at the western edge of the site; a creche located at ground level within Block B; and all associated site works and development.

The current LRD development proposals also extend to the R445 to accommodate a proposed entrance from the R445. They will also include a proposed nature based surface water drainage solution within the neighbouring Groody Valley green wedge.

Specifically, the proposed uses for the LRD development are:

Medical Centre

A c. 3,082sq. m, 3-storey over podium level medical centre is proposed to be located at the western extent of the application site.

Creche

A c. 306 sq. m creche is proposed on the lower ground floor level of Block B.

Residential Development

The subject proposals will provide a total of 403 no. units comprising of 246 No. 1 Bed units, 29 No. 2 Bed (3 person) units and 128 No. 2 Bed (4 person) units.

The proposed works are outlined in a series of architectural drawings prepared by Reddy Architecture and engineering drawings prepared by PUNCH Consulting Engineers and supplied as part of the planning documentation.

An extract from the site layout is included in Figure 1-2 below.

Figure 1-2: Proposed Development Layout

2 Existing Public Transport Network

2.1 Bus Services

In order to facilitate the use of public transport, a range of public transport routes that are available in within the vicinity of the proposed development is available online to provide information on location of stops, routes, timetables, walking times to main public transport facilities, etc., as described in the following sections and shown in Figure 2-1 below.

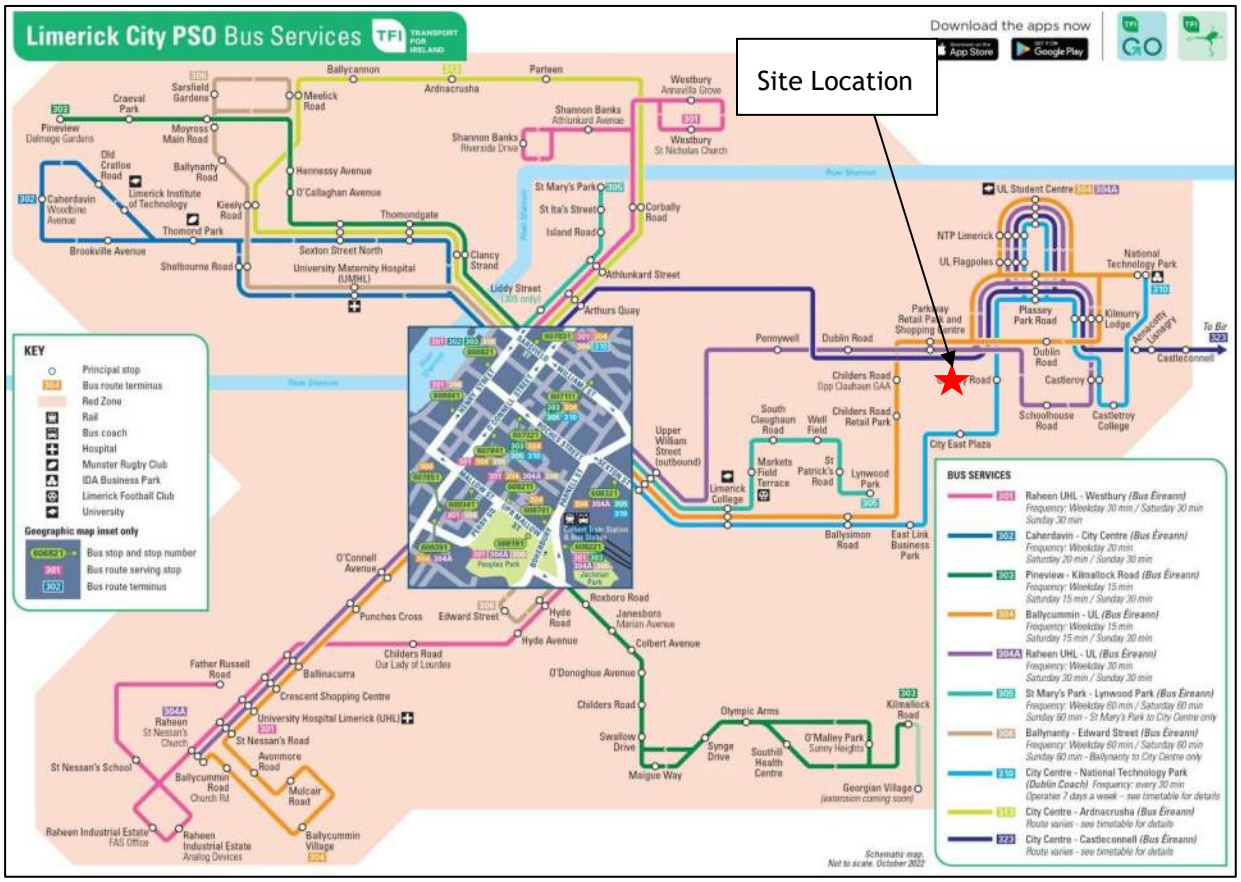

Figure 2-1: Limerick Bus Transport Network (Ref: tfi.ie)

2.1.1 Bus Stops

Figure 2-2 shows the location of existing local bus stops in relation to the proposed development. There are several bus stops within a 500m radius of the proposed development. Table 2-1 shows the walking time that each of these bus stops are from the proposed development.

