



## **APPENDIX 13-1**

### ***TRAFFIC IMPACT ASSESSMENT***



**OCSC**

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Multidisciplinary  
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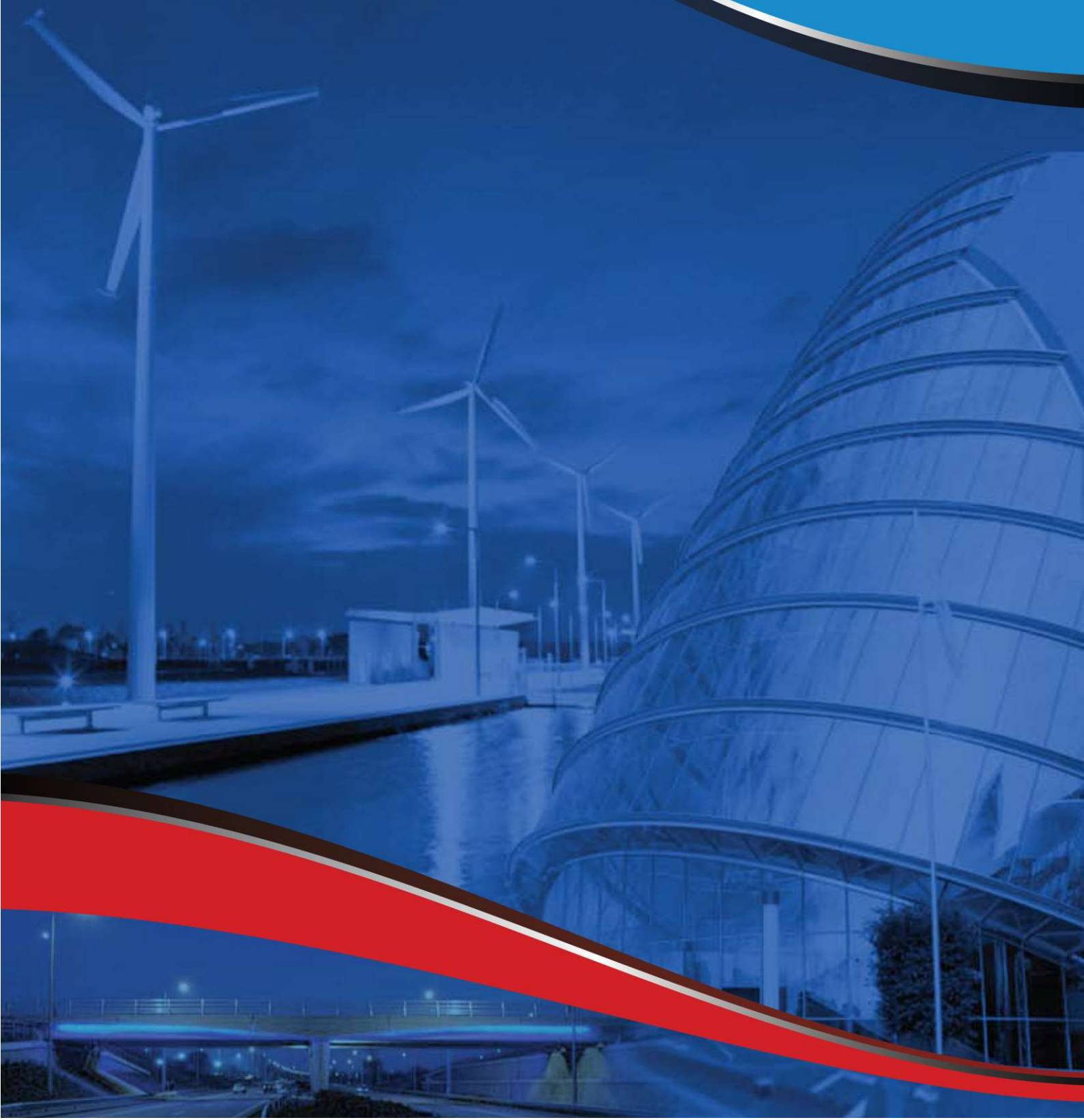
# TRAFFIC IMPACT ASSESSMENT

STRATEGIC EMPLOYMENT ZONE (BIOTECHNOLOGY &  
LIFE SCIENCES CAMPUS) DEVELOPMENT

Sky Castle Ltd

**S665**

24 August 2022



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Strategic Employment Zone (Biotechnology & Life Sciences Campus)  
Development

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# 1 INTRODUCTION

## APPOINTMENT

O'Connor Sutton Cronin & Associates (OCSC) have been appointed by Sky Castle Ltd to carry out the design of the civil engineering services associated with the development of a proposed 3-block Office Innovation Campus on lands at Moygaddy, Co. Meath, which is located northeast of the town of Maynooth, Co. Kildare.

## SETTING

Maynooth environs is a large growth area, category II Town status located in south County Meath, and is an economically vibrant area with high-quality transport links to larger towns/cities. The Meath Development Plan 2021-2027 outlines the social, economic, and planning context for the Maynooth environ lands, setting the framework for the plan's policies and objectives. It has a core strategic vision that seeks to ensure that future growth is based on principles of sustainable development that meet the needs of residents per National and Regional guidelines. The environs of Maynooth is a Core Economic Area included in the Gateway Core Economic Area located on the M4 corridor. The wider Maynooth Environs Lands proposed land-use zoning includes A2 – New Residential, E1 – Strategic Employment Zones, G1 – Community Infrastructure, D1 – Tourism and H1 – High Amenity.

The delivery of the Maynooth Outer Orbital Route (MOOR) is critical to facilitating residential, high-end employment, tourist, and leisure development in the Maynooth environ lands and fulfilling the transport infrastructure needs in proximity to Maynooth University and Maynooth town.

## ADMINISTRATIVE JURISDICTION

The proposed development is located primarily in the jurisdiction of Meath County Council (MCC), and therefore the Maynooth Outer Orbital Route design and the associated civil engineering services were carried out with reference to the following:

- Meath County Development Plan 2021-2027;
- Maynooth Environs Local Area Plan 2014 (incorporated into adopted MCDP);
- Regional Spatial and Economic Strategy for the Eastern and Midland Region (2019);

Even though Maynooth Environs is situated in the Meath County Council administrative area, the Maynooth Environs Local Area Plan contains an objective to liaise with Kildare County Council in the identification, design, reservation and delivery of the section of the Maynooth Outer Relief Road located within the administrative area of Meath County Council. The administrative area of Kildare County Council is located immediately adjacent to the LAP environs lands and some infrastructure improvements will be located within the Kildare County Council (KCC) administrative area. Therefore, the design will also be conducted with due regard to:

- Maynooth LAP
- Kildare County Development Plan
- Maynooth Traffic Management Plan

OCSC held discussions with Kildare County Council (KCC) and Meath County Council (MCC) on this scheme, as detailed below:

- OCSC met with MCC on 19 July 2021 to open preliminary discussions on the design of the MOOR. In attendance were Martin Murry (Director of Services for Infrastructure) and Nicholas Whyatt (Senior Engineer Transportation). Since this meeting, a Traffic Modelling Scoping Report has been issued to MCC. It should be noted that KCC specifically requested a Dynamically Assigned traffic model for this scheme. The Developer opted to request OCSC to utilise the PTV Vissim micro-

simulation software package to prepare the requested model, which could then be incorporated into the wider KCC transport study for Maynooth as a whole.

- As noted previously, although the scheme is planned within the MCC jurisdiction, a separate application will be made to KCC for infrastructure within the County. It is however noted that as the largest nearby urban centre is within KCC jurisdiction, they have been consulted as a stakeholder. OCSC met with KCC on 9 August 2021, and 23 September 2021. In attendance were Brigette Rea, Daragh Conlan, George Willoughby, Jonathan Hennessy, and Lisa Kirwan, all from KCC. The same Traffic Modelling Scoping Report has also been issued to KCC.
- OCSC met with MCC on 20 June 2022. In attendance were Michael Costelloe, Joe McGarvey and Paul McNulty. This meeting aimed to establish the outstanding design requirements of the MOOR. Several comments were received, which were included in the design.

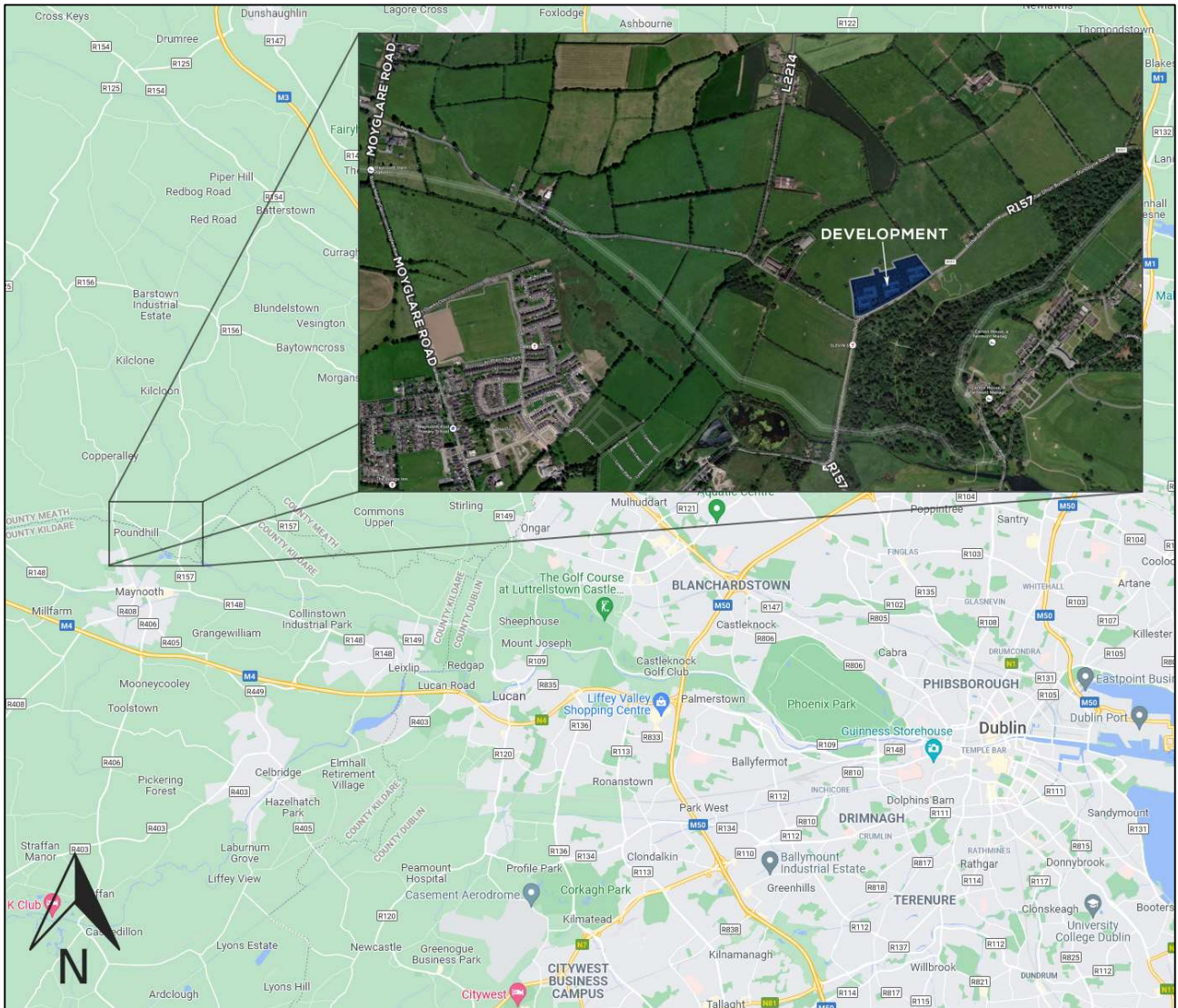
In addition, the following submissions were made as part of the proposed development:

- A submission was made on the Maynooth Transport Strategy as part of public consultation no. 1 on the 12<sup>th</sup> of November 2021. This submission outlines the proposed plans for the area and noted that it should be considered as part of the future Transport Strategy (Appended as Annexure D).
- A submission was made to BusConnects on the 15<sup>th</sup> of November 2021 noting the upcoming proposals as part of the MOOR that noted the BusConnects project should take cognisance of the upcoming works (Appended as Annexure E).

## STUDY AREA

The subject site is located on the southernmost extent of County Meath, as shown in Figure 1, aligning with the county boundary to Co. Kildare. It is approximately 2km north of the town of Maynooth, Co. Kildare, which forms part of a larger strategic landbank on zoned lands known as Maynooth Environs. The site is immediately bound by:

- R157 Maynooth – Dunboyne Road, to the east;
- Agricultural lands, to the north and south; and
- Moygaddy Stream, to the west; and



**Figure 1: Development Locality Plan**

## DEVELOPMENT DESCRIPTION

Sky Castle Limited are applying for planning permission for Phase 1 of a proposed Strategic Employment Zone Office Campus Development at Moygaddy, Co. Meath.

The proposed development comprises 3 no. office blocks and all associated site development works (GFA: 20,633.26 sq.m) as follows:

- Block A: 5 storey office building providing offices, stair and lift cores and plant rooms (GFA: 10,260.42 sq.m)
- Block B: 3 storey office building providing offices, stair and lift cores and plant rooms (GFA: 5,186.54 sq.m)
- Block C: 3 storey office building providing offices, stair and lift cores and plant rooms (GFA: 5,186.30 sq.m)
- The development includes a surface car park which includes 323 no. car parking spaces and 320 no. bicycle car parking spaces (including 12 no. accessible car parking spaces and 16 no. EV charging spaces)
- Undertaking of road upgrade works including the provision of a signalised junction on the R157 Dunboyne Road and the construction of a section of the Maynooth Outer Orbital Route and provision of associated pedestrian and cycle infrastructure, as well as a realignment of a section of the R157. The works to the R157 adjoin the Carton Demense Wall which is a Protected Structure (RPS Ref 91556).
- Vehicular access to the site will be provided via the R157 Dunboyne Road and provision is made for a secondary vehicular access via the proposed section of the Maynooth Outer Orbital Route.
- Provision of water, foul and surface water drainage infrastructure including pumping station.
- Provision of a new pedestrian & cycle bridge structure at the River Rye Water adjacent to the existing Kildare Bridge.
- Provision of roof mounted solar PV panels on Office Blocks A, B & C.
- Provision of 3 no. ESB Kiosks.
- Provision of bin stores, bike stands, landscaping, boundary treatments and public lighting and all other site development works and services ancillary to the proposed development.

A Natura Impact Statement (NIS) and Environmental Impact Assessment Report (EIAR) will be submitted to the planning authority with the planning application.

The purpose of this report is to provide a detailed and conservative assessment of the development proposals and the potential traffic impact on the operation of the local road network. It should be noted that this report on the traffic & transportation analysis on this specific application has been prepared on the basis of an assessment which includes the phased buildout of the MOOR, as well as the entire Masterplan area and all components of the development that are deliverable between the base year and 2028 (Opening Year + 5). Furthermore, an additional assessment was conducted on the strategic master planning for future phases that will be delivered from 2029 to 2038 (the Design Year) which includes the delivery of the entire MOOR within the same timeframe.

In carrying out the above, this assessment has given due consideration to the relevant guidelines including:

- *Traffic & Transport Assessment Guidelines (2014)* as published by the former National Roads Authority (NRA) now Transport Infrastructure Ireland (TII);
- *Guidelines for Traffic Impact Assessment (1997)* as published by the Chartered Institute of Highways & Transportation;

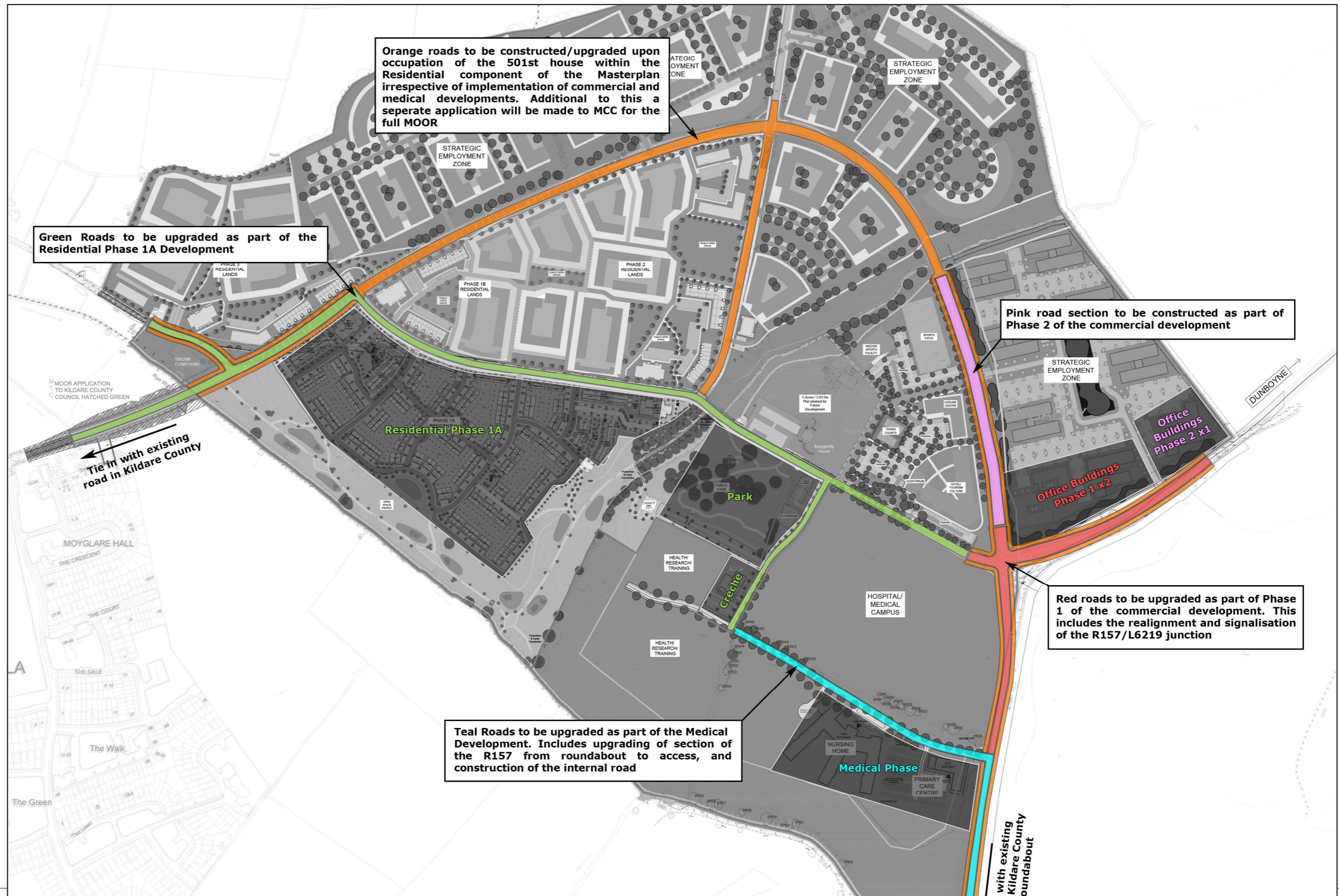
## MASTERPLAN PHASING

This application is submitted on the basis that the MOOR will be delivered in phases, linked to individual planning applications which form part of the wider Masterplan for the Maynooth Environs/Moygaddy lands. A separate application will also be made to MCC for the full MOOR.