Figure 2-2: Location Map Showing Nearby Bus Stops (Ref Google Maps)

Table 2-1: Local Bus Stops and Routes

Bus Stop ID	Stop Name	Routes	Walking Distance	Average Walking time
607711	Parkway	304, 304A, 323, 323X, 332	150m	2 mins
607591	Parkway Retail	304, 304A, 323, 323X, 332	600m	3 mins
11087	Curragh Birin	310	900m	12 mins
607581	Claughaun GAA	304	850m	12 mins
607721	Childers Road Retail	304, 309	1000m	13 mins
607571	Childers Road Retail	304, 309	1100m	14mins

Figure 2-2 on the next page, shows the location of all the Bus Stops within 500m and 1km of the proposed development. Table 2-2 below includes the frequency of bus routes in close proximity to the proposed development, in both directions.

Table 2-2: Existing Local Bus Routes

Number	Route	Provider	Weekday Frequency	Sat/ Sun Frequency
304	Ballycummin -UL	Bus Éireann	15 min	15/30 min
304A	Raheen UHL - UL	Bus Éireann	30 min	30 min
309	Kilduff - Glentworth	Kelly Travel	Tuesday - Friday One Trip	Saturday One trip
310	City Centre - National Technology Park	Dublin Coach	30 min	30 min
323	Limerick – Nenagh via Birdhill	Bus Éireann	3 hours	3 hours
323X	Limerick - Birr via Nenagh	Bus Éireann	One trip	N/A
332	Limerick – Cashel via Newport	Bus Éireann	2 - $2^{1/2}$ hours	$2^{1/2}$ - 3 hours

The Transport for Ireland (TFI) Real Time Ireland App allows public transport users to access real time information on the bus stop or route of their choosing.

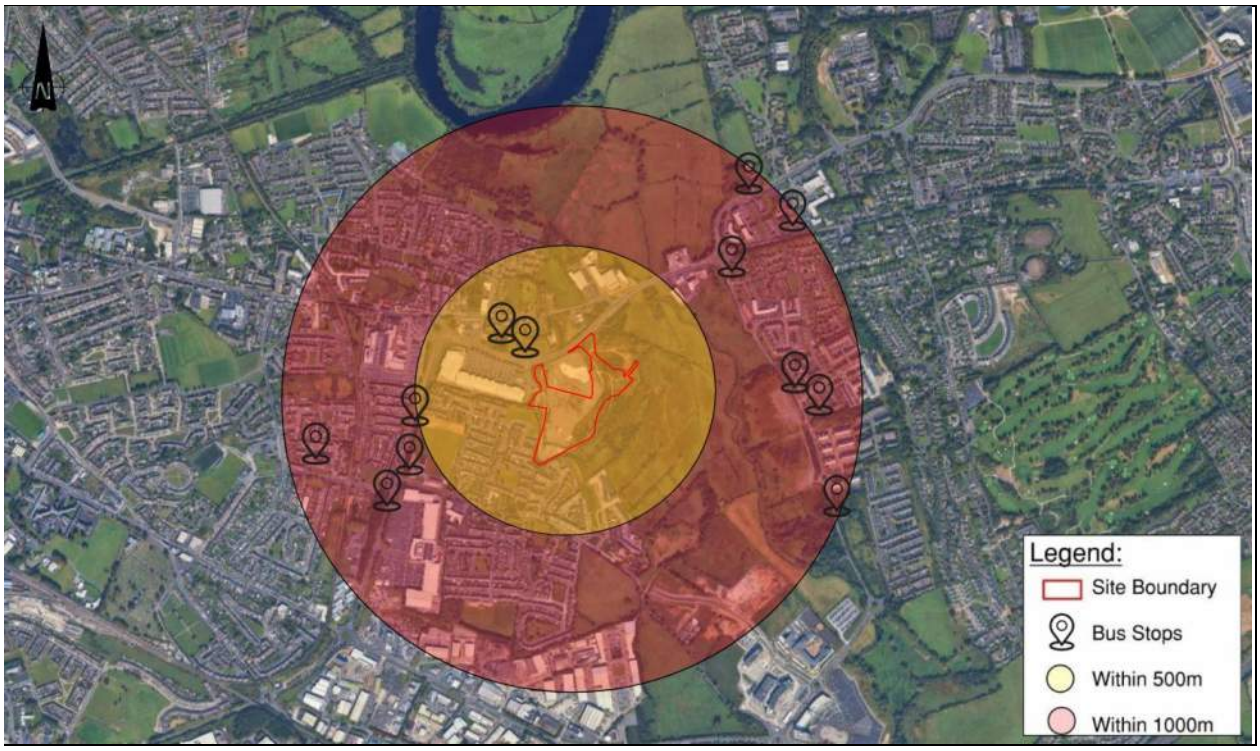

Figure 2-3: Bus Stop Locations in Relation to Site Location

3 Proposed Public Transport Provision

3.1 Bus Connects

BusConnects is a key part of the Government's polices to improve public transport and address climate change in Limerick. The aim of BusConnects is to "deliver an enhanced bus system that is better for the city, its people and the environment" (busconnects.ie).

The NTA's final BusConnects Limerick network redesign was published in December 2023. At the time of writing, the Bus Connects website notes that the new network is scheduled to be delivered on a phased approach from 2027. Some of the key points from the new BusConnects Limerick network include:

- An approximately 70% increase in the amount of bus services in Limerick city and its suburbs.
- An increase in areas served by Buses
- A new 24 hour bus route
- More frequent buses

Other aspects of BusConnects Limerick include a simplified fare system allowing easier interchanging between buses and a cross-city Bus priority route.

The Dublin Road adjacent to Parkway Valley is included in the Limerick BusConnects scheme. Refer to Figure 3-1 below for an extract of the proposed bus network and associated development in relation to the proposed site. Route 4 & 6 can be seen to be following the Dublin Road adjacent to the proposed development.

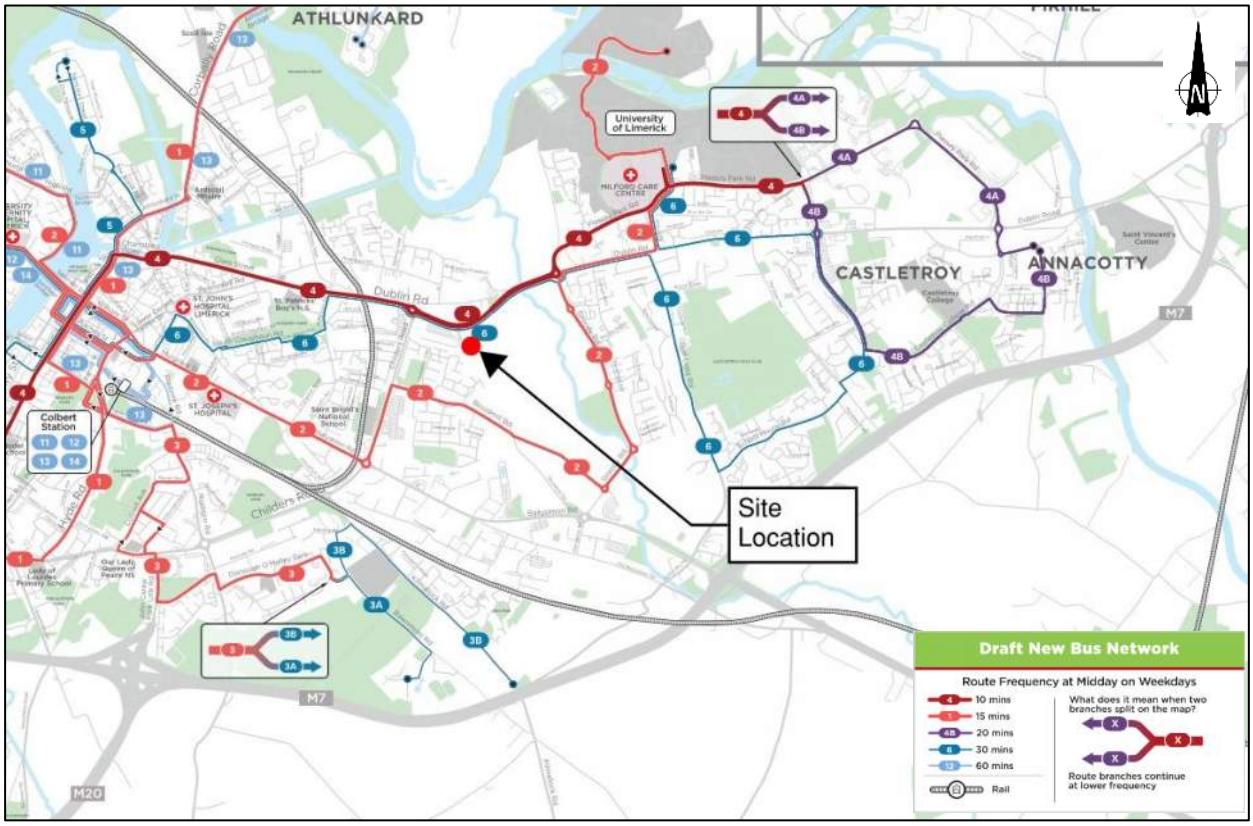

Figure 3-1: Extract from Bus Connects Limerick City Centre Network Map

Routes 2, 4 & 6 of Bus Connects network redesign are relevant to the development site with Route 2 having regular 15 minute service, Route 4 having regular 10-minute service and Route 6 having a regular 30-minute service.