The colour of the first three columns links to the figure on the next page. Specific road infrastructure upgrades will be required depending on the timetable when each phase is constructed. The last column of the table indicates in which scenario year the trip generation of that section of the development will be relevant.

Item	Linked Road Infrastructure	Trip Generation Year
<b>Medical Phase</b>		
Primary Care Centre & Nursing Home	Upgrade the R157 from the roundabout in the south up to the access to medical facility	Opening Year (2025)
Medical Research Campus	Full MOOR already operational	Design Year (2040)
Public Hospital	Full MOOR already operational	Design Year (2040)
<b>Office Phase</b>		
Office Buildings Phase 1 x2	Upgrade the R157 north of medical facility access up to the junction between the R157 and the L22143	Opening Year (2025)
	Upgrade R157/L22143 junction to 3-leg signalised junction	Opening Year (2025)
	Upgrade R157 east of junction towards Dunboyne	Opening Year (2025)
Office Buildings Phase 2 x1	Construct the first section of the eastern leg of the MOOR (northern leg of junction) up to the stream	Opening Year (2025)
Office Buildings Phase 3 & 4 x6	Full MOOR already operational	Design Year (2040)
<b>Residential Phases</b>		
Residential Phase 1A, Park & Creche	Construct link road in the west and upgrade road up to junction with R157	Opening Year (2025)
Residential Phase 1B	Full MOOR already operational	Opening Year + 5 (2030)
Residential Phase 2	Full MOOR already operational	Design Year (2040)
Residential Phase 3	Full MOOR already operational	Design Year (2040)
<b>Other Phases</b>		
Tourism and Sports Campus	Full MOOR already operational	Opening Year + 5 (2030)
Hotel	Full MOOR already operational	Design Year (2040)

*Table 1: Moygaddy Masterplan Phasing*





## 2 BACKGROUND TRAFFIC VOLUMES

At the time of writing, the ongoing Covid 19 pandemic and associated restrictions have had a significant impact on traffic and travel patterns across the country. As a result, procurement of new survey data, which would be a true reflection of typical traffic levels, has not been possible. However, survey data is available from 2019. The use of this survey data combined with TII traffic growth factors to account for any background traffic increase in the interim is considered to give the most accurate representation possible of the typical traffic levels experienced within the study area.

Details of the junction surveys used for this development are shown in Table 2:

No	Junction	Source	Survey Date	Survey Times
1	Moyglare Road/L6219	Nationwide Data Collection	25/05/2019	07:00 to 19:00
2	Moyglare Road/Mariavilla	Nationwide Data Collection	25/05/2019	07:00 to 19:00
3	L6219/L2214	Nationwide Data Collection	25/05/2019	07:00 to 19:00
4	R157/L22143	Nationwide Data Collection	25/05/2019	07:00 to 19:00
5	R157/Dunboyne Road	Nationwide Data Collection	25/05/2019	07:00 to 19:00
6	R148/R157	Nationwide Data Collection	25/05/2019	07:00 to 19:00

*Table 2: Junction Survey Details*

A seven-fold classification system was used which recorded cars, taxis, light goods vehicles, heavy goods vehicles, public service vehicles, motorcycles, and bicycles.

The exact locations of these junctions are highlighted in Figure 2.



*Figure 2: Traffic Survey Locations*

The junction surveys also include queue length surveys which recorded the maximum queue lengths observed on a per lane basis at each approach of each junction over 15-minute intervals.

A full copy of the results of all traffic surveys can be found in *Appendix A*, attached to this report.

The recorded flows during the above peak hours, and across the course of an average day are shown in the following:

- Diagram 1: 2019 A.M. Peak Hour Base Flows (08:00 – 09:00);
- Diagram 2: 2019 P.M. Peak Hour Base Flows (17:00 – 18:00);
- Diagram 3: 2019 Annual Average Daily Traffic Base Flows.

These diagrams, and all others referenced in this text, can be found in *Appendix B* of this document, attached to this report. Any apparent discrepancy in flows between sites may be attributed to vehicles exiting the survey zone either by accessing developments or via minor roads between surveyed junctions.

### 3 STUDY METHODOLOGY

The short-term traffic counts were expanded to Annual Average Daily Traffic (AADT) using expansion factors<sup>1</sup> from TII. The base year flows were then adjusted to the predicted Year of Opening for the development (2025), Year of Opening + 5 (2030) and the Design Year (2040) using medium-range TII growth factors<sup>2</sup>. This is conservative as traffic growth estimates are directly influenced by projections for economic activity which are now unlikely to be realised due to the impact of the global pandemic, while commuter patterns are also expected to be permanently impacted.

The traffic generation potential of the subject site was then assessed using the Trics<sup>3</sup> planning database. This database contains information on thousands of sites in Ireland and the U.K. and can be used to predict the traffic that will be generated by numerous types of development.

#### VISSIM MICRO-SIMULATION SOFTWARE

For this project, a dynamic traffic model was built utilizing the Vissim software package, developed by PTV.

#### Dynamic Assignment

A model was developed for this project using dynamic assignment. The reason for this is due to the objectives of the study. Developing a static model would not yield the desired outcome, as the traffic redistribution due to the implementation of the MOOR would not be accounted for. A further redistribution is possible to other road links should the demand at some junctions exceed the capacity.

---

<sup>1</sup> Project Appraisal Guidelines for National Roads Unit 16.1 - Expansion Factors for Short Period Traffic Counts, TII (October 2016)

<sup>2</sup> Project Appraisal Guidelines for National Roads Unit 5.3 - Travel Demand Projections, TII (May 2019)

<sup>3</sup> Trip Rate Information Computer System

Dynamic assignment uses an origin-destination (O-D) matrix to distribute traffic throughout the network. This means that vehicles can dynamically choose their route, to a certain destination in the network.

A good summary of the benefit of dynamic assignment for a study such as this is given in Vissim's documentation:

*"In the static assignment, the vehicles follow routes in the road network which you have manually defined. Therefore, the drivers in the simulation have no choice which path to follow from their start point to their destination. For a lot of traffic flow simulation applications this is an appropriate way of modelling.*

*When the simulated road network grows, there are usually several options for the drivers can choose to go from one point in the road network to another. The simulated traffic must be realistically distributed among these alternatives. Using the traffic assignment, a given traffic demand is distributed among the various paths in the road network. Traffic assignment is one of the basic tasks in the transport planning process. It is essentially a path selection model of transport users, for example drivers of motorized and non-motorized vehicles.*

*For such a model, first a set of possible paths is determined. These alternatives must be assessed appropriately. A representation follows on how the drivers decide on the basis of this assessment. This path selection decision model is a special case of the general problem of decision based on discrete alternatives (discrete choice). A lot of theory behind traffic assignment models originates from the discrete decision theory. The most common assignment processes in transport planning belong to the class of static assignments. Static thereby means that neither the traffic demand, indicating how many trips should be made in the network, nor the road network changes. This does not correspond to reality. The traffic demand can vary significantly during the day. The road network can have time-dependent characteristics, such as when different signal programs run throughout the day at the signalized nodes and thus create time-dependent capacities for the individual flows. Dynamic assignment takes these temporal fluctuations into account.*

*The motivations to model the path selection in a Vissim simulation model:*

- *With the increasing size of the simulated road network, it will become more and more difficult to enter all paths from sources to destinations by hand, even if no alternative paths are considered.*
- *The path selection behaviour can itself be the subject of your investigation if the effects of measures are to be judged. This would also affect the path selection."*

### **Origin-Destination Matrix**

The O-D matrix was originally sourced from Kildare County Council's (KCC) existing 2016 macro model. However, the full study area comprised one zone within this model, with no zonal information available to the north. As the redistribution of northbound vehicles is an important outcome of this model, this lack of information required a different approach.

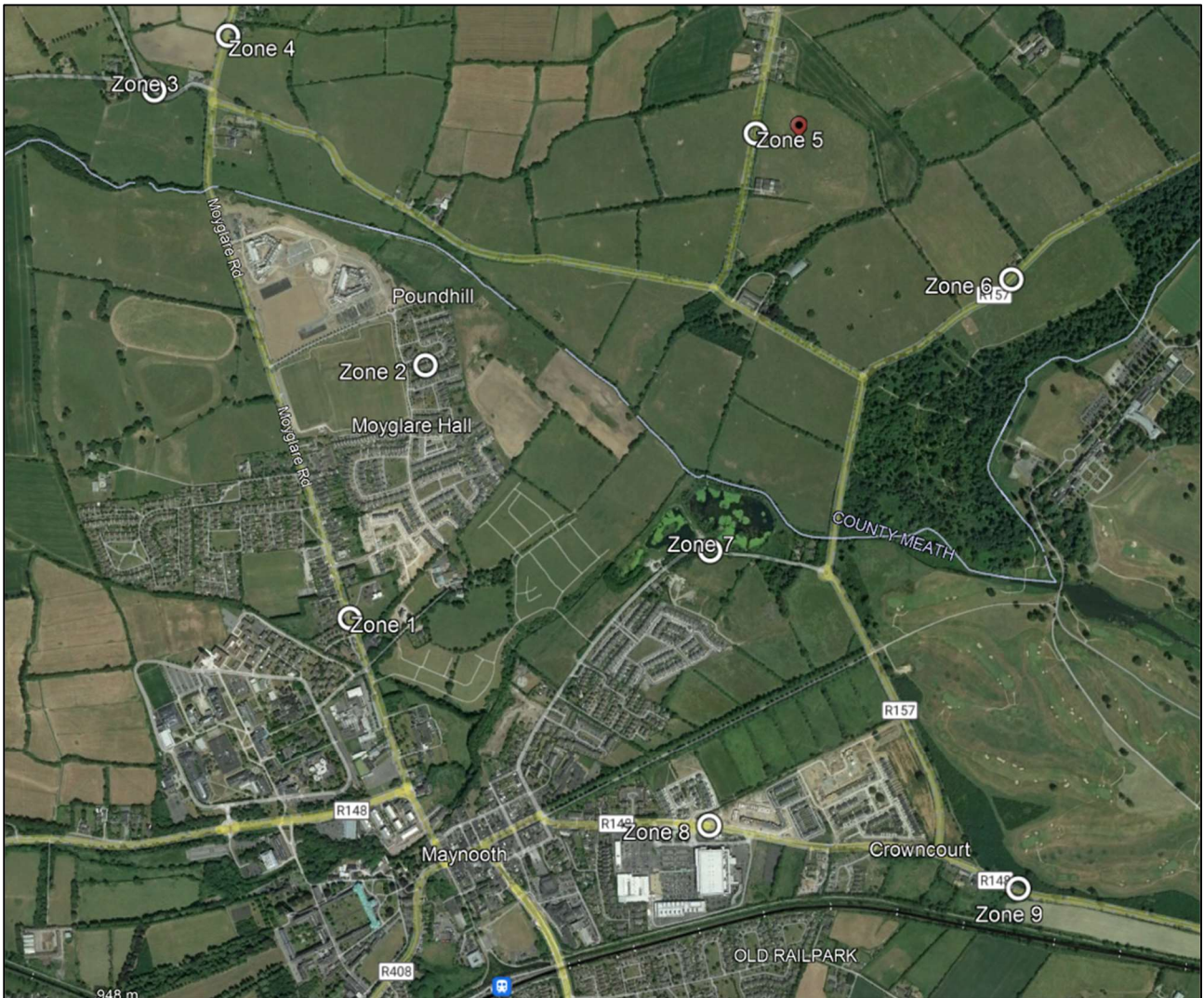
It was agreed with KCC & MCC that a different approach would be taken to obtain an O-D matrix. The approach which was agreed upon would be to use the junction surveys to develop an O-D matrix, with the assumption that all traffic travelling north on Moyglare Road and the L2214 would be destined for the R156. This would enable the model to determine a possible redistribution between these two roads, should the MOOR be constructed.

This approach led to the development of a 9x9 O-D matrix with the following zones:

- Zone 1: Moygaddy, south via Moyglare Road
- Zone 2: Moyglare Hall
- Zone 3: Moyglare Road West
- Zone 4: Moyglare Road North
- Zone 5: L2214/Kilcloon Road North
- Zone 6: R157 East
- Zone 7: Dunboyne Road

- Zone 8: Moygaddy, west via the R148
- Zone 9: R148 east

These zones are shown in the figure below:



*Figure 3: Model Zones*

## Road Network

The available capacity at certain junctions could potentially also lead to redistribution. Should capacity not be available along the L6219/L22143 or the MOOR, vehicles could reroute through Moygaddy itself. To determine this, the link between Zone 1 and Zone

8 was completed, providing an alternate route. However, in reality, the majority of road users will opt to use the MOOR as driving through town will increase the road user cost due to lower speeds, junctions, pedestrians, etc.

To simulate this increased cost, a reduced speed of 20km/h was added to the road section traversing the town. Combined with this, path pre-selection was also limited to rejecting any paths with a total cost higher than 50% as compared to the best path available.

## Calibration Criteria

To assess the accuracy of a model, calibration is necessary. Dynamic models utilise origin-destination matrices as inputs, which means that vehicles leave a certain area, and are destined for a different area. These vehicles are then free to choose their routing, usually based on travel time, congestion, etc.

Calibration assesses the volumes in the model and compares them to traffic counts to determine, within certain criteria, the accuracy. This is done per vehicle class used in the model. Changes to the routing of vehicles, the input matrix, or the network itself can then be made to improve accuracy.

For this process, a certain set of calibration criteria is used. Should these criteria be fulfilled, the model can be certified to be accurate and correct in terms of traffic volumes. The criteria assumed for calibration are taken from the U.K. Department for Transport, Transport Analysis Guidance (TAG) Unit M3 and are shown below.



Criteria and Measures	Acceptability Guidelines
Assigned Hourly flows compared with observed flows:	
Individual flows within 15% for flows 700 - 2 700 vph	> 85% of the cases
Individual flows within 100 vph for flows < 700 vph	> 85% of the cases
Individual flows within 400 vph for flow > 2 700 vph	> 85% of the cases
GEH statistic:	
Individual flows: GEH < 5	> 85% of the cases

*Table 3: TAG Unit M3.1 Criteria (<https://www.gov.uk/transport-analysis-guidance-tag>)*

The following section details the peak hour calibration results for each scenario, defined for the two vehicle classes used in the models, light vehicles, and heavy vehicles. A summary of the results is shown in the table below.

Summary of TAG Calibration Statistics – Light Vehicles		
Description	AM Model	PM Model
Individual flows within 15% for flows 700-2,700 vph	98.9%	96.8%
Individual flows within 100 vph for flows < 700 vph	No observations above 700 Vehicles	No observations above 700 Vehicles
Individual flows within 400 vph for flows > 2700 vph	No observations above 2 700 Vehicles	No observations above 2 700 Vehicles
Individual flows: GEH < 5	98.3%	98.3%

*Table 4: TAG Calibration Results - Light Vehicles*

Summary of WebTAG Calibration Statistics – Heavy Vehicles		
Description	AM Model	PM Model
Individual flows within 15% for flows 700-2,700 vph	100.0%	100.0%
Individual flows within 100 vph for flows < 700 vph	No observations above 700 Vehicles	No observations above 700 Vehicles
Individual flows within 400 vph for flows > 2700 vph	No observations above 2 700 Vehicles	No observations above 2 700 Vehicles
Individual flows: GEH < 5	100.0%	100.0%

*Table 5: TAG Calibration Results - Heavy Vehicles*

As can be seen from the above tables, all models are well within the calibration criteria. This confirms that no modelling errors are present.

**Extent of the Model**

The extent of the modelled area can be seen in Figure 4. The rationale for extending the model north towards the R156 is related to the redistribution assessment and explained in further detail in the assessment chapter of this report.



*Figure 4: Extent of the Model*

## SCENARIOS

To assess the actual impact of the operational development on the local road network, three different scenarios have been analysed as follows:

- Base Year (2019) – The current performance of the local road network;
- Year of Opening (2025) – The performance of the local road network during the Year of Opening;

- Year of Opening + 5 (2030) – The performance of the local road network during the Year of Opening with a 5-year horizon;
- Design Year (2040) – The performance of the local road network during the Design Year.

The future year assessments considered the following scenarios:

- Do Nothing: - This assessment allows for only normal background traffic growth, with no other developments in the area, aside from the Maynooth Community College on the corner of Moyglare Road and the L6219.
- Do Something: - This assessment allows for everything considered in the Do Nothing scenario, with the addition of the trips generated by the development. Additional to this, two other approved developments earmarked for implementation during the Year of Opening are also included. These are:
  - Moygaddy Castle SHD, which is a 360 no. unit residential development with creche on the western side of the development area;
  - A Primary Care Centre (PCC) and Nursing Home Unit to the west of R157, and south-east of the residential development;

For the Year of Opening + 5, a further two developments are included. These are:

- Residential phase 1B, which entails a total of 140 units located north of the R6219. This development is linked to the capped population allocations for the lands between 2022 and 2028. It is envisioned that the balance of residential lands will be brought on stream between 2028 and 2034 subject to additional population figures being allocated to the lands in the 2028 Meath Development Plan;
- Tourism and sports fields located north of the R6219, and east of the L2214, excluding the planned hotel development.
- As part of the Year of Opening + 5, the full MOOR is also in operation. The reasoning for this is that the MOOR is slated to be constructed prior to any additional residential developments, on top of what is described above, within the masterplan area. It is anticipated that additional residential units will be

constructed just after 2030, which means that the MOOR should be operational by this analysis year.

- Do Maximum: - This assessment allows for everything considered in the Do Something scenario, with the addition of trips generated by future developments which form part of the masterplan, that are planned to be implemented by the design year. These include:
  - Six office buildings (approximately 33,300 sqm) on the eastern side of the development area;
  - A hospital located west of the R157, and south of the R6219;
  - The addition of a hotel to the tourism area located north of the R6219, and east of the L2214;
  - A medical research campus located west of the planned primary care centre, and will utilise the same access onto the road network;
  - Residential Phase 2 which includes a total of 296 residential units;
  - Residential Phase 3 which includes a total of 222 residential units.

As per the masterplan framework, there is a portion of land on the northern side of the MOOR, zoned for strategic employment. However, it is unrealistic to assume that these lands will be developed within the design year period. This will lead to an oversupply of employment opportunities without the associated demand being present.

As the masterplan development accounts for the majority of development in the area, no natural background traffic growth was applied to this Do Maximum scenario. Rather this scenario includes the full buildout of the masterplan, except for the previously mentioned strategic employment zones. Only natural background traffic growth is not included. The rationale behind this is that these developments will account for future traffic growth in the area. Applying background traffic growth in addition to the trips generated by these would lead to a significant overestimation of traffic in the area and indicate unrealistic capacity problems.