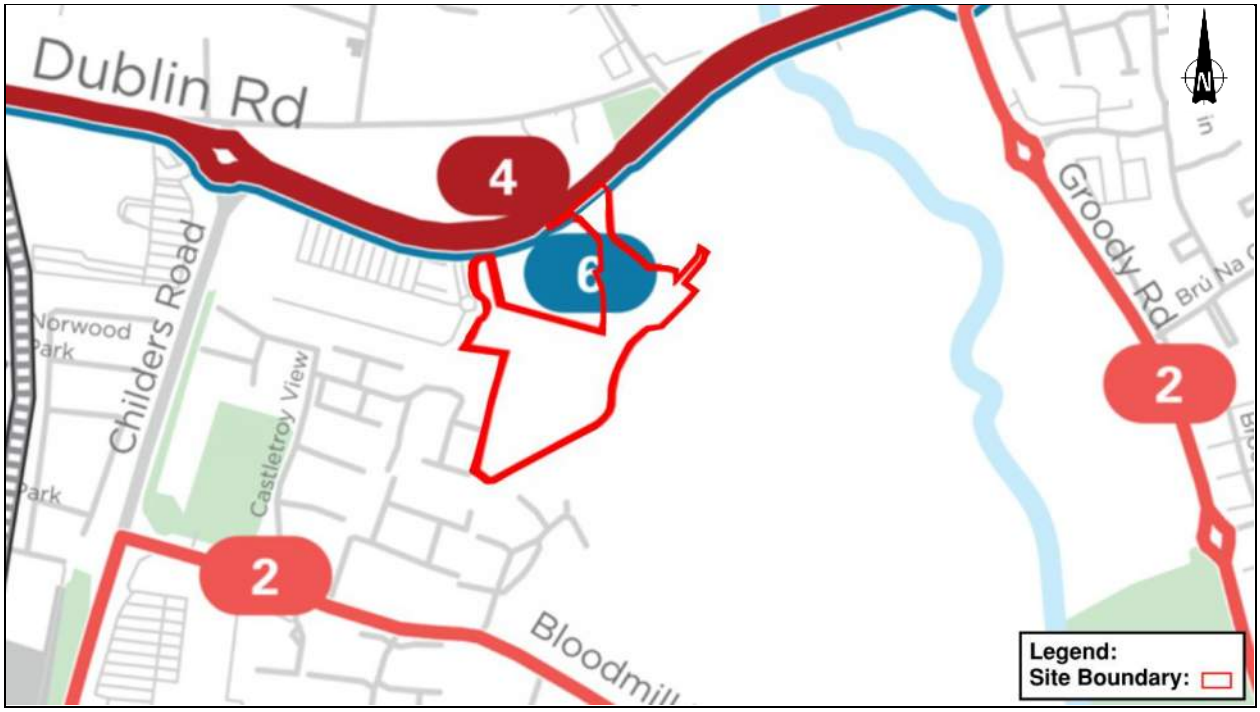

Figure 3-2: Proposed Bus Connects Route in Proximity to Site

4 Passenger Capacity

In order to determine the baseline public transport capacity, an occupancy survey was undertaken at 2 no. bus stops in close proximity to the site. The survey location was chosen due to the multiple bus services that operate through these stops. In addition to the surveyed bus stops being located in close proximity (~500m) to the proposed development, they are also situated close to the centre of Limerick City and are both outbound and inbound directions. The surveys were undertaken on Tuesday 16th September 2025 during school and university term time.

The surveys sought to collect the following information:

1. Time of each bus passing/stopping
2. Bus service route number
3. Number of persons alighting/boarding
4. Bus occupancy count (total passengers seated and standing)

The surveys were undertaken at expected peak hours between 07:00 -10:00 and 16:00 – 19:00.

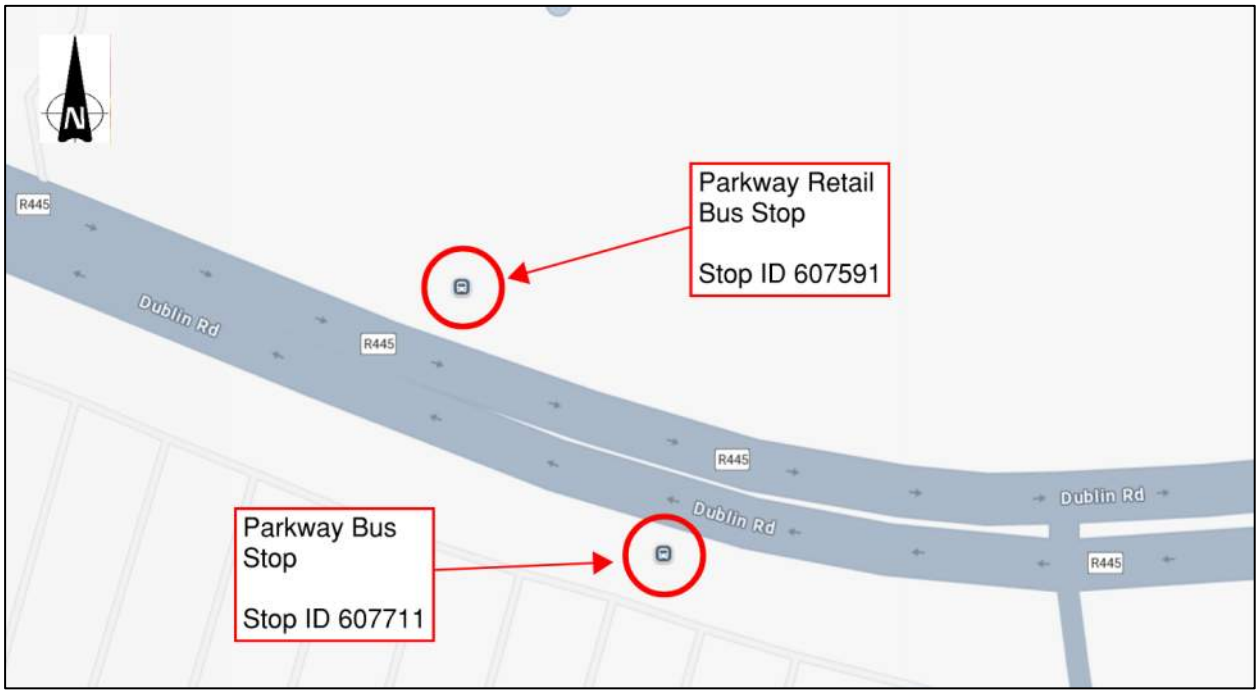

Figure 4-1: Public Transport Stop Surveyed

4.1 Bus Capacity

For the purpose of this report, the average capacity of the double decker buses operated by Bus Èireann have been taken as 90 no. passengers including standing.

Table 4-1 shows the total daily passenger capacity of the bus routes in the local area.

Table 4-1: Local Bus Route Capacity

Route No.	Daily Trips	Bus Passenger Capacity	Estimated daily Capacity
304	64	90	5,760
304A	38	90	3,420
309	2	90	180
310	35	90	3,150
323	7	90	630
323X	1	90	90
332	7	90	630
Total	**156**		**13,860**

4.1.1 Surveyed Bus Capacity

The tables below present an extract of the results of the bus capacity survey completed in September 2025. The full results are included in Appendix A.