The addition of the background traffic growth to possible future developments outside of the design year has the potential to cause a large overestimation of vehicles from

the development and will result in double, or even triple counts of some vehicles. In addition, the potential impact of the reduction of trips due to work-from-home changes as a result of the covid19 pandemic has not been allowed. Furthermore, the developments assessed in this scenario include several trip generators (residential) and trip attractors (commercial). There will be a large element of internal and diverted trips within the development lands, which have not been accounted for in this assessment and no account has been taken of the modal shift that may arise from enhanced pedestrian & cycle connectivity. Given these facts, it is considered that the calculated traffic volumes used are conservative and wholly appropriate.

Should further trips be included, above what is already being considered, it will lead to an unrealistic view of future traffic. This in turn will lead to a requirement for unnecessarily extensive infrastructure, which will promote private car use and be to the detriment of the sustainable transport goals set out in the Development Plan.

In summary, the full scenario roadmap, which will be used as part of the assessment, is shown in Table 6:

Number	Peak	Year	Scenario
1	AM Peak	2019	Do Nothing
2		2025	Do Nothing
3		2025	Do Something
4		2030	Do Nothing
5		2030	Do Something
6		2040	Do Nothing
7		2040	Do Something
8		2040	Do Maximum
9	PM Peak	2019	Do Nothing
10		2025	Do Nothing
11		2025	Do Something
12		2030	Do Nothing
13		2030	Do Something
14		2040	Do Nothing

Number	Peak	Year	Scenario
15		2040	Do Something
16		2040	Do Maximum

*Table 6: Scenario Roadmap*

## TRAFFIC GROWTH

To accurately assess the impact of the proposed development in the future, the base traffic flows for the local network in 2019 have been expanded to the Year of Opening, Year of Opening + 5, and the Design Year using the medium-range TII growth factors detailed in Table 7:

Year	Growth Rates	
	Light Vehicles	Heavy Vehicles
2019 - 2025	10.84%	24.00%
2019 - 2030	20.76%	48.34%
2019 - 2040	29.49%	78.36%

*Table 7: Background Traffic Growth Factors*

The growth factors are based on table 6.2 in the *Project Appraisal Guidelines for National Roads Unit 5.3 – Travel Demand Projections* document. The medium-range rates that were used for the calculation of the above growth rates are shown in the table below:

Region	Central Growth Rates					
	2016-2030		2030-2040		2040-2050	
	LV	HV	LV	HV	LV	HV
Meath	1.0173	1.0365	1.007	1.0186	1.0059	1.0207

*Table 8: Rates used for Growth Calculation (TII, May 2019)*

The application of the above growth factors should be further considered in the context of the Covid 19 pandemic and potential modal shift, which is expected to have a lasting

impact on traffic growth potential and travel patterns over the coming years. Specifically, growth factors are generally developed using projections for economic growth. The global pandemic has had a significant impact in this regard which means such projections are now unlikely to be realised, meaning traffic growth is expected to be similarly over-estimated.

Furthermore, restrictions imposed because of the pandemic response have resulted in a significant portion of the population being forced to work from home. This has highlighted the viability of this approach in industries where it was previously thought to be incompatible. The knock-on effect is expected to be that a percentage of workers continue to be based at home on a part- or full-time basis even after the pandemic restrictions are lifted. This in turn will have a knock-on effect on commuter and peak traffic levels. The National Transport Authority (NTA) has acknowledged this likelihood in a recently circulated note titled "Alternative Future Scenario for Travel Demand" dated November 2020 where it defines the Covid 19 pandemic as a "shock wave" that "can lead to an acceleration in the natural rate of change in society". The note concludes that the total number of daily trips could be up to 8% lower than previous projections.

Thus, considering the above, the applied growth factors are very conservative.

Additional to the normal traffic growth, the following have been considered for future Do Nothing scenarios and included as part of the background traffic:

- The trips generated by the Manyooth Community College, east of Moyglare Road and south of the L6219. This development was not yet operational during the survey period. For these volumes, the approved planning trip generation rates have been used and included, as per KCC's Online Planning Enquiry System;
- Other large developments in the area have also been investigated and considered where applicable.



## 4 THE RECEIVING ENVIRONMENT

The receiving environment is rural in nature. The existing primary artery through the study area is the R157, which is a southwest to northeast road connecting Maynooth to Dunboyne. The R157 acts as an important regional distributor road, connecting the M7, M4 and N3 national corridors. Branching off from this road is the L6219 which is a county road, and traverses the Moygaddy areas west to east, changing to the L22143 after the junction with the L2214. The study area is bisected by the existing north-south L2214, which intersects with the L6219. This road is known as the Kilcloon Road. It follows a north-south direction before travelling eastwards to connect to the R156, which link Killucan and Dunboyne.

Outside of the study area, development generated traffic is expected to dissipate north towards the N3, east towards Dunboyne via the R157 and south towards Maynooth. The development will consist of trip attractors (offices), while other planned developments in the nearby area, and are described further in chapter 5, act as trip generators and attractors (residential, nursing home and primary care centre) and so it is expected that development trips will have a low impact on the operation of the wider network, with many internal trips between generators and attractors. While there is substantial variation in the type of traffic travelling on the links locally, during the peak travel hours, they would primarily be expected to carry commuter traffic.

As noted earlier, base traffic levels have been surveyed on the local network in 2019. By combining these base flows with the traffic generation estimates for the proposed development, the following peaks were identified:

- A.M. Peak Hour: 08:00 – 09:00;
- P.M. Peak Hour: 17:00 – 18:00.

The proposed development will impact several existing County roads. Details of these roads are shown in the table below:

No	Street Name	Description	Design		Average Road Width (m)	Traffic Classification
1	Moynlare Road	This north-south road connects the western side of Maynooth in the south, to the R156 in the north	<b>Environment:</b>	Rural to urban	6.00	Rural Link Road
			<b>Layout:</b>	Two-lane undivided road west of the development		
			<b>Verge:</b>	Rural shoulders in the vicinity of the site		
			<b>NMT:</b>	No specific provision		
			<b>Illumination:</b>	None in the vicinity of the site		
2	L6219/L22143	This is a connecting road between Moynlare Road in the west and the R157 in the east	<b>Environment:</b>	Rural fringe	5.80	Rural Local Road
			<b>Layout:</b>	Two-lane undivided road central in the development		
			<b>Verge:</b>	Rural shoulders		
			<b>NMT:</b>	No specific provision		
			<b>Illumination:</b>	None in the vicinity of the site		
3	L2214 Kilcloon Road	This is a small connecting road, parallel to Moynlare Road. This road connects	<b>Environment:</b>	Rural to rural fringe	5.00	Rural Local Road
			<b>Layout:</b>	Two-lane undivided road north of the development		

No	Street Name	Description	Design		Average Road Width (m)	Traffic Classification
		L6219 in the south to the R156, passing by Kilcloon	<b>Verge:</b>	Narrow rural shoulders in the vicinity of the site		
			<b>NMT:</b>	No specific provision		
			<b>Illumination:</b>	None in the vicinity of the site		
4	R157	Road which links Maynooth in the south-west and Dunboyne in the north-east.	<b>Environment:</b>	Rural to urban	7.00	Rural Distributor Road
			<b>Layout:</b>	Two-lane undivided road east of the development		
			<b>Verge:</b>	Rural shoulders in the vicinity of the site		
			<b>NMT:</b>	Walkways from Maynooth up to River Rye Water. No provision in the vicinity of the site		
			<b>Illumination:</b>	None in the vicinity of the site		

*Table 9: Base Year Road Network*

## 5 CHARACTERISTICS OF THE DEVELOPMENT

### DEVELOPMENT & SITE OVERVIEW

The overall gross site area is **c.6.94-hectares within the red line** and is zoned by Meath County Council for ***Enterprise and Employment*** in the Meath County Development Plan 2021 - 2027. The site area comprises of c.3.79-hectares with c.1.69-hectares of open space.

The site is currently greenfield and used for agricultural purposes and can be accessed from the R157, Maynooth to Dunboyne Road, which aligns with the south-eastern boundary of the subject site. There is a localised high-point near the centre of the site, with levels gently graded from here towards both the R157 at the south-eastern boundary and the Moygaddy Stream at the north-western boundary.

In the master plan for this area, the proposed commercial development at Moygaddy consists of 9 office blocks of flexible office space that will combine to form an innovation campus aimed at companies in the Life Science, Medical, Biotech, Agritech and Information Technology sectors and related technologies. However, for this application only 3 of these office blocks are applied for; with access provided from the R157, which aligns the south-eastern boundary of the proposed site. The proposed works also include the upgrading of a section of the R157 from the access to the medical development, up to the north-eastern boundary of the site. This will include the upgrading of the junction between the R157 and the L22143. Additional to this, will be the creation of new internal access roads and car parking.

The upgrade of the proposed section of the R157 will take cognisance of the existing approved Part VIII design by Meath County Council Reference P8/10011, and the strategic plan for the Maynooth Outer Relief Road (MOOR).

A separate application will be made to Kildare County Council for the upgrade of the R157 south of the Kildare Bridge. This overlap of applications will ensure unimpeded access to the proposed development lands for all modes of transport including vehicular

and dedicated pedestrian and cyclists' facilities. A separate application will be made to Meath County Council for the full extent of the MOOR.

The internal road layout and carpark access route will consist of a 6.0m wide carriageway that allows for access to perpendicular parking in line with section 4.4.9 of DMURS.

The proposed site layout is shown in Figure 5 below.



*Figure 5: Proposed Development Layout*

Two additional planning applications are scheduled to be lodged with Meath County Council, which comprise other sections of the full development. These are:

- Moygaddy Castle SHD, which is a 360 no. unit residential development with a creche on the western side of the development area;
- A Primary Care Centre (PCC) and Nursing Home Unit to the west of R157, and south-west of the commercial development;

Since these applications are earmarked for development at a similar timeframe as the commercial development discussed in this study, **the traffic impact of all three developments will be considered in combination.**

## TRIP GENERATION

### Office Development

The traffic generation potential of the proposed development has been estimated using the Trics software modelling database. This database contains records of surveys carried out at a range of development types across the UK and Ireland. It records a variety of details including the number and type of vehicles entering and exiting the site as well as several other site-specific factors.

When developing traffic generation estimates for any development, several surveys are selected from the database based on a range of factors including development type, size, location, public transport etc. The results are then used to establish trip rates for the development in question which is ultimately used to derive estimates for traffic generation.

The trip generation estimates for the proposed development are shown in Table 10 while the Trics output files relative to this assessment can be found in *Appendix C* of this report. This development is categorised as a Business Park as it is expected that the collection of office buildings will host separate organisations. The criteria used for the trip generation is parking spaces.

Time Range	Business Park – 3 Buildings		
	323	Parking spaces	Total
	Arrivals	Departures	
07:00-08:00	62	7	69
08:00-09:00	<b>119</b>	<b>14</b>	<b>132</b>
09:00-10:00	49	14	63
10:00-11:00	18	13	30
11:00-12:00	16	16	32
12:00-13:00	22	30	52
13:00-14:00	27	24	50
14:00-15:00	17	20	37
15:00-16:00	12	35	47
16:00-17:00	11	58	69
17:00-18:00	<b>8</b>	<b>89</b>	<b>97</b>
18:00-19:00	5	46	50
<b>Daily Trips:</b>	<b>364</b>	<b>365</b>	<b>729</b>

*Table 10: Estimated Future Trips Generated by the Development*

Based on Table 10, the proposed office development is expected to generate approximately **729 additional trips per day**. Of these, approximately **119 arrivals** and **14 departures** are expected during the A.M. peak (08:00 – 09:00) while approximately **8 arrivals** and **89 departures** are expected in the P.M peak hour (17:00 – 18:00).

The above traffic has been assigned to the local road network based on an overall consideration of its existing layout combined with surveyed traffic patterns in the study area. The trips were redistributed automatically by Vissim.

## Opening Year Developments

The trip generation for the other developments in the vicinity, anticipated to be operational by the Opening Year, as discussed in Chapter •, are shown in the tables below:



Time Range	Primary Care Centre			Nursing Home Unit			Medical Development
	30.49	per 100m <sup>2</sup>	Total	156	beds	Total	Total
	Arrivals	Departures		Arrivals	Departures		
07:00-08:00	2	4	6	28	7	35	41
08:00-09:00	<b>8</b>	<b>0</b>	<b>8</b>	<b>12</b>	<b>13</b>	<b>25</b>	<b>33</b>
09:00-10:00	16	8	24	27	11	38	62
10:00-11:00	8	14	22	32	15	47	69
11:00-12:00	8	14	22	23	25	48	70
12:00-13:00	11	4	15	18	27	45	60
13:00-14:00	8	10	18	35	30	65	83
14:00-15:00	16	17	33	31	47	78	111
15:00-16:00	11	10	21	31	31	62	83
16:00-17:00	2	7	9	15	32	47	56
17:00-18:00	<b>10</b>	<b>7</b>	<b>17</b>	<b>13</b>	<b>21</b>	<b>34</b>	<b>51</b>
18:00-19:00	7	10	17	12	15	27	44
19:00-20:00	2	4	6	5	10	15	21
20:00-21:00	0	0	0	10	9	19	19
<b>Daily Trips:</b>	<b>109</b>	<b>109</b>	<b>218</b>	<b>292</b>	<b>293</b>	<b>585</b>	<b>803</b>

*Table 11: Estimated Future Trips Generated by the Medical Development*

Time Range	Apartments			Houses			SHD Development
	166	units	Total	194	units	Total	Total
	Arrivals	Departures		Arrivals	Departures		
07:00-08:00	13	45	58	7	37	44	102
08:00-09:00	<b>15</b>	<b>33</b>	<b>48</b>	<b>17</b>	<b>53</b>	<b>71</b>	<b>119</b>
09:00-10:00	16	16	32	28	29	57	89
10:00-11:00	12	14	26	17	24	41	67
11:00-12:00	10	10	20	21	19	40	60
12:00-13:00	14	15	30	24	15	39	69
13:00-14:00	15	13	28	22	21	43	71
14:00-15:00	13	13	26	17	31	49	75
15:00-16:00	16	13	29	37	20	56	85
16:00-17:00	19	16	35	33	20	53	88
17:00-18:00	<b>33</b>	<b>10</b>	<b>42</b>	<b>41</b>	<b>14</b>	<b>55</b>	<b>97</b>
18:00-19:00	21	16	37	33	23	56	93
19:00-20:00	13	45	58	12	10	22	80
20:00-21:00	15	33	48	6	4	10	58
<b>Daily Trips:</b>	<b>198</b>	<b>214</b>	<b>412</b>	<b>316</b>	<b>320</b>	<b>636</b>	<b>1048</b>

*Table 12: Estimated Future Trips Generated by the SHD Development*



## Opening Year + 5 and Design Year Developments

The trip generation for the other developments in the vicinity, anticipated to be operational by either the Design Year only, or both the Opening Year + 5 and Design Year, as discussed in Chapter •, are shown in the tables overleaf:

Time Range	Residential Phase 1B <sup>1</sup>		
	140	units	Total
	Arrivals	Departures	
07:00-08:00	10	36	46
08:00-09:00	<b>13</b>	<b>30</b>	<b>42</b>
09:00-10:00	15	15	30
10:00-11:00	11	13	24
11:00-12:00	10	9	19
12:00-13:00	13	13	26
13:00-14:00	13	12	25
14:00-15:00	11	13	24
15:00-16:00	16	12	28
16:00-17:00	18	13	31
17:00-18:00	<b>28</b>	<b>9</b>	<b>37</b>
18:00-19:00	19	14	33
19:00-20:00	2	1	3
<b>Daily Trips:</b>	<b>179</b>	<b>190</b>	<b>369</b>

<sup>1</sup>Included in both Opening Year + 5 and Design Year Scenarios

Table 13: Estimated Future Trips Generated by Residential Phase 1B

Time Range	Residential Phase 2		
	275	units	Total
	Arrivals	Departures	
07:00-08:00	22	75	97
08:00-09:00	<b>26</b>	<b>54</b>	<b>79</b>
09:00-10:00	26	27	53
10:00-11:00	20	23	43
11:00-12:00	17	17	34
12:00-13:00	24	26	50
13:00-14:00	25	22	46
14:00-15:00	22	21	43
15:00-16:00	26	22	48
16:00-17:00	32	26	58
17:00-18:00	54	17	70
18:00-19:00	34	26	61
19:00-20:00	<b>22</b>	<b>75</b>	<b>97</b>
<b>Daily Trips:</b>	<b>328</b>	<b>354</b>	<b>682</b>

*Table 14: Estimated Future Trips Generated by Residential Phase 2*

Time Range	Residential Phase 3		
	222	units	Total
	Arrivals	Departures	
07:00-08:00	18	60	78
08:00-09:00	<b>21</b>	<b>44</b>	<b>64</b>
09:00-10:00	21	22	43
10:00-11:00	16	19	35
11:00-12:00	14	13	27
12:00-13:00	19	21	40
13:00-14:00	20	18	38
14:00-15:00	18	17	34
15:00-16:00	21	18	39
16:00-17:00	26	21	47
17:00-18:00	<b>44</b>	<b>13</b>	<b>57</b>
18:00-19:00	28	21	49
19:00-20:00	18	60	78
<b>Daily Trips:</b>	<b>265</b>	<b>286</b>	<b>551</b>

*Table 15: Estimated Future Trips Generated by Residential Phase 3*

Time Range	Hospital		
	270	Per 100 m <sup>2</sup>	Total
	Arrivals	Departures	
07:00-08:00	211	41	252
08:00-09:00	<b>254</b>	<b>87</b>	<b>341</b>
09:00-10:00	231	108	339
10:00-11:00	173	163	336
11:00-12:00	158	175	333
12:00-13:00	121	131	252
13:00-14:00	148	145	293
14:00-15:00	134	150	285
15:00-16:00	123	167	289
16:00-17:00	<b>106</b>	<b>205</b>	<b>312</b>
17:00-18:00	108	200	308
18:00-19:00	79	158	237
19:00-20:00	61	109	170
20:00-21:00	29	102	131
21:00-22:00	5	29	34
<b>Daily Trips:</b>	<b>1941</b>	<b>1969</b>	<b>3911</b>

*Table 16: Estimated Future Trips Generated by the Hospital*

Time Range	Medical Research Facility (Business Park)		
	215	Parking spaces	Total
	Arrivals	Departures	
07:00-08:00	154	18	171
08:00-09:00	<b>294</b>	<b>34</b>	<b>327</b>
09:00-10:00	121	34	155
10:00-11:00	44	31	75
11:00-12:00	38	40	78
12:00-13:00	54	75	129
13:00-14:00	66	58	125
14:00-15:00	42	50	93
15:00-16:00	30	86	115
16:00-17:00	27	144	171
17:00-18:00	<b>20</b>	<b>221</b>	<b>241</b>
18:00-19:00	11	114	125
<b>Daily Trips:</b>	<b>901</b>	<b>905</b>	<b>1806</b>

*Table 17: Estimated Future Trips Generated by the Medical Research Facility*

Time Range	Business Park – 6 Buildings		
	477	Parking spaces	Total
	Arrivals	Departures	
07:00-08:00	92	10	102
08:00-09:00	<b>175</b>	<b>20</b>	<b>195</b>
09:00-10:00	72	21	93
10:00-11:00	26	19	45
11:00-12:00	23	24	47
12:00-13:00	32	45	77
13:00-14:00	40	35	74
14:00-15:00	25	30	55
15:00-16:00	18	51	69
16:00-17:00	16	86	102
17:00-18:00	<b>12</b>	<b>132</b>	<b>144</b>
18:00-19:00	7	68	74
<b>Daily Trips:</b>	<b>537</b>	<b>539</b>	<b>1077</b>