Table 4-2: Bus Stop 607591 (Parkway Retail) Survey Results

Time	Bus No.	No. of Persons Boarding	No. of Persons Alighting	Bus Occupancy Level	Spare Capacity (%)
08:02	304	1	0	75%	25%
08:39	304	6	3	100%	0%
08:41	304	2	0	100%	0%
08:42	304	1	0	75%	25%
08:55	304	2	2	50%	50%

Table 4-3: Bus Stop 607711 (Parkway) Survey Results

Time	Bus No.	No. of Persons Boarding	No. of Persons Alighting	Bus Occupancy Level	Spare Capacity (%)
08:15	332	0	1	100%	0%
08:35	323	0	0	50%	50%
08:39	304 A	0	0	100%	0%
08:44	304 A	11	0	25%	75%
08:55	304	2	0	75%	25%

The survey found that the bus routes that serve these stops are high frequency routes bus also have a high rate of occupancy.

Table 4-4: Overall Survey Results

Bus Stop 607591 (Parkway Retail)		
Total occupancy	Morning Occupancy	Evening Occupancy
60%	52%	69%
Bus Stop 607711 (Parkway)		
Total occupancy	Morning Occupancy	Evening Occupancy
61%	54%	68%
Combined Results		
Total occupancy	Morning Occupancy	Evening Occupancy
60%	53%	69%

The overall survey results indicate an average occupancy of 53% during the morning period, 69% during the evening period, and an overall occupancy of 60%.

4.1.2 Peak Hour Capacity

The recorded bus capacity at the surveyed bus stops during the AM peak hour (08:00- 09:00) was 21 no. unique buses with approximately 72% capacity or equivalent to approximately 529 no. available seats.

The recorded bus capacity at the surveyed bus stops during the PM peak hour (17:00 and 18:00) was found to be 31 no. unique buses with approximately 75% capacity or equivalent to approximately 697 no. available seats.

In summary, while there are many buses on the bus routes serving the local area around the proposed development, they generally run at high occupancy levels when they pass the stops located to the north of the site with a low level of available capacity for future commuters.

Table 4-8 below shows the total results across the surveyed bus stops during the Peak AM and Peak PM periods.

Table 4-5: All Bus Stops Peak AM & PM Survey Results

Time	No. Buses	Bus Capacity	No. Passengers	Spare Capacity	Spare Capacity (%)
8:00 – 9:00	21*	72%	1,360	529	28%
17:00 – 18:00	31**	75%	2,092	697	25%

**9 of which are inbound and 12 are outbound.*

***18 of which are inbound and 13 are outbound.*

5 Future Passenger Demand

5.1 Resident Population

The proposed development consists of five multistorey residential blocks (A, B, C, D, E) for 403 No. 1-bed and 2-bed apartment units. In addition, the development includes a creche at ground level within Block B and a medical centre located at the entrance into the development. The predicted maximum population is expected to be approximately 1,088 based on the assumption of:

- 2 persons per each of the 246 no. 1-bed units
- 3 persons per each of the 29 no. 2 bed (3-person) apartments
- 4 persons per each of the 128 no. 2 bed (4-person) apartments

As the crèche is anticipated to be primarily utilised by residents within the development, it is not expected to generate a material increase in residential public transport trips and has therefore not been considered in this assessment. Similarly, the proposed medical centre has not been included in the analysis, as its usage is expected to be distributed throughout the day rather than concentrated during peak travel periods. This analysis pertains to pupils attending the crèche and patients accessing the medical facility, excluding associated staff. Provision for such workers is addressed in Section 5.3 of this report.

5.2 Modal Split

The modal split for the proposed development can be estimated based on census data released by the Central Statistics Office (CSO).

5.2.1 National Transport Surveys

Table 5-1 shows the Modal share for the Regional Cities from the previous Two National Transport Surveys.

Table 5-1: Regional Cities Modal Share from the National Transport Surveys

Mode	2017	2022
Car	62%	57%
Walk	27%	31%
Bus/Coach	5%	5%
Cycle	5%	3%
Truck/Van	1%	2%
Other	-	2%
Total	**100%**	**100%**

The above results show that there has been a shift in modal share with the percentage of people walking increasing and the percentage of those traveling by car decreasing. It should be noted that those traveling by cycling have decreased and those traveling by bus have remained the same.

This modal share breakdown shows capacity for improvement should facilities and services improve to become more favourable towards sustainable travel.

Further improvements to public transport such as the BusConnects proposals discussed in Section 3 would likely lead to a further reduction in private car use from the latest survey data.

5.2.2 Census Data

In addition to the above, data for the Limerick City and County area taken from the Census Mapping for small areas, was examined to provide a more site-specific modal share. Based on CSO data, persons living in the area were less likely to drive than those in the rest of the country. In 2022, 62% of all journeys by people from Limerick County were by car as drivers compared with 76% of journeys taken by those living in the rest of the country.

The existing mode share by trip purpose, was obtained from 2022 CSO census data, Small Area Population Statistics (SAPS) data and Small Area Population Maps (SAPMAP). Census data was selected for the location of the proposed development.

Census Data for the Limerick City and Suburbs shows that of the stated population of 102,287, 79% of those surveyed regularly commuted to work, school or college (i.e. did not answer: work from home or Not Stated). In general, commuting by car (either driving, passenger or van) is the most popular mode of transport at 50% of respondents opting for this mode. Walking/Cycling is also a common mode of transport within the city and suburbs with 22% of respondents opting for that as their primary means of travel.

When the census data for the city and suburbs is compared with the more local Small Area Map (A127106007) it can be seen that there is a correlation between the two data sets for the most popular mode of transport being via a car. 39% of respondents in the local area selected it as their regular method of transportation. It should be noted that of the 353 responses to the survey, 170 respondents did not state their means of transportation. The area being represented by the data is shown in Figure 5-1 and the data is shown in Table 5-2 below.

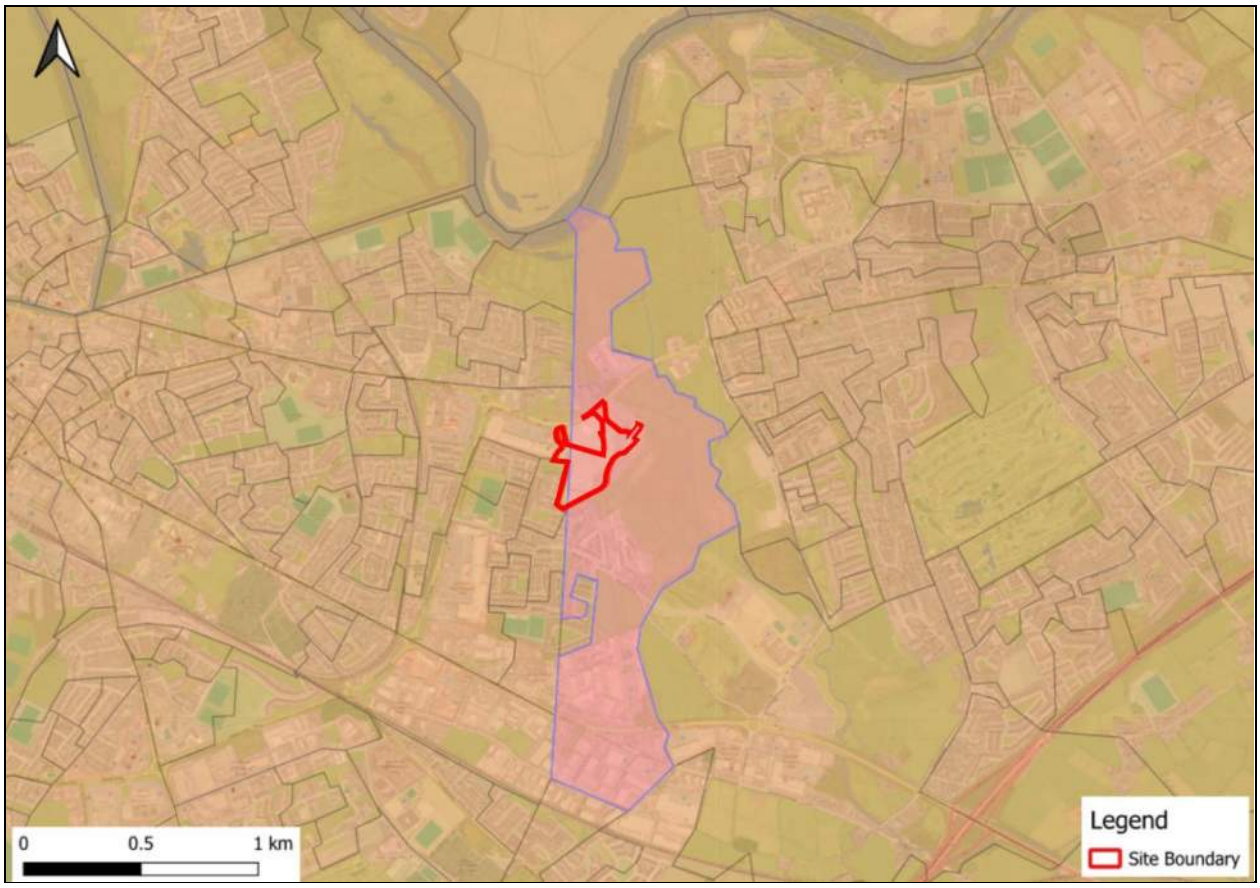

Figure 5-1: Central Statistics Office – Census 2022 Small Area Map

The difference between the local small area map data for Parkway Valley and Limerick City and Suburbs data can be attributed to the proximity to the city centre.

Table 5-2: CSO Data for 2022 (A127106007)

Population aged 5 years and over by means of travel to work, school, or college						
	Work		School or College		Total	
Means of travel	No.	%	No.	%	No.	%
On Foot	5	4%	12	9%	17	6%
Bicycle	3		1		4	
Bus, minibus or coach	3	1%	14	9%	17	5%
Train, DART or LUAS	0		0		0	
Motorcycle or scooter	0	0%	0	0%	0	0%
Car Driver	66	37%	2	41%	68	39%
Car passenger	5		59		64	
Van	5		0		5	
Other (incl. lorry)	0	58%	0	41%	0	50%
Work mainly at or from home	8		0		8	
Not stated	110		60		170	
Total	**205**	**100%**	**148**	**100%**	**353**	**100%**

The development site has the potential for a significant modal shift towards increased public transport, with a number of existing and proposed bus services in close proximity to the site.

5.2.3 Limerick Shannon Metropolitan Area Walking and Cycling Index 2023

The Walking and Cycling Index (formerly Bike Life) is the biggest assessment of walking, wheeling and cycling in urban areas in the UK and Ireland. The below data has been taken from the Limerick Shannon Metropolitan Area Walking and Cycling Index.