*Table 18: Estimated Future Trips Generated by the Office Development – 6 Buildings*

Hotel and Tourism Development											
Time Range	Leisure Centre <sup>1</sup>		Theatre <sup>1</sup>		Art Galleries <sup>1</sup>		Hotel		Total		
	25	per 100 sqm	250	seats	10	per 100 sqm	118	Beds	Arrivals	Departures	Total
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures			
06:00-07:00	5	0	0	0	0	0	0	0	5	0	5
07:00-08:00	14	4	0	0	0	0	12	17	26	21	46
08:00-09:00	23	15	8	3	0	0	18	21	48	38	87
09:00-10:00	<b>25</b>	<b>17</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>21</b>	<b>25</b>	<b>48</b>	<b>48</b>	<b>96</b>
10:00-11:00	18	19	0	0	1	1	18	26	37	46	83
11:00-12:00	20	20	0	0	0	1	18	22	38	43	81
12:00-13:00	25	22	0	0	2	0	23	21	51	43	94
13:00-14:00	21	27	0	0	1	2	18	20	40	50	90
14:00-15:00	22	20	15	8	3	2	21	22	61	52	114
15:00-16:00	31	25	5	3	4	2	20	19	60	48	108
16:00-17:00	35	32	23	20	1	5	25	22	84	79	163
17:00-18:00	40	43	0	3	0	1	33	23	73	69	143
18:00-19:00	38	40	33	7	0	0	22	17	93	63	157
19:00-20:00	<b>39</b>	<b>36</b>	<b>82</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>15</b>	<b>137</b>	<b>62</b>	<b>199</b>
20:00-21:00	24	27	5	3	0	0	12	12	41	42	83
21:00-22:00	5	32	0	38	0	0	13	18	17	88	106
22:00-23:00	2	3	0	5	0	0	12	16	13	24	37
23:00-24:00	0	0	0	0	0	0	3	0	3	0	3
Daily Trips:	<b>386</b>	<b>383</b>	<b>170</b>	<b>104</b>	<b>15</b>	<b>16</b>	<b>305</b>	<b>316</b>	<b>875</b>	<b>818</b>	<b>1693</b>

<sup>1</sup>Included in both Opening Year + 5 and Design Year Scenarios

*Table 19: Estimated Future Trips Generated by the Hotel and Tourism Development*

## TRIP DISTRIBUTION

Trip distribution was done through an origin-destination assessment, using the junction surveys. A percentage arrival/departure split was calculated according to the peak hour. These percentages are shown in the table below:

Origin/Destination	AM		PM		AADT	
	Arr	Dep	Arr	Dep	Arr	Dep
Moyglare Road (S)	8%	18%	14%	9%	12%	13%
Moyglare Road (N)	8%	2%	3%	8%	6%	5%
Moyglare Road (W)	11%	3%	3%	9%	6%	6%
Mariavilla	10%	3%	3%	6%	6%	5%
L2214	6%	3%	3%	6%	6%	5%
R157 (N)	15%	28%	24%	13%	18%	18%
Dunboyne Road	12%	7%	5%	11%	1%	8%
R148 (W)	15%	16%	23%	18%	23%	19%
R148 (E)	16%	20%	23%	20%	22%	21%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

*Table 20: Trip Distribution Percentages*

The origin and destination values for the additional zones included in the various models to represent the developments, as discussed in the *Trip Generation* section of this document, were distributed according to the above table. The percentage of arrivals and departures of this development are shown in the figures overleaf. In reality, the model uses the percentages as the origin-destination values. The distribution along the roads are estimated, with the model assigning these trips automatically.



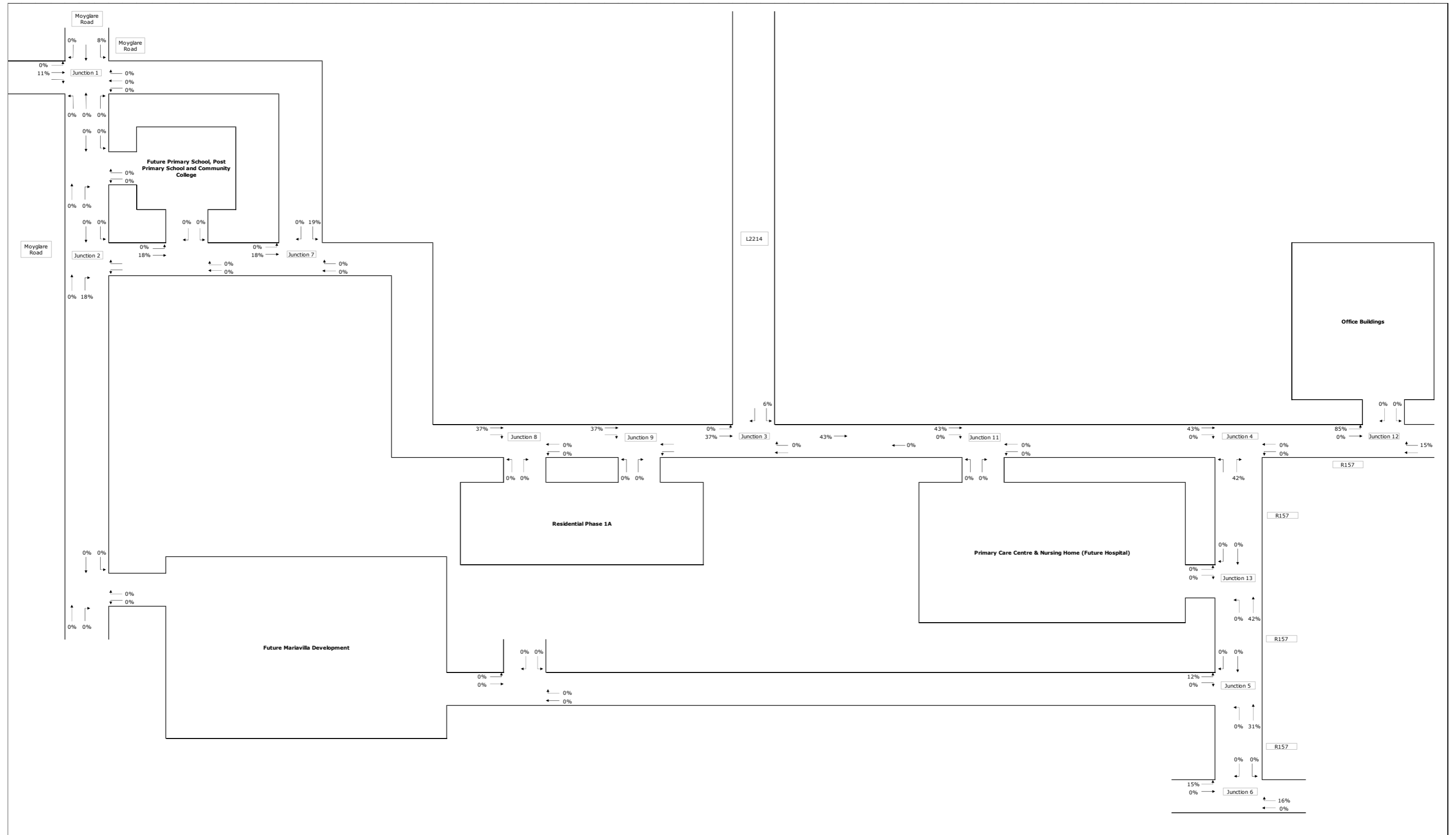


Figure 6: Development Trip Arrival Distribution - AM Peak

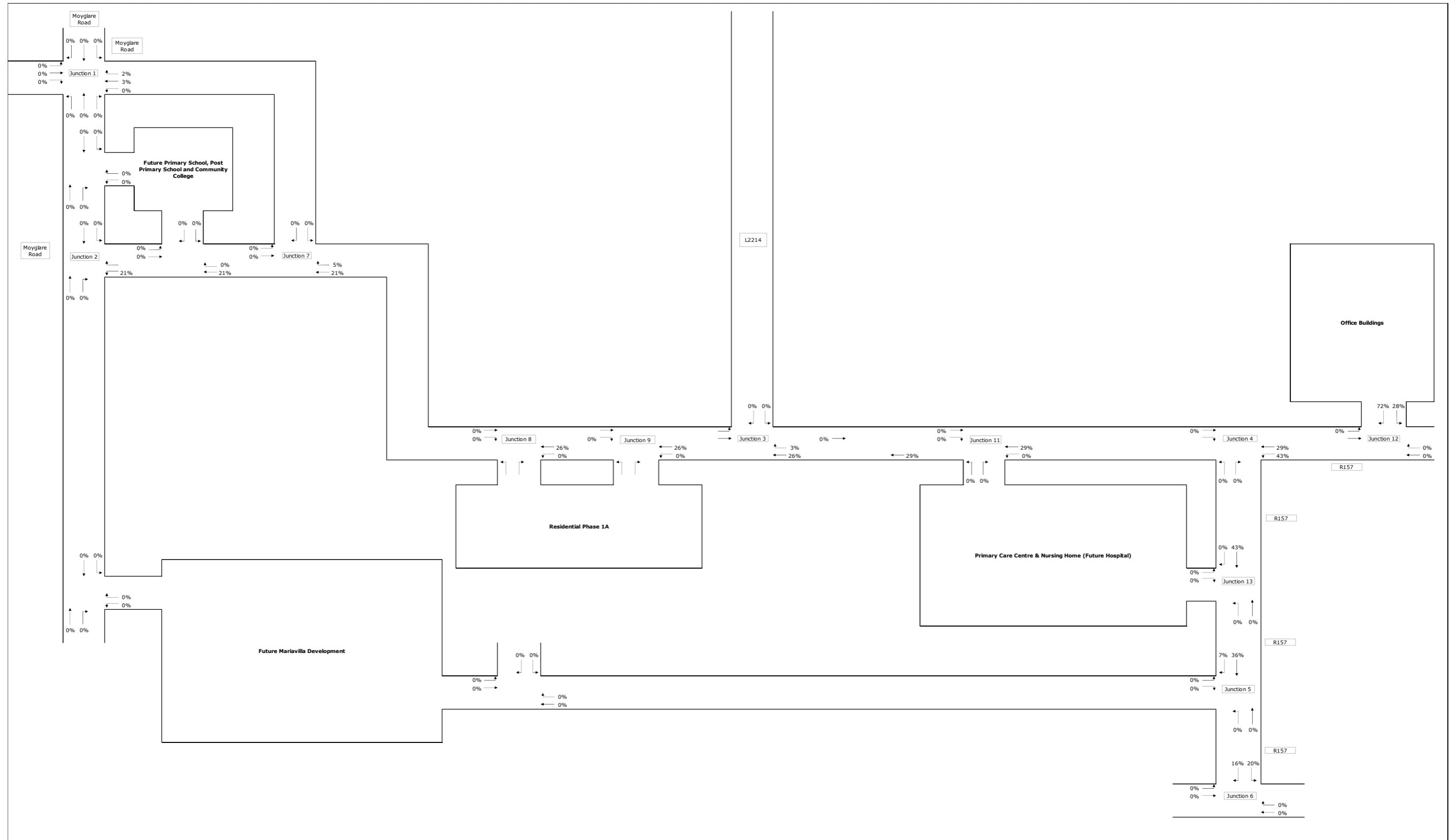


Figure 7: Development Trip Destination Distribution – AM Peak

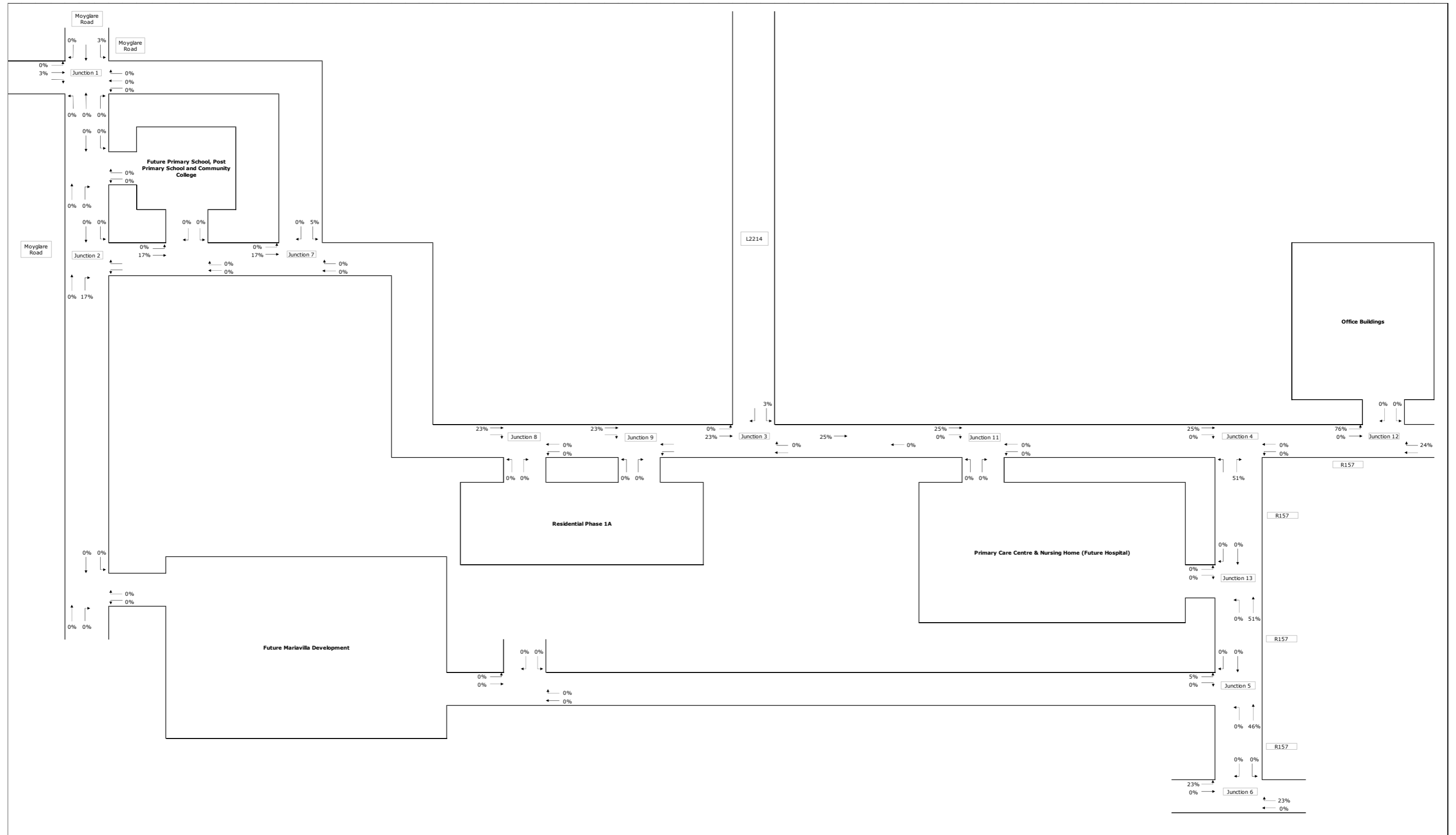


Figure 8: Development Trip Arrival Distribution – PM Peak

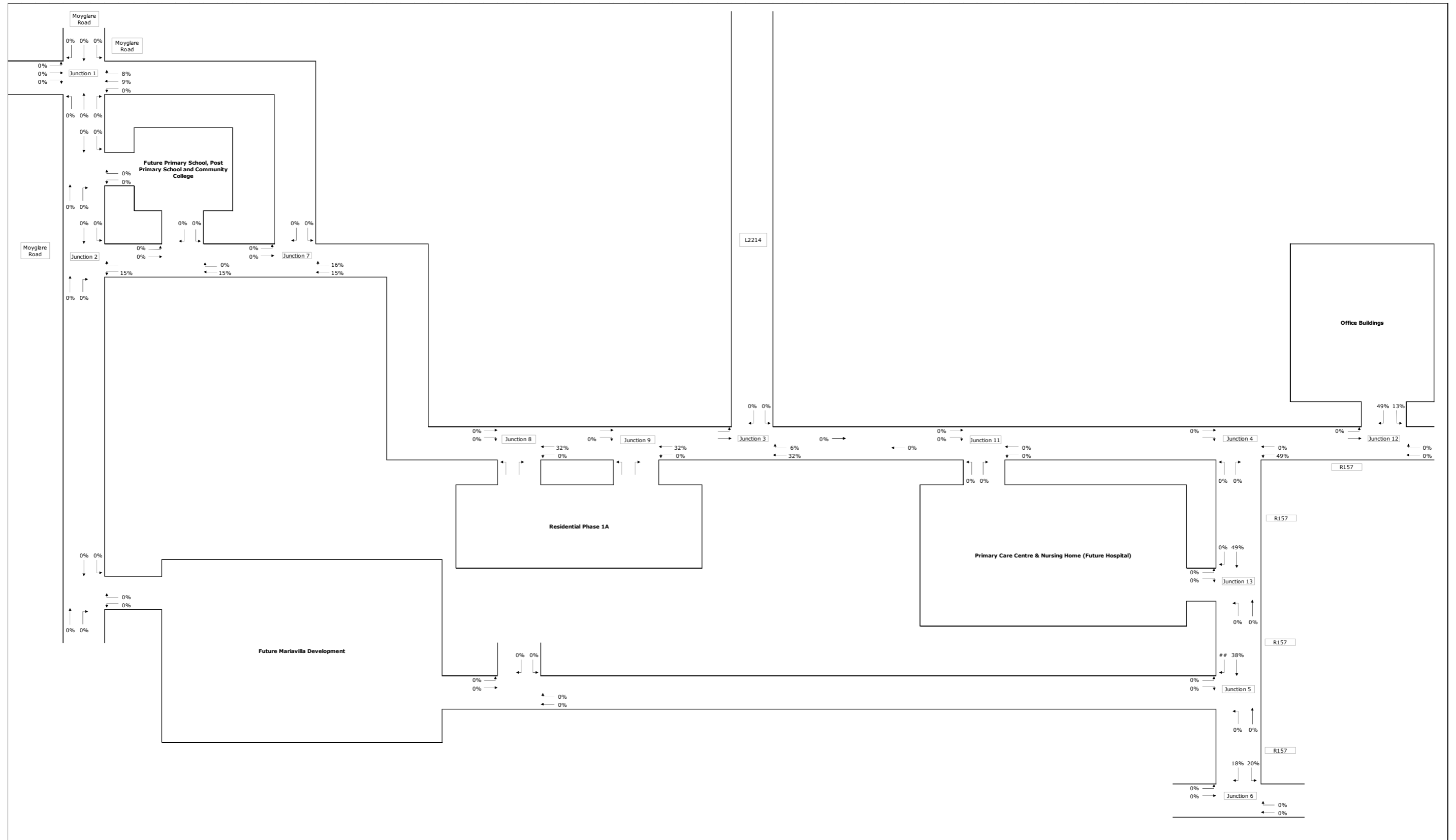


Figure 9: Development Trip Destination Distribution – PM Peak

## 6 CAR PARKING STRATEGY

In developing the car parking provision, consideration has been given to a wide variety of factors including the applicable standards, realistic demand, and measures that can be put in place to manage and control parking at the commercial site. Each of these factors is discussed in further detail as follows:

### CAR PARKING STANDARDS

As stated in Chapter 1, the development is primarily located within the jurisdiction of MCC, however, the Maynooth Environs Local Area Plan contains an objective to liaise with KCC in the identification, design, reservation and delivery of the section of the Maynooth Outer Relief Road located within the administrative area of MCC. However, as this application is located solely within the MCC jurisdiction, this report will only reference the parking standards of the MCC Development Plan.