Table 5-3: Residents Travel Mode - five or more days a week - Limerick Shannon Metropolitan Area

Mode	2023
Walking or wheeling	52%
Driving	55%
Public Transport	9%
Cycling	5%

From the study a large portion of those surveyed wished to cycle more (34%), use public transport more (40%) and walk or wheel more (49%). Those surveyed also wished to see more funding in these areas.

5.3 Development Generated Public Transport Trips

5.3.1 Residential Trips

To determine the proposed development's impact on public transport previous national census data was analysed. Of the current local population 79% commute to work, school or college regularly.

It was assumed that the population of the proposed development would follow similar patterns to the local population surveyed during the 2022 Census. Based on the above anticipated population of the proposed development of 1,088 persons it would then be expected that 860 residents (79%) would commute regularly.

Of the 1,088 residents commuting, 55 (5%) would be expected to avail of public transport based on SAPS Data or 99 (9%) based on Walking and Cycling Index data. This is shown below in Table 4-5.

Table 5-4: Proposed Development Predicted Commuting Population

Anticipated Population	Anticipated Commuters (79%)	Public Transport Users		
		SAPS Data (5%)	Walking and Cycling Index Data (9%)	Conservative Estimate (50%)
1088	860	55	98	430

Due to the nature of the proposed development and proposed low number of car parking spaces to be provided for residents, it is likely that the SAPS census data and the Walking and Cycling Index data may be under representative of the actual number of public transport users.

It is anticipated that a higher proportion of residents will travel by foot, by bicycle or use public transport rather than by private vehicle as per the Census estimates given the low provision of car parking and the central/highly accessible location of the site.

As such a more conservative estimate has been taken, which assumes that 50% of residents who commute regularly would use public transport. This is a significantly higher predicted value than the Census rate in order to present a robust test on the existing capacity of the public transport in the area. This puts the figure at 549 residents from the development predicted to use public transport at peak hours. It has also been conservatively assumed that most residents will be departing via public transport in the AM and arriving by public transport in the PM.

On completion of the future commercial development under the proposed masterplan, some residents may begin working in the area which would reduce the volume of residents departing the site in the AM and arriving in the pm.

5.3.2 Worker Trips

The crèche is expected to accommodate 9 staff, while the medical facility will employ 30, resulting in a combined total of 39 workers. Applying a conservative assumption of 50% public transport usage yields an estimated 20 trips.

5.3.3 Total Trips

The total trip generation for the development, comprising both residential and worker-related trips, amounts to 450.

6 Demand vs Capacity

Within this section the assumed total peak demand during the peak hours is compared against the capacity of the available transport services within the vicinity of the proposed development site.

AM departures at peak hour (08:00 – 09:00) and the PM arrivals at peak hours (17:00 – 18:00) have been reviewed. A conservative approach to the total development predicted public transport commuters (549 persons) has been assumed to commute during both peak hours.

The relevant demand vs capacity data for bus services is summarised below.

6.1 Bus Demand vs Capacity

AM Peak Hour Bus services:

- Predicted future trips via bus (proposed development): 450
- Surveyed spare capacity at peak hour (bus): 529
- Remaining spare capacity: 79
- Current surveyed spare capacity as %: 28 %
- Proposed spare capacity as % (incl. development): 4 %

PM Peak Hour Bus services:

- Predicted future trips via bus (proposed development): 450
- Surveyed spare capacity at peak hour (bus): 697
- Remaining spare capacity: 247
- Current surveyed spare capacity as %: 37 %
- Proposed spare capacity as % (incl. development): 13 %

The above shows that there is capacity on the existing bus network for bus commuters from the proposed development.

7 Summary and Conclusion

1. The proposed development will comprise of five multistorey residential blocks (A, B, C, D, E) for 403 No. 1-bed and 2-bed apartment units. In addition, the development includes a creche at ground level within Block B and a medical centre located at the entrance into the development.

2. Bus Passenger services within 500m of the proposed development provide high frequency and regular connection to the city centre, suburbs and surrounding area. BusConnects is expected to provide an improved level of connectivity with the wider city.

3. The surveyed bus stops in the local area indicated a low rate of available capacity for potential public transport commuters from the proposed development, with buses running with an average of 60% available capacity.

4. The results of the public transport occupancy survey were compared against a conservative estimate of the predicted public transport demand. While a modest increase in bus occupancy is observed, the existing service is considered sufficient to accommodate the anticipated rise in passenger numbers. Current available capacity is estimated at 28% during the morning peak (08:00–09:00) and 37% during the evening peak (17:00–18:00). Based on a conservative estimate of public transport usage associated with the proposed development, the predicted available capacity is 4% for the morning peak and 13% for the evening peak.

5. On completion of the future commercial development under the proposed masterplan, some residents may begin working in the area which would reduce the volume of residents departing the site in the AM and arriving in the pm.

6. This Public Transport Capacity Assessment demonstrates that the existing public transport services operate at a sufficient frequency to accommodate the proposed development. Furthermore, even under a conservative estimate of anticipated public transport demand, the projected usage remains within the capacity of the existing bus network.

Appendix A Public Transport Capacity Survey Results

Start time	Bus Stop	Bus service	Number of Persons Boarding	Number of Persons Alighting	Bus Occupancy level	Observations
16/09/2025 07:03	Parkway Retail (607591)	304	1	2	25%	
16/09/2025 07:14	Parkway (607711)	332	0	4	25%	
16/09/2025 07:22	Parkway (607711)	304	2	0	75%	
16/09/2025 07:10	Parkway Retail (607591)	304	1	1	50%	
16/09/2025 07:24	Parkway Retail (607591)	304	0	0	25%	Did not stop
16/09/2025 07:23	Parkway (607711)	304	0	3	25%	
16/09/2025 07:31	Parkway (607711)	323	0	1	25%	
16/09/2025 07:40	Parkway (607711)	304	4	1	25%	
16/09/2025 07:48	Parkway (607711)	304 A	3	1	50%	
16/09/2025 07:29	Parkway Retail (607591)	304 A	1	2	75%	
16/09/2025 07:51	Parkway (607711)	304	2	0	75%	
16/09/2025 07:55	Parkway Retail (607591)	304	2	1	75%	
16/09/2025 08:02	Parkway Retail (607591)	304	1	0	75%	
16/09/2025 07:58	Parkway (607711)	332	0	1	25%	
16/09/2025 08:15	Parkway (607711)	304	0	1	100%	
16/09/2025 08:35	Parkway (607711)	323	0	0	50%	
16/09/2025 08:39	Parkway Retail (607591)	304	6	3	100%	
16/09/2025 08:41	Parkway Retail (607591)	304	2	0	100%	
16/09/2025 08:42	Parkway Retail (607591)	304	1	0	75%	
16/09/2025 08:39	Parkway (607711)	304 A	0	0	100%	
16/09/2025 08:44	Parkway (607711)	304 A	11	0	25%	
16/09/2025 08:55	Parkway Retail (607591)	304	2	2	50%	
16/09/2025 08:55	Parkway (607711)	304	2	0	75%	
16/09/2025 08:56	Parkway Retail (607591)	304	3	2	50%	
16/09/2025 09:17	Parkway Retail (607591)	304	0	0	75%	
16/09/2025 09:10	Parkway (607711)	304	3	0	25%	
16/09/2025 09:19	Parkway (607711)	304 A	0	1	25%	
16/09/2025 09:20	Parkway (607711)	304	1	1	50%	
16/09/2025 09:21	Parkway (607711)	304	0	0	0%	
16/09/2025 09:26	Parkway Retail (607591)	304	3	2	75%	
16/09/2025 09:26	Parkway Retail (607591)	304	1	1	75%	
16/09/2025 09:35	Parkway Retail (607591)	304	1	0	75%	

16/09/2025 09:24	Parkway (607711)	304	4	3	25%	
16/09/2025 09:43	Parkway (607711)	304 A	3	2	25%	
16/09/2025 09:45	Parkway Retail (607591)	304	3	0	75%	
16/09/2025 09:43	Parkway (607711)	304	0	1	25%	
16/09/2025 09:56	Parkway (607711)	304	0	2	0%	
16/09/2025 16:01	Parkway Retail (607591)	304 A	1	2	75%	
16/09/2025 16:10	Parkway Retail (607591)	304	1	2	50%	
16/09/2025 16:11	Parkway Retail (607591)	323	1	0	75%	
16/09/2025 16:03	Parkway (607711)	304 A	7	7	50%	
16/09/2025 16:13	Parkway (607711)	323	0	0	50%	
16/09/2025 16:19	Parkway (607711)	332	0	3	25%	
16/09/2025 16:29	Parkway Retail (607591)	304	2	4	75%	Buggy alighting
16/09/2025 16:36	Parkway Retail (607591)	304 A	0	5	75%	
16/09/2025 16:37	Parkway (607711)	304	7	8	100%	
16/09/2025 16:37	Parkway Retail (607591)	323X	0	0	50%	
16/09/2025 16:38	Parkway (607711)	304	1	0	75%	
16/09/2025 16:38	Parkway (607711)	304 A	2	0	25%	
16/09/2025 16:41	Parkway (607711)	304	7	4	100%	
16/09/2025 16:41	Parkway Retail (607591)	304	4	4	75%	
16/09/2025 17:06	Parkway (607711)	304	2	7	100%	
16/09/2025 17:06	Parkway Retail (607591)	304	3	8	100%	
16/09/2025 17:08	Parkway Retail (607591)	323	2	0	75%	
16/09/2025 17:12	Parkway Retail (607591)	304 A	3	0	50%	
16/09/2025 17:13	Parkway Retail (607591)	304 A	0	0	75%	
16/09/2025 17:32	Parkway Retail (607591)	332	1	0	75%	
16/09/2025 17:33	Parkway Retail (607591)	304	5	0	50%	
16/09/2025 17:08	Parkway (607711)	304	0	7	100%	
16/09/2025 17:44	Parkway Retail (607591)	304 A	2	0	50%	
16/09/2025 17:43	Parkway (607711)	304	0	3	100%	
16/09/2025 17:52	Parkway (607711)	304 A	6	8	100%	
16/09/2025 17:52	Parkway Retail (607591)	304	2	3	100%	
16/09/2025 17:48	Parkway (607711)	304 A	0	0	25%	
16/09/2025 17:58	Parkway Retail (607591)	304	1	4	50%	

16/09/2025 18:08	Parkway Retail (607591)	304	0	2	50%
16/09/2025 17:55	Parkway (607711)	304	9	7	100%
16/09/2025 18:22	Parkway Retail (607591)	304 A	1	3	50%
16/09/2025 18:10	Parkway (607711)	304 A	3	3	100%
16/09/2025 18:31	Parkway Retail (607591)	304 A	1	4	50%
16/09/2025 18:36	Parkway Retail (607591)	304	1	1	50%
16/09/2025 18:28	Parkway (607711)	304	6	5	100%
16/09/2025 18:39	Parkway (607711)	304	0	4	50%
16/09/2025 18:44	Parkway (607711)	304	0	1	25%