The latest *Meath County Development Plan 2021 – 2027* plan was adopted on 22 September 2021 and came into effect on 3 November 2021.

The *Meath County Development Plan 2021 – 2027*, Section 9 – Parking Standards, Table 11.2, notes that the County requires 1 car parking space per 25 sqm gross floor area, and where the floor area exceeds 1,500 sqm gross floor area, 1 space per 50 sqm gross floor area is required. It is also noted the standards taken from the development plan are set as “maxima” per land use and that the above car parking standards shall be applied at the discretion of Meath County Council. Given the proposed development will entail several different office blocks all with varying requirements for car parking, there is a potential for dual usage of car parking spaces across the site. This will ensure that the proposed development does not result in an over-provision of underutilised car parking that may result in a car park-dominated development.

The following requirements in terms of car parking were calculated according to the Development Plan:

Land-Use	Unit		Requirement
Offices	20,633	sqm	413

*Table 21: Car Parking Requirements*

## CAR PARKING PROVISION

The development will provide for a total of 323 no. car parking spaces that result in a provision of 1 car parking space per 63.9m<sup>2</sup>.

The above provision is a slight reduction on the maxima standards set out within the Meath County Development Plan, but it is submitted that this is an appropriate car parking strategy, which can be motivated by the following:

- The quantum of provided parking will ensure that there is no over provision of car parking on-site and that it is not dominated by car parking throughout;
- The potential dual usage of car parking between the various office blocks could lead to a reduced requirement;
- The inclusion of a Mobility Management Plan will promote more sustainable travel options for the development, such as the Smarter Travel Workplace programme;
- The full Moygaddy masterplan development has a mixed-use design, incorporating several trip generators and attractors, which results in several internal trips not accounted for in this assessment, reducing the need for parking;
- Consideration is given to the highly accessible nature of the site and the future provision of cycle & walking infrastructure that will be provided as part of this application and other phases of the Moygaddy masterplan

A total of 12 no. of the provided parking will have EV charging capabilities.

## **BICYCLE PARKING**

In the interest of sustainable transport, extensive, high-quality cycle parking is proposed at the development. The Meath County Development Plan specifies that for Offices, the provided cycle parking should equal 10% of employee numbers subject to a minimum of 10 bicycle places or one bike space for every car space, whichever is greatest. It is anticipated that the latter will result in the greater number of spaces, as such this was chosen as the accepted standard. Given this, the development provides for a total of 320 no. cycle spaces. The current quantum of cycle parking satisfies the requirements of the Local Development Plan.

## 7 POTENTIAL IMPACT OF DEVELOPMENT CONSTRUCTION

Topsoil and subsoil/stones will be excavated to accommodate roads, footpaths, services, and construction. It is noted that for all areas of new construction (excluding green areas such as public open spaces and gardens) that the existing topsoil needs to be removed. As is good sustainable practice the topsoil excavated on the site will all be utilised on the site and added to the existing topsoil in areas such as gardens and open spaces. This will improve the depth of the growing medium in these areas and remove any requirement to transport topsoil from the site. The geotechnical investigations of the site suggest that there is generally 100mm of topsoil in the area for construction with some areas of 200mm of topsoil uncovered in the study area. As a conservative estimate of this, OCSC has assumed that the average depth of topsoil to be excavated is 150mm. This equates to a volume of topsoil to be excavated of approximately 7,500 m<sup>3</sup>. This volume of soil can be easily accommodated in the areas of gardens and open spaces (excluding areas close to the river and stream), therefore there will not be a requirement to remove topsoil from the site. Based on a 3d ground model of the existing site the expected volume of materials has been calculated. Given that the entire site is approximately 6.94 hectares, the following calculations have been made (see Table 2 over):

- Cut & Fill is taken from Site Strip Level to Formation Level. Topsoil is excluded from the calculation.
- 150mm Topsoil Backfill Depth
- 450mm Road Build Ups
- 200mm Footpath Build Up
- 450mm Building Pad Build Ups
- An allowance has been made for some soil not being acceptable for reuse on the site.



Item	Cut Volume (m <sup>3</sup> )		Fill Volume (m <sup>3</sup> )
Fill 1.6m – 2m	-	-	10
Fill 1.2m – 1.6m	-	-	200
Fill 0.8m – 1.2m	-	-	1 600
Fill 0.4m – 0.8m	-	-	6 800
Fill 0m – 0.4m	-	-	17 700
Cut 0m – 0.4m	11 000	-	-
Cut 0.4m – 0.8m	2 600	-	-
Cut 0.8m – 1.2m	450	-	-
Cut 1.2m – 1.6m	50	-	-
Cut 1.6m – 2m	-	-	-
Total Cut	Cut	Reuse	Cut
	14 100 m <sup>3</sup>	10 600 m <sup>3</sup>	14 100 m <sup>3</sup>
Total Fill	Fill	Reuse	Fill
	26 310 m <sup>3</sup>	10 600 m <sup>3</sup>	26 310 m <sup>3</sup>
<b>Total Haulage</b>	<b>c. 44 200 Tonnes</b>		

*Table 22: Development Cut & Fill Calculations*

The cited figures in the table above are overall cumulative cut and fill volumes and relate to all proposed works at the site. It should be noted that these numbers are approximated and will be subject to change depending on construction methodologies and ambient weather conditions at the time of the works. It was assumed that the density of excavated material is approximately 2.3 tons/m<sup>3</sup>.

Based on this, and from the experience of similar construction projects, it is considered that there will be a maximum of twelve HGVs serving the site during any given daytime hour. This is based upon the knowledge that it takes on average 10 minutes to load a lorry with spoil but could be as short as 5 minutes. As such, the two-way HGV traffic is unlikely to be higher than 24 vehicles per hour at any point of the day. Based on an 8-hour day and a 22 working day month, 24 vehicles per hour equates to 4,224 vehicles per month.

It is worth noting however that the 44 200 tonnes of combined recycling & disposal equate to just over 2 210 truckloads based on 20 tonnes per load. It should be further noted that two developments are earmarked for construction during a similar timeframe as this development, within the same area. It could be possible that excess cut volumes from these sites can be used for the shortfall of fill volume for this site, reducing the amount of material that needs to be imported.

Measures will be put in place to minimise the amount of construction traffic generated by the development. These measures will include the reuse of materials within the site for landscape purposes, or within adjacent sites for fill, to limit the amount of spoilage.

It will be an objective of this development to reuse as much material as possible and minimise the amount of material to be transported off-site. Furthermore, the possibility will be investigated of using excess cut material in other developments which form part of the wider masterplan, implemented within the same timeframe of this development. This will minimise the amount of material to be transported off-site, which will reduce the environmental impacts and cost to the development.

The contractor will maximise the use of precast materials or prefabricated materials wherever possible and economically viable. Adequate storage space will be provided on site for the storage of materials and a site strategy will be put in place to manage the timing of deliveries to the site. Trips by construction workers will be limited by the provision of car-sharing and Travel to Work Scheme benefits. Construction workers will be encouraged to use public transport to the maximum possible extent. Adequate storage space will be provided on site for the storage of materials and a site strategy will be put in place to manage the timing of deliveries to the site.

It is not anticipated that the amount of construction traffic will exceed the amount of operational traffic.

# 8 POTENTIAL IMPACT OF DEVELOPMENT OPERATION

## TRAFFIC REDISTRIBUTION

To assess the potential redistribution of traffic due to the implementation of the development, the dynamically assigned Vissim model was consulted. It should be noted that route choice was limited to reject paths with a total cost higher than 50% as compared to the best path, as road users will in general avoid long detours. Two potential redistribution implications are relevant to this area.

### Redistribution to Kilcloon Road (L2214)

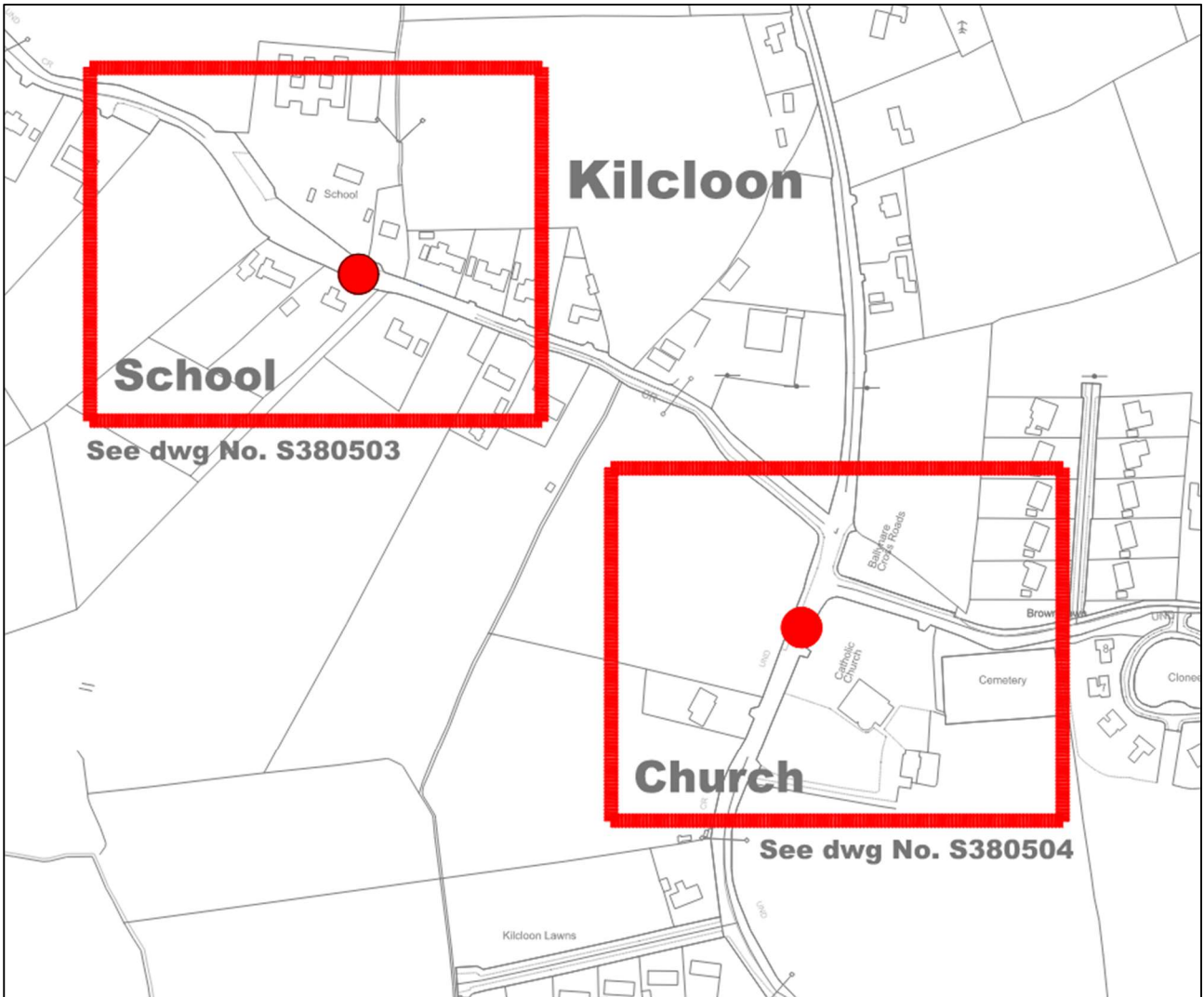
The first potential redistribution entails vehicles north- and southbound on Moyglare Road and Kilcloon Road (L2214), to and from the R156 in the north. With the inclusion of the MOOR, the Kilcloon residents have historically raised a concern that the route along Kilcloon is an easier access route than along Moyglare Road, towards the R156 in the north, which could lead to redistribution and an increase in traffic through the village of Kilcloon.

To assess this potential redistribution, an assumption was made that all surveyed vehicles travelling north and south, north of the junctions between Moyglare Road and the L6219, and between the L6219 and L2214, travel to and from the R156. Although this is unlikely, it does represent a worst-case scenario and is a very conservative and robust assumption.

For Vissim to accurately determine this redistribution, Moyglare Road and the L2214 were extended up to the R156, with all associated speed changes along the way. This is important as the average speed will affect route choice.

It should be noted that through discussions with Meath County Council, it was identified that they are planning on implementing various traffic calming measures at Kilcloon to

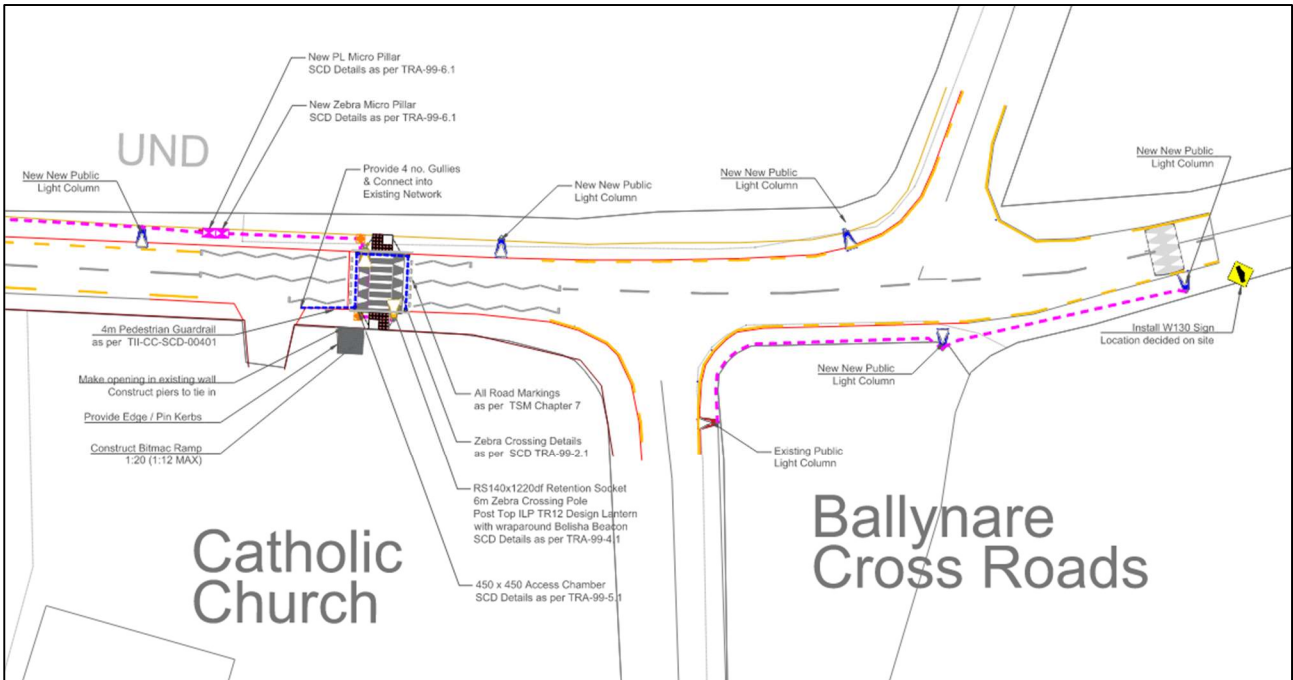
deter traffic from using this road. The Kilcloon Traffic Calming Scheme proposes traffic calming at two locations, shown in the figure below, extracted from drawing number TRA-04-012-04-99-DG3802 of the Kilcloon Traffic Calming Scheme:



*Figure 10: Proposed Site Location of Kilcloon Traffic Calming Scheme*

Of particular importance to this assessment is the traffic calming proposed at the Catholic Church. The extent of proposed works at this location is shown in the figure overleaf, extracted from drawing number TRA-04-012-04-99-DG3804 of the Kilcloon Traffic Calming Scheme. Whilst these traffic calming works are not part of this SHD

application, due consideration has been given to the impact of the works proposed by MCC.



*Figure 11: Extent of Traffic Calming Proposed at Kilcloon Catholic Church*

Through discussions with MCC, it has been determined that these works are currently being tendered for, with tenders due from contractors on 11 August 2022. It is anticipated by MCC that all works will be completed by the end of November 2022, subject to receipt of a compliant tender.

In the interests of prudence, this traffic calming was not considered as part of the redistribution assessment so that a worst-case scenario could be assessed. The drawing pack for this scheme, as received from MCC, is included as *Appendix F* of this document.

The tables below show the vehicles travelling on these roads, as per the Vissim model, for all scenarios, and compare these volumes to the Do Nothing scenarios as a percentage increase/decrease:

Scenario	Year	Moyglare Road				L2214 – Kilcloon Road			
		North	%	South	%	North	%	South	%
Do Nothing	2019	50	-	131	-	54	-	116	-
	2023	64	-	174	-	59	-	145	-
	2028	70	-	186	-	59	-	155	-
	2038	67	-	188	-	75	-	162	-
Do Something	2023	59	-8%	166	-5%	69	17%	160	10%
	2028	72	3%	196	5%	72	22%	153	-1%
	2038	74	10%	204	9%	84	12%	178	10%
Do Max	2038	60	-10%	168	-11%	74	-1%	217	34%

*Table 23: R156 Potential Traffic Redistribution - AM Peak*

Scenario	Year	Moyglare Road				L2214 – Kilcloon Road			
		North	%	South	%	North	%	South	%
Do Nothing	2019	156	-	56	-	142	-	56	-
	2023	176	-	70	-	163	-	60	-
	2028	165	-	75	-	165	-	67	-
	2038	217	-	88	-	173	-	70	-
Do Something	2023	176	0%	74	6%	174	7%	66	10%
	2028	197	19%	77	3%	193	17%	76	13%
	2038	219	1%	87	-1%	198	14%	73	4%
Do Max	2038	215	-1%	75	-15%	182	5%	72	3%

*Table 24: R156 Potential Traffic Redistribution - PM Peak*

These results should be considered in the context of the link capacity. The table below indicates the available link capacity along Kilcloon Road, and the worst-case scenario volumes as per the scenarios shown in the table above.

Link	Width (m)	Link Capacity (veh/hr)	A.M. Peak (veh/hr)	RFC (%)	P.M. Peak (veh/hr)	RFC (%)
L2214 – Kilcloon Road – Do Nothing	5.00	1020	350	34%	158	15%
L2214 – Kilcloon Road – Do Maximum	5.00	1020	385	38%	160	16%

*Table 25: Worst-Case Scenario (2040) Kilcloon Link Volumes*

From the above tables, the following can be concluded:

- The volumes stay relatively consistent throughout the analysis years, as compared to the Do Nothing scenarios;
- An increase in the volumes of the Do Something and Do Maximum scenarios are to be expected as compared to the Do Nothing, as the development and masterplan trips are included;
- Compared to the Do Nothing scenarios within the same analysis years, the Do Something and Do Maximum scenarios have a negligible impact on Kilcloon Road;
- The table detailing link volumes shows that without specific development, just applying natural traffic growth as specific by TII will lead to a similar volume on this road as compared to the Do Maximum scenario;
- **The potential trip redistribution through Kilcloon due to the construction of the MOOR is negligible;**
- Furthermore, the expected impact will be further reduced with the inclusion of the Kilcloon Traffic Calming Scheme once it is implemented by MCC;

### **Redistribution to Maynooth**

The second potential redistribution entails vehicles travelling through Maynooth towards their destination. Since the traffic along the L6219/L22143 and the R157 will increase, specifically at the junction between these two roads, there is a possibility that vehicles will opt to travel through Maynooth should the distance or travel time between their origins and destinations be similar. To assess this, a link was included between Zone 1 and Zone 8, through Maynooth. To simulate the cost of travelling through town, the speed of this road section was reduced to 20km/h. This section starts just north of the Maynooth Boys' National School and ends just east of the Carton Retail Park access.

The tables below show the vehicles travelling on this road for all scenarios, and compare these volumes to the Do Nothing scenarios as a percentage increase/decrease. It should be noted that junction surveys were not conducted within the town. The traffic on this link was estimated from the junction surveys at Moyglare Road and Moyglare Hall

Estate, and the R157 and R148. Although this does not represent an accurate volume of vehicles through town, the redistribution through town should be evident.

Scenario	Year	Maynooth Town Road			
		Southeast	%	Northwest	%
Do Nothing	2019	16	-	31	-
	2023	192	-	26	-
	2028	227	-	27	-
	2038	255	-	43	-
Do Something	2023	47	-76%	13	-50%
	2028	86	-62%	9	-67%
	2038	164	-36%	36	-16%
Do Max	2038	330	29%	9	-79%

*Table 26: Maynooth Potential Traffic Redistribution - AM Peak*

During the morning peak period, a large volume of vehicles will redistribute through Maynooth in the future Do Nothing scenarios. This is due to the lack of capacity at the junction between the L22143 and the R157. It is evident that with the upgrade of this junction, as part of this development, the increased capacity will counteract this redistribution leading to much less traffic travelling through town. This emphasises the benefit of this development to the town of Maynooth in future.

Scenario	Year	Maynooth Town Road			
		Southeast	%	Northwest	%
Do Nothing	2019	1	-	14	-
	2023	10	-	35	-
	2028	9	-	69	-
	2038	22	-	79	-
Do Something	2023	14	40%	46	31%
	2028	11	22%	62	-10%
	2038	46	109%	67	-15%
Do Max	2038	32	45%	369	367%

*Table 27: Maynooth Potential Traffic Redistribution - PM Peak*



The results from the afternoon peak period differ slightly. The demand at the junction between the L22143 and the R157 is less during this peak as compared to the morning, which means sufficient capacity is available. When considering the Opening Year and Design Year scenarios, the situation is relatively similar with an increase in the southeast direction and a decrease in the northwest direction as compared to the Do Nothing scenarios. Even though the percentages seem significant, the actual difference isn't substantial for these scenarios.

### LINK CAPACITIES

For this study, and the context in which this area will transition from a more rural to a more urban setting due to the nature of the development, the links within the study area are assessed using an urban criterion.

TA 79/99 "Traffic Capacity of Urban Roads" from the DMRB provides information on the capacity of urban roads based on classification and width. Table 28 following shows the capacities of various road types based on this manual and using a 60:40 split in flow.

2 Way Single Carriageway – Busiest Direction of Flow (60/40 split)										
		Total Number of lanes								
		2				2-3	3	3-4	4	4+
Carriageway Width (m)		6.10	6.75	7.30	9.0	10.0		12.3	13.5	18.0
Road Type	UM	Not Applicable								
	UAP1	1020	1320	1590	1860	2010	2550	2800	3050	3300
	UAP2	1020	1260	1470	1550	1650	1700	1900	2100	2700
	UAP3	900	1110	1300	1530	1620	*	*	*	*
	UAP4	750	900	1140	1320	1410	*	*	*	*

*Table 28: Urban Road Capacities*

The local links have been classified based on the associated definitions in the DMRB. Using the previous table, link capacities have been calculated and current Ratio of Flow to Capacity (RFC) values have been assessed for the key links bordering the site. It should be noted that given the variation in width across the links in question, an average figure for each has been used which is rounded down to the nearest value shown in the above table, thus ensuring a conservative assessment of link capacity.

These values were extracted from the Vissim model. The base year values are calibrated according to the junction surveys, with all future year traffic free to redistribute throughout the network, as detailed previously in this chapter.

### Base Year (2019)

The Base Year RFC value for the links within the study area are shown in Table 29 below:

Link	Width (m)	Link Capacity (veh/hr)	A.M. Peak (veh/hr)	RFC (%)	P.M. Peak (veh/hr)	RFC (%)
Moyglare Road	6.00	1020	345	34%	339	33%
L6219/L22143	5.80	1020	429	42%	437	43%
L2214 – Kilcloon Road	5.00	1020	116	11%	142	14%
R157 – Dunboyne Road	7.00	1320	368	28%	587	45%

*Table 29: Base Year Link RFC Values for Local Network*

The link capacities during the base year are sufficient to accommodate the traffic with the highest ratio of flow to capacity occurring in the afternoon peak period on the L6219/L22143 and R157, with a value of 45%.

## Opening Year (2025)

The Opening Year Do Something scenario RFC value for the links within the study area are shown in Table 30 below:

Link	Width (m)	Link Capacity (veh/hr)	A.M. Peak (veh/hr)	RFC (%)	P.M. Peak (veh/hr)	RFC (%)
Moyglare Road	6.00	1260	884	70%	739	59%
L6219/L22143	7.00	1260	988	78%	804	64%
L2214 – Kilcloon Road	5.00	1020	229	22%	240	24%
R157 – Dunboyne Road	7.00	1320	892	68%	883	67%

*Table 30: Opening Year Do Something Link RFC Values for Local Network*

For the Opening Year, the L6219/L22143 will be upgraded in the vicinity of the development and widened to 7.00m. This will increase the capacity of both roads, which will accommodate the increased flow caused by the development. The highest ratio of flow to capacity will occur on the L6219/L22143 during the morning peak with a value of 78%.

## Opening Year + 5 (2030)

The Opening Year + 5 Do Something scenario RFC value for the links within the study area are shown in Table 31 below:

Link	Width (m)	Link Capacity (veh/hr)	A.M. Peak (veh/hr)	RFC (%)	P.M. Peak (veh/hr)	RFC (%)
Moyglare Road	6.00	1260	945	75%	820	65%
L6219/L22143	7.00	1260	347	28%	284	23%
L2214 – Kilcloon Road	5.00	1020	225	22%	269	26%
R157 – Dunboyne Road	7.00	1320	1000	76%	1018	77%

*Table 31: Opening Year + 5 Do Something Link RFC Values for Local Network*

For this scenario, the full MOOR will be in operation. Flow on the L6219/L22143 will be restricted by means of chicanes. Furthermore, the section of the L2214 which traverses the Masterplan site area only, will be converted into a north-to-south one-way street with the adjacent lane converted into a pedestrian and cycling facility. The highest ratio of flow to capacity will again be on the R157 during the afternoon peak with a value of 77%.

### Design Year (2040)

The Design Year Do Something scenario RFC value for the links within the study area are shown in Table 32 below:

Link	Width (m)	Link Capacity (veh/hr)	A.M. Peak (veh/hr)	RFC (%)	P.M. Peak (veh/hr)	RFC (%)
Moyglare Road	6.00	1260	1021	81%	887	70%
L6219/L22143	7.00	1260	281	22%	264	21%
L2214 – Kilcloon Road	5.00	1020	262	26%	271	27%
R157 – Dunboyne Road	7.00	1320	1060	80%	1008	76%

*Table 32: Design Year Do Something Link RFC Values for Local Network*

The road network will be identical to the Opening Year + 5 (2030) network. The highest ratio of flow to capacity will again be on Moyglare Road during the morning peak, with a value of 81%.

The links around the development will thus provide sufficient capacity for all scenarios.

## JUNCTION CAPACITIES

The junction analysis was carried out using Vissim micro-simulation software as described earlier in this report. The scenarios in the table below correspond to the scenarios discussed previously in this document.

### Analysis Criteria

The results of the intersection analysis will be based on a Level of Service (LOS) measurement, which uses measured delay experienced by a vehicle at the intersection and compares it to a scale of values defining the LOS. According to the National Roads Network Indicators 2019, published by TII, LOS is a quality measure describing operational conditions within a traffic stream and is a recognised international standard. The Level of Service (LOS) is based on the below, which has been taken from the Highway Capacity Manual (HCM) 2010. The type of intersection affects the allowable delay in each LOS bracket resulting in different values for a traffic signal and non-signalized intersection. An acceptable LOS is on an intersection where a LOS D and above (A, B and C) is achieved. An unacceptable LOS is represented by an E and an F.

LOS	Signalized Intersection	Unsignalized Intersection
A	≤10 sec	≤10 sec
B	10–20 sec	10–15 sec
C	20–35 sec	15–25 sec
D	35–55 sec	25–35 sec
E	55–80 sec	35–50 sec
F	>80 sec	>50 sec

*Table 33: Level of Service (Exhibit 18-4, HCM 2010)*

Saturation flow measurements are not a built-in feature of Vissim, because, unlike statistical models, micro-simulation models are not validated by degree of saturation, but rather by delays and queue lengths.

### Junction 1 - Moyglare Road/L6219

This junction is currently operating as a priority-controlled staggered four-leg junction with the north-south movement (Moyglare Road) as the major road. The worst-performing movement at each approach, for each scenario, is shown in the table below.

Peak	Scenario		Year	Moyglare (N)		L6219 (E)		Moyglare (S)		Moyglare (W)	
				LOS	Queue	LOS	Queue	LOS	Queue	LOS	Queue
AM	1	DN	2019	A	0.01	A	0.21	A	0.00	A	0.51
	2	DN	2025	A	0.00	B	1.59	A	0.83	A	1.27
	3	DS	2025	A	0.00	A	0.23	A	0.00	A	1.00
	4	DN	2030	A	0.00	B	2.13	A	1.36	A	1.46
	5	DS	2030	A	0.00	A	0.89	A	0.34	A	1.27
	6	DN	2040	A	0.01	B	3.38	A	0.93	A	1.39
	7	DS	2040	A	0.00	A	0.85	A	0.33	A	1.90
	8	DM	2040	A	0.00	A	0.92	A	0.75	A	1.58
Peak	Scenario		Year	Moyglare (N)		L6219 (E)		Moyglare (S)		Moyglare (W)	
				LOS	Queue	LOS	Queue	LOS	Queue	LOS	Queue
PM	9	DN	2019	A	0.02	A	1.13	A	0.00	A	0.25
	10	DN	2025	A	0.00	B	4.44	A	0.05	A	0.24
	11	DS	2025	A	0.00	A	0.56	A	0.00	A	0.29
	12	DN	2030	A	0.03	B	4.50	A	0.06	A	0.24
	13	DS	2030	A	0.01	A	1.04	A	0.08	A	0.46
	14	DN	2040	A	0.02	B	4.75	A	0.10	A	0.47
	15	DS	2040	A	0.10	A	1.60	A	0.01	A	0.41
	16	DM	2040	A	0.00	A	4.91	A	0.22	A	0.34

*Table 34: Junction 1 Analysis Results*

The following conclusions can be drawn from the scenarios:

- **Do Nothing:** This junction performs adequately for all the analysed scenarios for DN, with no significant delays.
- **Do Something:** This junction performs adequately for all the analysed scenarios for DS, with no significant delays.
- **Do Maximum:** This junction performs adequately for the analysed scenarios of DM, with no significant delays.

## Junction 2 - Moyglare Road/Mariavilla

This junction is currently operating as a priority-controlled T-junction with the north-south movement (Moyglare Road) as the major road. The worst-performing movement at each approach, for each scenario, is shown in the table below.

Peak	Scenario		Year	Moyglare (N)		Mariavilla (E)		Moyglare (S)	
				LOS	Queue	LOS	Queue	LOS	Queue
AM	1	DN	2019	A	0.00	A	0.17	A	0.02
	2	DN	2025	A	0.00	A	1.88	A	0.56
	3	DS	2025	A	0.00	B	1.71	A	0.91
	4	DN	2030	A	0.00	B	4.67	A	1.55
	5	DS	2030	A	0.00	C	9.57	A	0.46
	6	DN	2040	A	0.00	C	11.62	A	0.78
	7	DS	2040	A	0.00	B	4.01	A	0.73
	8	DM	2040	A	0.00	C	11.31	A	0.55
Peak	Scenario		Year	Moyglare (N)		Mariavilla (E)		Moyglare (S)	
				LOS	Queue	LOS	Queue	LOS	Queue
PM	9	DN	2019	A	0.00	A	0.11	A	0.10
	10	DN	2025	A	0.00	A	0.23	A	0.17
	11	DS	2025	A	0.00	A	0.32	A	0.08
	12	DN	2030	A	0.00	A	0.41	A	0.49
	13	DS	2030	A	0.00	A	0.73	A	0.26

	14	DN	2040	A	0.00	B	0.87	A	0.41
	15	DS	2040	A	0.00	B	1.88	A	0.23
	16	DM	2040	A	0.00	E	12.58	A	10.87

*Table 35: Junction 2 Analysis Results*

The following conclusions can be drawn from the scenarios:

- **Do Nothing:** This junction performs adequately for all the analysed scenarios for DN, with no significant delays.
- **Do Something:** This junction performs adequately for all the analysed scenarios for DS, with no significant delays.
- **Do Maximum:** There could be congestion at this junction during the afternoon peak on the eastern approach. This is mainly due to the majority of the masterplan trips being included in the analysis. However, as previously mentioned the traffic estimations for the masterplan is very conservative. It should be noted that this junction is earmarked to be upgraded as part of the extension of a section of the MOOR within County Kildare to the west, in future by Kildare County Council.

### **Junction 3 - L6219/L2214**

This junction is currently operating as a priority-controlled T-junction with the east-west movement (L6219/L22143) as the major road. The worst performing movement at each approach, for each scenario, is shown in the table overleaf.



Peak	Scenario		Year	L6219 (W)		L2214 (N)		L22143 (E)	
				LOS	Queue	LOS	Queue	LOS	Queue
AM	1	DN	2019	A	0.00	A	0.22	A	0.06
	2	DN	2025	A	0.00	A	0.29	A	0.29
	3	DS	2025	A	0.00	B	0.99	A	0.18
	4	DN	2030	A	0.00	A	0.66	A	0.20
	5	DS	2030	A	0.00	A	0.01	A	0.00
	6	DN	2040	A	0.00	A	0.73	A	0.03
	7	DS	2040	B	0.00	A	0.01	A	0.00
	8	DM	2040	A	0.00	A	0.01	A	0.00
Peak	Scenario		Year	L6219 (W)		L2214 (N)		L22143 (E)	
				LOS	Queue	LOS	Queue	LOS	Queue
PM	9	DN	2019	A	0.00	A	0.12	A	0.03
	10	DN	2025	A	0.00	A	0.11	A	0.10
	11	DS	2025	A	0.00	A	0.29	A	0.55
	12	DN	2030	A	0.00	A	0.09	A	0.26
	13	DS	2030	A	0.00	A	0.00	A	0.00
	14	DN	2040	A	0.00	A	0.21	A	0.18
	15	DS	2040	A	0.00	A	0.00	A	0.00
	16	DM	2040	A	0.00	A	0.00	A	0.00

*Table 36: Junction 3 Analysis Results - DN & DS*

- **Do Nothing:** This junction performs adequately for all the analysed scenarios for DN, with no significant delays.
- It should be noted that this junction will be modified for the Do Something scenarios in 2030 and 2040, as well as the Do Maximum scenario. Flows will be reduced on the L6219 by means of chicanes as this area will change from a rural to a more urban area post development, and the section of the L2214 which traverses the wider Masterplan site will be changed to a north-to-south one-way road with the adjacent lane converted to a pedestrian and cyclist facility.
- **Do Something:** This junction performs adequately for all the analysed scenarios for DS, with no significant delays.

- **Do Maximum:** This junction performs adequately for all the analysed scenarios for DM, with no significant delays.

### Junction 4 - R157/L22143

This junction is currently operating as a priority-controlled T-junction with the north-west movement (R157) as the major road. The worst-performing movement at each approach, for each scenario, is shown in the table below. **It should be noted that this junction is earmarked to be signalised as part of this development, as well as the full MOOR application.** This means that only the Do Nothing scenarios were analysed with the aforementioned geometry.

Peak	Scenario		Year	R157 (E)		R157 (S)		L22143 (W)	
				LOS	Queue	LOS	Queue	LOS	Queue
AM	1	DN	2019	B	6.60	A	0.54	A	0.00
	2	DN	2025	E	28.76	A	1.29	A	0.00
	4	DN	2030	E	32.68	A	2.27	A	0.00
	6	DN	2040	F	45.91	A	3.03	A	0.00
Peak	Scenario		Year	R157 (E)		R157 (S)		L22143 (W)	
				LOS	Queue	LOS	Queue	LOS	Queue
PM	9	DN	2019	B	0.80	A	1.41	A	0.00
	10	DN	2025	C	1.41	A	1.65	A	0.00
	12	DN	2030	C	2.73	A	3.26	A	0.00
	14	DN	2040	C	2.47	A	5.96	A	0.00

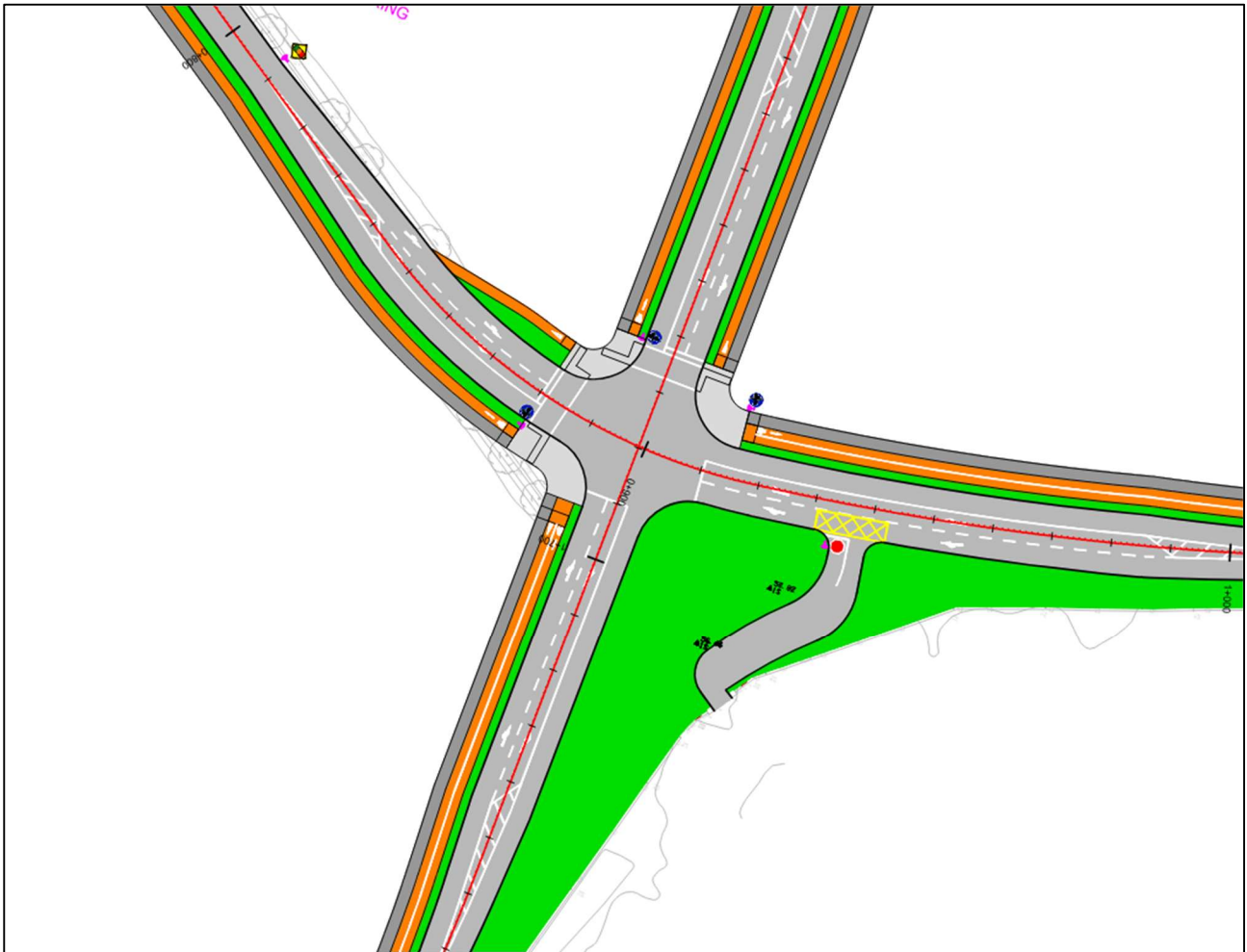
*Table 37: Junction 4 Analysis Results – DN*

As can be seen from the previous table, the junction performs within acceptable levels during the Base Year, with delays being experienced on the eastern approach for all future analysis years during the morning peak.

Peak	Scenario		Year	R157 (E)		R157 (S)		L22143 (W)	
				LOS	Queue	LOS	Queue	LOS	Queue
AM	3	DS	2025	B	3.22	C	12.60	C	15.55
Peak	Scenario		Year	R157 (E)		R157 (S)		L22143 (W)	
				LOS	Queue	LOS	Queue	LOS	Queue
PM	9	DS	2025	B	7.45	D	17.02	C	3.30

*Table 38: Junction 4 Analysis Results – DS*

For the Opening Year Do Something scenario, this junction will be upgraded to a four-leg signalised junction. However, it should be noted that the northern leg of this junction, which will be constructed as part of Phase 2 of the office development, will be constructed, but will not be operational until the full MOOR is constructed. In essence, this junction will operate as a three-leg junction for the Opening Year Do Something scenario. Upgrading this junction will improve the delays to within acceptable levels, with the addition of the Do Something traffic volumes. As can be seen, the delays are improved compared to the Do Nothing scenarios, which emphasise the benefit of the development to the local road network. The four-leg junction layout is shown in the figure following:



*Figure 12: Junction 4 Do Something Layout*

Peak	Scenario		Year	MOOR (N)		R157 (E)		R157 (S)		R22143 (W)	
				LOS	Queue	LOS	Queue	LOS	Queue	LOS	Queue
AM	5	DS	2030	C	21.88	D	18.31	D	32.80	D	3.85
	7	DS	2040	D	35.16	D	23.41	D	34.20	D	9.21
	8	DM	2040	D	17.76	D	16.37	C	23.15	D	8.14
Peak	Scenario		Year	MOOR (N)		R157 (E)		R157 (S)		R22143 (W)	
				LOS	Queue	LOS	Queue	LOS	Queue	LOS	Queue
PM	9	DS	2030	C	6.45	C	23.94	D	21.36	C	3.54
	13	DS	2040	B	7.36	C	35.05	D	19.02	C	2.92
	16	DM	2040	C	7.87	C	20.29	C	8.74	C	7.13

*Table 39: Junction 4 Analysis Results – DM*

For the Opening Year + 5 and Design Year scenarios, the northern leg of the junction will become operational.

**It is emphasised that the full buildout of this junction will only be required once the transport needs of the entire Masterplan area, and not this individual planning application, needs to be met. This document includes the analysis of this junction to ensure a complete and robust analysis.**

The demand at this junction will be fairly high, due to the trips generated by additional developments within the masterplan. In addition, the traffic estimation for the Do Maximum scenario is very conservative as described previously in this document. To achieve acceptable levels of service at the junction during this scenario, an additional left-turning lane might be required on the northern approach, as well as an east-to-south (R157 to MOOR) left-turning slip lane.

According to the layout of the current development proposals, there will be sufficient space available to implement these infrastructural upgrades, should they be required in the future. However, each masterplan development will be applied for separately, and these further upgrades will be identified as part of those future applications, if required.

## Junction 5 - R157/Dunboyne Road

This junction is currently operating as a three-leg roundabout. The worst-performing movement at each approach, for each scenario, is shown in the table below.

Peak	Scenario		Year	R157 (N)		R157 (S)		Dunboyne Road (W)	
				LOS	Queue	LOS	Queue	LOS	Queue
AM	1	DN	2019	A	0.44	A	0.20	A	0.82
	2	DN	2025	A	0.60	A	0.61	A	0.77
	3	DS	2025	A	1.73	A	0.73	A	0.77
	4	DN	2030	A	1.00	A	0.64	A	1.41
	5	DS	2030	A	3.19	A	1.42	A	3.55
	6	DN	2040	A	0.75	A	1.04	A	1.47
	7	DS	2040	A	5.39	A	1.52	A	2.74
	8	DM	2040	A	2.52	A	4.37	C	7.02
Peak	Scenario		Year	R157 (N)		R157 (S)		Dunboyne Road (W)	
				LOS	Queue	LOS	Queue	LOS	Queue
PM	9	DN	2019	A	0.37	A	0.58	A	0.25
	10	DN	2025	A	0.66	A	0.79	A	0.30
	11	DS	2025	A	0.65	A	1.45	A	0.41
	12	DN	2030	A	0.70	A	0.97	A	0.30
	13	DS	2030	A	5.57	A	2.95	A	0.56
	14	DN	2040	A	1.23	A	1.23	A	0.43
	15	DS	2040	A	4.02	A	3.36	A	0.58
	16	DM	2040	A	4.13	A	1.48	A	0.24

Table 40: Junction 5 Analysis Results

The following conclusions can be drawn from the scenarios:

- **Do Nothing:** This junction performs adequately for all the analysed scenarios for DN, with no significant delays.
- **Do Something:** This junction performs adequately for all the analysed scenarios for DS, with no significant delays.
- **Do Maximum:** This junction performs adequately for the analysed scenarios of DM, with no significant delays.

### **Junction 6 - R148/R157**

This junction is currently operating as a priority-controlled T-junction with the east-west movement (R148) as the major road. The worst performing movement at each approach, for each scenario, is shown in the table overleaf.

Peak	Scenario		Year	R157 (N)		R148 (E)		R148 (W)	
				LOS	Queue	LOS	Queue	LOS	Queue
AM	1	DN	2019	A	0.82	A	0.50	A	0.00
	2	DN	2025	B	3.32	A	1.56	A	0.00
	3	DS	2025	B	3.34	A	1.59	A	0.00
	4	DN	2030	B	2.78	A	2.66	A	0.00
	5	DS	2030	D	13.66	B	5.66	A	0.00
	6	DN	2040	C	3.45	A	3.58	A	0.00
	7	DS	2040	D	18.23	A	3.94	A	0.00
	8	DM	2040	D	10.76	C	16.15	A	0.00
Peak	Scenario		Year	R157 (N)		R148 (E)		R148 (W)	
				LOS	Queue	LOS	Queue	LOS	Queue
PM	9	DN	2019	B	2.00	A	2.34	A	0.00
	10	DN	2025	C	3.94	A	4.03	A	0.00
	11	DS	2025	C	3.37	A	6.28	A	0.00
	12	DN	2030	D	6.96	A	4.95	A	0.00
	13	DS	2030	F	26.92	C	24.05	A	0.00
	14	DN	2040	F	28.51	B	9.99	A	0.00
	15	DS	2040	F	113.13	C	42.20	A	0.00
	16	DM	2040	F	127.64	A	2.76	A	0.00

*Table 41: Junction 6 Analysis Results*

The following conclusions can be drawn from the scenarios:

- **Do Nothing:** This junction performs adequately for all morning peak scenarios of the DN. During the afternoon peak, delays occur on the northern approach in 2030 and 2040.
- **Do Something:** The junction performs adequately during the morning peak period for all analysis years aside from the Design Year, during which some congestion is experienced on the northern approach. During the afternoon peak, congestion could be present on the northern approach for most of the analysed scenarios.
- **Do Maximum:** Delays will be present on the northern approach during the morning peak period.



It should be noted that this junction is earmarked for upgrading as part of Kildare County Council's proposal for the Maynooth Eastern Ring Road (MERR) scheme, which will increase the capacity. The junction is poised to be upgraded to a four-leg signalised junction.

This upgrade should address all the identified capacity problems.

### **Access Junction**

The access to the office development have been assessed to ensure correct operations. The location of this junction can be seen in the figure overleaf and is described under the heading Junction 12:



## Junction 12 – R157/Development Access

This junction will operate as a priority-controlled T-junction with the east-west movement (R157) as the major road. The worst performing movement at each approach, for each scenario, is shown in the table below.

Peak	Scenario		Year	Access (N)		R157 (E)		R157 (W)	
				LOS	Queue	LOS	Queue	LOS	Queue
AM	3	DS	2025	A	0.05	-	-	A	0.15
	5	DS	2030	B	0.03	-	-	A	0.00
	7	DS	2040	C	0.05	-	-	A	0.01
Peak	Scenario		Year	Access (N)		R157 (E)		R157 (W)	
				LOS	Queue	LOS	Queue	LOS	Queue
PM	9	DS	2025	A	0.31	-	-	A	0.00
	13	DS	2030	B	0.45	-	-	A	0.00
	15	DS	2040	B	0.29	-	-	A	0.00

*Table 42: Junction 12 Analysis Results*

The results from the above table indicate that the access to the development will function adequately for all analysed scenarios, without any significant delays.

## 9 REMEDIAL/MITIGATION MEASURES

The previous chapter details the link and junction analysis. From this, it is evident that all links will have sufficient capacity for each analysis period. In terms of junctions, no remedial measures are required during the Opening Year (2025), aside from the upgrading of junction 4 (R157/L22143) which is already discussed in this report.

There could potentially be some congestion present at Junctions 2 and 6 in future, however, these junctions are already earmarked to be upgraded as part of other road projects.

Junction 2 will be upgraded as part of the extension of a section of the MOOR within County Kildare to the west, in future by Kildare County Council.

Junction 6 will be upgraded as part of Kildare County Council's proposal for the Maynooth Eastern Ring Road (MERR) scheme, which will increase the capacity.

## 10 MOOR APPLICATION

This traffic impact assessment has been prepared as a worst-case analysis which envisages the delivery of sections of the MOOR on a phased basis. The applicant has submitted a separate planning application to deliver the MOOR in its entirety as a single phase. Under this scenario the traffic analysis would be further enhanced.

It should however be noted that with the phased road infrastructure proposed as part of this document, the network will provide sufficient capacity to accommodate the development trips.

## 11 MONITORING

While it has been demonstrated that the proposed development can be accommodated on the current road infrastructure with the proposed alterations, it is nevertheless recommended that the local area should be monitored in terms of transportation efficiencies in the future.

## 12 VERIFICATION

This report was compiled and verified by:

*Wian Marais BE (US), BE (Hons) (UP), Professional Engineer (ECSA)*

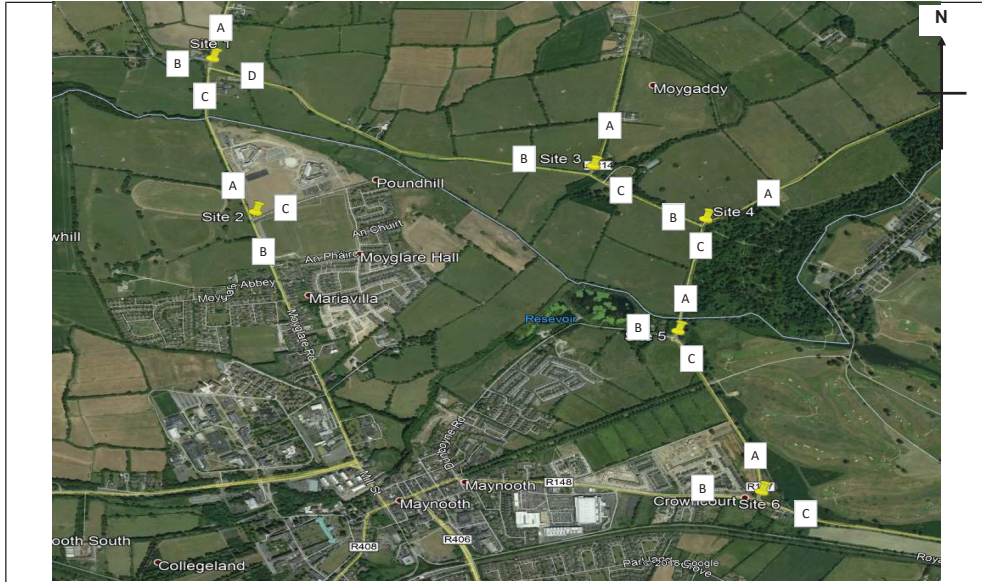
*Civil Engineer*

*O'Connor Sutton Cronin & Associates*



## Appendix A **TRAFFIC SURVEY DATA**





	<b>Sites / Location:</b>	1 to 6 / Moygaddy	<b>Project No.:</b>	10084	<b>Diagram No.:</b>	10084-01	<b>Drawn By:</b>	AC
	<b>Survey Date:</b>	Tuesday 28th May 2019	<b>Project Name:</b>	MOYGADDY				
	<b>Survey Times:</b>	07:00 to 19:00	<b>Diagram Title:</b>	General Location Plan				



Site No. 1  
Location Moyglare Road(N) / Moyglare Road(W) / Moyglare Road(S) / Moyglare Road(E)  
Date Tuesday 28 May 2019

Time	A to D - Moyglare Road(N) to Moyglare Road(E)							Veh. Total	A to C - Moyglare Road(N) to Moyglare Road(S)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	13	1	4	0	0	0	0	18	16	0	5	1	0	1	0	23
7:15	17	0	2	0	0	0	0	19	19	0	7	1	0	0	0	27
7:30	20	0	0	0	0	0	0	20	17	0	7	4	0	0	0	28
7:45	11	0	2	1	0	0	1	15	15	0	1	0	0	1	0	17
8:00	13	0	0	0	0	0	0	13	14	0	3	3	0	0	1	21
8:15	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>28</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>31</b>
8:30	<b>10</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>22</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>
8:45	<b>12</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>22</b>
9:00	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>16</b>
9:15	14	0	0	0	0	0	0	14	18	0	0	1	0	0	0	19
9:30	8	0	2	0	0	0	0	10	13	1	0	2	0	0	0	16
9:45	8	0	0	1	0	0	0	9	15	0	2	0	0	0	0	17
10:00	3	0	1	0	0	0	0	4	5	0	0	3	0	0	0	8
10:15	6	0	0	1	0	0	0	7	7	0	2	0	0	0	0	9
10:30	2	1	1	0	0	0	0	4	10	0	3	0	0	0	0	13
10:45	7	0	0	1	0	0	0	8	9	0	1	2	0	0	0	12
11:00	2	0	1	0	0	0	0	3	5	0	1	1	0	0	0	7
11:15	2	0	1	0	0	0	0	3	9	0	0	3	0	0	3	15
11:30	2	0	1	0	0	0	0	3	8	0	1	2	0	0	0	11
11:45	5	0	0	0	0	0	0	5	4	0	1	2	0	0	0	7
12:00	3	0	1	1	0	0	0	5	7	0	1	0	0	0	0	8
12:15	1	0	1	1	0	0	1	4	10	0	0	0	0	0	1	11
12:30	6	0	0	0	0	0	0	6	6	0	1	1	0	0	0	8
12:45	3	0	1	0	0	0	0	4	9	0	0	2	0	0	0	11
13:00	3	0	1	0	0	0	0	4	1	1	1	0	0	0	0	3
13:15	3	0	0	0	0	0	0	3	8	0	0	1	0	0	0	9
13:30	6	0	1	1	0	0	0	8	3	0	0	3	0	0	0	6
13:45	5	0	1	0	0	0	0	6	10	0	1	1	0	0	0	12
14:00	0	0	0	1	0	0	0	1	12	0	2	0	0	0	0	14
14:15	5	0	0	0	0	0	0	5	6	0	0	0	0	0	0	6
14:30	7	0	0	0	0	0	0	7	8	0	2	2	0	0	1	13
14:45	3	1	0	0	0	0	0	4	8	0	0	2	0	0	0	10
15:00	4	0	3	0	0	0	0	7	11	0	1	3	0	0	0	15
15:15	3	0	0	0	0	0	0	3	5	1	2	2	0	0	0	10
15:30	2	0	1	1	0	0	0	4	9	0	1	1	0	0	0	11
15:45	4	0	1	0	0	0	0	5	15	0	1	1	0	0	0	17
16:00	3	0	0	0	0	0	0	3	10	0	4	0	0	0	0	14
16:15	2	0	0	0	0	0	0	2	7	0	0	0	1	0	0	8
16:30	7	0	0	1	0	0	0	8	8	0	1	0	1	0	0	10
16:45	4	0	0	0	0	0	0	4	9	0	0	1	0	0	0	10
17:00	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
17:15	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
17:30	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
17:45	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
18:00	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	5
18:15	2	0	0	0	0	0	0	2	13	1	1	2	0	0	0	17
18:30	6	0	1	0	0	0	1	8	8	1	2	1	0	0	0	12
18:45	7	0	2	0	0	0	0	9	10	0	0	0	0	0	1	11
Total	294	3	33	11	0	0	3	344	492	6	71	55	3	2	9	638



10084 / Moygaddy  
May 2019  
Junction Turning Count

Site No. 1  
Location Moyglare Road(N) / Moyglare Road(W) / Moyglare Road(S) / Moyglare Road(E)  
Date Tuesday 28 May 2019

Time	A to B - Moyglare Road(N) to Moyglare Road(W)							Veh. Total	B to A - Moyglare Road(W) to Moyglare Road(N)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:15	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1
7:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:45	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	1
8:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
9:00	2	0	0	0	0	0	0	2	1	0	1	0	0	0	0	2
9:15	0	0	1	0	0	0	0	1	2	0	0	0	0	0	0	2
9:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
10:30	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
10:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
11:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
12:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
12:15	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	1
12:30	1	0	1	0	0	0	0	2	0	0	1	0	0	0	0	1
12:45	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
13:00	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	4
13:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
13:30	2	0	0	1	0	0	0	3	0	0	1	0	0	0	0	1
13:45	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1
14:00	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
15:30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
16:15	1	0	1	0	0	0	0	2	0	0	0	1	0	0	0	1
16:30	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1
16:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
17:00	1	0	0	0	0	0	0	1	1	0	1	0	0	0	0	2
17:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
17:30	1	0	1	0	0	0	0	2	1	0	0	0	0	0	0	1
17:45	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
18:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:15	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
18:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
18:45	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
25:75	31	0	10	2	0	0	0	43	34	0	10	4	0	0	1	49



10084 / Moygaddy  
May 2019  
Junction Turning Count

Site No. 1  
Location Moyglare Road(N) / Moyglare Road(W) / Moyglare Road(S) / Moyglare Road(E)  
Date Tuesday 28 May 2019

Time	B to D - Moyglare Road(W) to Moyglare Road(E)							Veh. Total	B to C - Moyglare Road(W) to Moyglare Road(S)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	44	0	7	2	0	0	0	53	3	0	2	0	0	0	0	5
7:15	56	0	14	0	0	0	0	70	4	0	4	0	0	0	0	8
7:30	63	0	12	1	0	0	0	76	5	0	1	2	0	0	0	8
7:45	51	1	7	1	0	0	0	60	9	0	2	0	0	0	0	11
8:00	54	0	7	1	0	0	0	62	7	0	1	0	0	0	0	8
8:15	65	0	3	2	0	0	0	70	7	0	1	1	0	0	0	9
8:30	27	0	2	0	0	0	0	29	12	0	0	0	0	0	0	12
8:45	30	0	2	2	0	1	0	35	7	0	2	0	0	0	0	9
9:00	30	1	2	2	0	0	0	35	6	0	0	1	0	0	0	7
9:15	18	0	5	0	0	0	0	23	6	0	1	1	0	0	1	9
9:30	16	0	0	1	0	0	0	17	2	0	1	1	0	0	0	4
9:45	9	0	1	1	0	0	0	11	1	0	1	0	0	0	0	2
10:00	7	0	4	0	0	0	0	11	2	0	0	0	0	0	0	2
10:15	4	0	2	1	0	0	0	7	8	0	1	0	0	0	0	9
10:30	5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4
10:45	6	0	1	1	0	0	0	8	1	1	1	1	0	0	0	4
11:00	9	0	3	0	0	0	0	12	4	0	0	1	0	0	0	5
11:15	9	0	3	0	0	0	1	13	1	0	0	1	0	0	1	3
11:30	4	0	0	1	0	0	0	5	2	0	0	0	0	0	0	2
11:45	6	1	2	0	0	0	0	9	2	0	0	0	0	0	0	2
12:00	9	0	1	0	0	0	0	10	0	0	0	0	0	0	0	0
12:15	6	0	1	0	0	0	0	7	2	0	0	0	0	0	0	2
12:30	9	0	2	0	0	0	1	12	1	0	2	1	0	0	0	4
12:45	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1
13:00	10	0	2	2	0	0	0	14	3	0	0	0	0	0	0	3
13:15	5	0	1	1	0	0	0	7	5	0	0	0	0	0	0	5
13:30	10	0	2	0	0	0	0	12	1	0	0	0	0	0	0	1
13:45	6	0	1	0	0	3	0	10	5	0	0	1	0	0	0	6
14:00	6	0	0	2	0	0	1	9	7	0	1	0	0	0	1	9
14:15	11	0	0	1	0	0	0	12	3	0	0	0	0	0	0	3
14:30	7	0	0	1	0	0	0	8	3	0	1	0	0	0	1	5
14:45	15	0	3	0	0	0	0	18	3	1	1	0	0	0	0	5
15:00	6	0	2	0	0	0	0	8	3	0	0	0	0	0	0	3
15:15	6	0	0	0	0	0	0	6	1	0	1	0	0	0	0	2
15:30	11	0	0	0	0	0	0	11	6	0	0	0	0	0	0	6
15:45	3	0	0	0	0	0	1	4	2	0	0	0	0	0	0	2
16:00	9	0	4	0	0	0	0	13	3	0	0	1	0	0	0	4
16:15	18	0	1	0	0	0	2	21	1	0	4	0	0	0	0	5
16:30	12	0	2	0	0	0	0	14	4	0	1	0	0	0	0	5
16:45	9	0	0	0	0	0	0	9	1	0	0	0	0	0	0	1
17:00	14	0	5	0	0	0	0	19	1	0	0	0	0	0	0	1
17:15	13	0	0	0	0	0	0	13	1	0	0	0	0	0	0	1
17:30	10	0	4	0	0	0	0	14	2	0	1	0	0	0	0	3
17:45	4	0	2	0	0	0	0	6	6	0	0	0	0	0	0	6
18:00	12	0	0	0	0	0	0	12	5	0	0	0	0	0	0	5
18:15	10	0	1	0	0	0	0	11	4	0	0	0	0	0	0	4
18:30	8	0	2	1	0	0	0	11	3	0	0	0	0	0	1	4
18:45	6	0	1	0	0	0	0	7	1	0	0	0	0	0	0	1
25:75	764	3	114	24	0	4	6	915	171	2	30	12	0	0	5	220



Site No. 1  
Location Moyglare Road(N) / Moyglare Road(W) / Moyglare Road(S) / Moyglare Road(E)  
Date Tuesday 28 May 2019

Time	C to B - Moyglare Road(S) to Moyglare Road(W)							Veh. Total	C to A - Moyglare Road(S) to Moyglare Road(N)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	1	0	0	0	0	0	0	1	3	0	1	0	0	0	0	4
7:15	1	0	1	0	0	0	0	2	7	0	1	1	0	0	0	9
7:30	2	0	1	1	0	0	0	4	1	0	2	1	0	0	0	4
7:45	0	0	0	0	0	0	0	0	6	0	2	6	1	0	0	15
8:00	2	0	0	0	0	0	0	2	3	0	2	1	0	0	0	6
<b>8:15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
<b>8:30</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>8:45</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
<b>9:00</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
9:15	6	0	0	1	0	0	0	7	7	1	0	2	0	0	0	10
9:30	4	0	1	1	0	0	0	6	3	0	2	0	0	0	0	5
9:45	0	0	1	1	0	0	0	2	1	0	0	2	0	0	0	3
10:00	1	0	1	0	0	0	0	2	9	0	0	1	0	0	1	11
10:15	0	0	0	0	0	0	0	0	9	0	3	1	0	0	0	13
10:30	2	0	2	0	0	0	0	4	0	0	1	0	0	0	0	1
10:45	3	0	1	0	0	0	0	4	6	0	1	2	0	0	0	9
11:00	2	0	0	0	0	0	0	2	7	1	1	1	0	0	0	10
11:15	1	1	1	2	0	0	0	5	3	0	1	2	0	0	0	6
11:30	1	0	0	1	0	0	0	2	8	0	0	5	0	0	0	13
11:45	1	0	0	0	0	0	0	1	7	0	0	1	0	0	0	8
12:00	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
12:15	2	0	3	0	0	0	0	5	7	0	1	0	0	0	0	8
12:30	3	0	0	0	0	0	0	3	14	0	1	1	0	0	0	16
12:45	2	0	0	0	0	0	0	2	6	0	0	2	0	0	0	8
13:00	2	0	1	0	0	0	0	3	9	0	1	0	0	0	0	10
13:15	0	0	1	1	0	0	0	2	13	0	1	2	0	0	0	16
13:30	6	0	0	0	0	0	0	6	10	0	1	0	0	0	1	12
13:45	1	0	0	0	0	0	0	1	11	1	3	1	0	0	0	16
14:00	2	0	1	1	0	0	0	4	5	0	0	0	0	0	0	5
14:15	2	0	0	0	0	0	0	2	12	0	1	0	0	0	0	13
14:30	3	0	1	0	0	0	0	4	8	0	2	0	0	0	0	10
14:45	2	0	0	0	0	0	0	2	7	0	4	0	0	0	0	11
15:00	4	0	2	0	0	0	0	6	13	0	0	1	0	0	1	15
15:15	3	0	0	0	0	0	0	3	9	0	1	4	0	0	1	15
15:30	6	0	2	1	0	0	0	9	7	0	1	0	0	0	0	8
15:45	7	0	1	1	0	0	0	9	13	0	5	1	0	0	1	20
16:00	9	0	2	1	0	0	0	12	16	0	1	1	0	0	1	19
16:15	9	0	1	0	0	1	0	11	28	0	6	2	0	0	0	36
16:30	2	0	3	0	0	0	3	8	17	0	2	1	0	0	0	20
16:45	5	0	1	0	0	0	0	6	19	0	4	2	0	0	0	25
<b>17:00</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>18</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>25</b>
<b>17:15</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>23</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>
<b>17:30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>25</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>30</b>
<b>17:45</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>29</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>
18:00	1	0	1	0	0	0	1	3	15	1	1	1	0	0	0	18
18:15	8	0	0	0	0	0	1	9	13	0	2	0	0	1	0	16
18:30	4	0	1	0	0	0	0	5	13	0	1	0	0	0	0	14
18:45	1	0	1	0	0	0	1	3	12	0	1	0	0	0	0	13
25:75	157	1	39	13	0	1	9	220	489	4	76	52	1	2	7	631



Site No. 1  
Location Moyglare Road(N) / Moyglare Road(W) / Moyglare Road(S) / Moyglare Road(E)  
Date Tuesday 28 May 2019

Time	C to D - Moyglare Road(S) to Moyglare Road(E)							Veh. Total	D to C - Moyglare Road(E) to Moyglare Road(S)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	12	0	4	0	0	0	0	16	9	0	6	0	0	0	0	15
7:15	18	0	1	1	0	0	0	20	7	0	4	1	0	0	0	12
7:30	29	0	0	1	0	0	0	30	17	0	2	0	0	0	0	19
7:45	19	0	0	0	0	0	0	19	28	0	2	2	0	0	0	32
8:00	23	1	2	0	0	0	1	27	17	0	2	2	0	0	0	21
<b>8:15</b>	<b>35</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>36</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>
<b>8:30</b>	<b>57</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>42</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>46</b>
<b>8:45</b>	<b>38</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>48</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>53</b>
<b>9:00</b>	<b>24</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>49</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>56</b>
9:15	18	2	0	0	0	0	0	20	35	0	1	0	0	0	0	36
9:30	16	0	2	2	0	0	0	20	26	2	0	0	0	0	1	29
9:45	12	1	2	0	0	0	0	15	15	0	0	2	0	0	0	17
10:00	15	0	0	2	0	0	0	17	14	0	0	2	0	0	0	16
10:15	2	0	1	1	0	0	0	4	9	0	3	0	0	0	0	12
10:30	7	1	1	1	0	0	0	10	9	0	1	1	0	0	0	11
10:45	18	0	4	1	0	0	0	23	14	1	2	1	0	0	0	18
11:00	17	0	1	2	0	0	1	21	11	0	3	1	0	0	0	15
11:15	21	0	3	0	0	0	0	24	9	0	1	0	0	0	0	10
11:30	15	0	0	0	0	0	0	15	28	0	3	1	0	0	0	32
11:45	16	0	2	0	0	0	0	18	32	0	2	1	0	0	0	35
12:00	14	0	3	1	0	0	0	18	24	0	1	1	0	0	0	26
12:15	13	1	4	1	0	0	0	19	23	0	1	1	0	0	0	25
12:30	11	0	0	0	0	0	0	11	11	0	2	1	0	0	0	14
12:45	13	0	1	1	0	0	0	15	7	0	2	1	0	0	0	10
13:00	11	0	0	0	0	0	0	11	13	0	3	1	0	0	0	17
13:15	17	0	1	1	0	0	0	19	18	0	4	1	0	0	0	23
13:30	21	0	1	3	0	0	0	25	20	1	3	0	0	0	0	24
13:45	10	1	2	0	0	0	0	13	24	1	0	0	0	0	0	25
14:00	17	1	2	2	0	0	0	22	18	0	5	0	0	0	0	23
14:15	33	0	0	0	0	0	0	33	20	0	0	1	0	0	0	21
14:30	23	0	2	0	0	0	0	25	17	0	0	1	0	0	0	18
14:45	23	1	1	0	1	0	0	26	52	0	0	3	0	0	0	55
15:00	28	0	2	1	0	0	0	31	23	0	1	1	0	0	0	25
15:15	21	1	3	1	0	0	0	26	24	1	0	0	0	0	0	25
15:30	8	0	3	0	0	0	0	11	32	4	1	0	0	0	0	37
15:45	22	0	3	0	0	0	0	25	29	0	2	0	1	0	0	32
16:00	22	0	1	0	0	0	0	23	35	0	3	1	0	0	0	39
16:15	27	0	2	0	1	0	0	30	21	0	2	1	0	0	0	24
16:30	29	0	4	0	0	0	1	34	28	0	6	1	0	0	0	35
16:45	19	0	4	0	0	0	0	23	42	0	4	0	1	0	0	47
<b>17:00</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>36</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>42</b>
<b>17:15</b>	<b>47</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>41</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>
<b>17:30</b>	<b>30</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>45</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>49</b>
<b>17:45</b>	<b>34</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<									



Site No. 1  
Location Moyglare Road(N) / Moyglare Road(W) / Moyglare Road(S) / Moyglare Road(E)  
Date Tuesday 28 May 2019

Time	D to B - Moyglare Road(E) to Moyglare Road(W)							Veh. Total	D to A - Moyglare Road(E) to Moyglare Road(N)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	1	0	3	0	0	0	0	4	1	0	0	0	0	0	0	1
7:15	2	0	0	1	0	0	0	3	1	0	0	0	0	0	0	1
7:30	8	0	4	1	0	0	0	13	1	0	0	0	0	0	0	1
7:45	4	0	1	0	0	0	0	5	0	0	1	0	0	0	1	2
8:00	7	0	2	0	0	0	0	9	3	0	1	0	0	0	0	4
8:15	8	0	2	2	0	0	0	12	0	0	0	0	0	0	0	0
8:30	13	0	1	0	0	0	0	14	3	0	1	0	0	0	0	4
8:45	5	0	2	2	0	0	0	9	6	0	1	0	0	0	0	7
9:00	6	0	1	0	0	0	0	7	3	0	0	3	0	0	0	6
9:15	6	0	1	1	0	0	0	8	2	0	2	1	0	0	0	5
9:30	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0
9:45	4	0	1	0	0	0	0	5	2	0	0	1	0	0	0	3
10:00	3	0	1	1	0	0	0	5	3	0	1	0	0	0	0	4
10:15	6	0	1	0	0	0	0	7	1	0	0	0	0	0	0	1
10:30	1	0	0	2	0	0	1	4	3	0	1	0	0	0	0	4
10:45	7	0	2	1	0	0	1	11	5	0	0	1	0	0	0	6
11:00	4	0	3	1	0	0	0	8	2	0	0	0	0	0	0	2
11:15	2	0	1	1	0	0	0	4	5	1	0	0	0	0	0	6
11:30	13	0	1	0	0	0	0	14	1	0	1	1	0	0	0	3
11:45	5	0	1	1	0	0	0	7	6	0	0	1	0	0	0	7
12:00	11	0	1	0	0	0	0	12	5	0	1	1	0	0	0	7
12:15	7	0	2	1	0	0	0	10	3	0	0	0	0	0	0	3
12:30	7	0	0	1	0	0	2	10	5	0	2	0	0	0	0	7
12:45	9	0	3	1	0	0	1	14	5	1	0	0	0	0	0	6
13:00	7	0	1	0	0	0	0	8	7	0	0	0	0	0	0	7
13:15	7	0	0	1	0	0	0	8	4	1	0	0	0	0	0	5
13:30	6	1	2	0	0	1	0	10	7	0	1	1	0	0	0	9
13:45	8	0	1	0	0	0	0	9	3	0	1	1	0	0	0	5
14:00	13	0	4	0	0	0	0	17	8	0	0	0	0	0	0	8
14:15	12	0	1	2	0	0	0	15	5	0	0	0	0	0	0	5
14:30	4	0	0	0	0	0	0	4	10	0	1	0	0	0	0	11
14:45	14	0	0	0	0	0	0	14	7	0	1	1	0	0	0	9
15:00	19	0	0	1	0	0	0	20	10	0	0	0	0	0	0	10
15:15	24	1	4	0	0	0	0	29	7	0	1	1	0	0	0	9
15:30	25	1	0	0	0	0	1	27	5	0	0	1	0	0	0	6
15:45	24	1	2	0	0	0	0	27	3	0	3	0	0	0	0	6
16:00	25	0	8	0	0	0	0	33	9	0	2	0	0	0	0	11
16:15	35	0	4	1	0	1	0	41	10	0	0	1	0	0	0	11
16:30	43	1	2	2	0	1	0	49	11	0	1	1	0	0	0	13
16:45	50	0	7	1	0	0	0	58	7	0	1	0	0	0	0	8
17:00	37	0	7	0	0	0	0	44	15	1	3	1	0	0	0	20
17:15	40	0	7	0	0	0	0	47	17	0	1	1	0	0	0	19
17:30	43	0	5	0	0	0	0	48	14	0	0	0	0	0	0	14
17:45	36	1	6	0	0	0	0	43	13	0	1	0	0	0	0	14
18:00	48	0	7	1	0	0	1	57	13	0	4	0	0	0	0	17
18:15	44	0	7	1	0	0	0	52	6	0	2	0	0	0	0	8
18:30	26	0	3	0	0	0	1	30	13	0	0	0	0	0	0	13
18:45	25	0	6	0	0	0	0	31	6	0	2	1	0	0	0	9
25:75	763	7	118	27	0	3	8	926	276	4	37	19	0	0	1	337



Site No. 1  
Location Moyglare Road(N) / Moyglare Road(W) / Moyglare Road(S) / Moyglare Road(E)  
Date Tuesday 28 May 2019

Time	To Arm A - Moyglare Road(N)						Veh. Total	From Arm A - Moyglare Road(N)						Veh. Total		
	CAR	Taxi	LGV	HGV	PSV	M/C		P/C	CAR	Taxi	LGV	HGV	PSV		M/C	P/C
7:00	5	0	1	0	0	0	6	29	1	9	1	0	1	0	41	
7:15	8	0	1	2	0	0	11	37	0	9	1	0	0	0	47	
7:30	3	0	2	1	0	0	6	37	0	7	4	0	0	0	48	
7:45	7	0	3	6	1	0	18	26	0	4	1	0	1	1	33	
8:00	6	0	3	1	0	0	10	28	0	3	3	0	0	1	35	
8:15	4	0	2	0	0	0	6	49	0	2	0	1	0	0	52	
8:30	12	0	1	1	0	0	14	33	0	5	0	0	0	0	38	
8:45	13	0	3	1	0	0	17	28	0	0	6	0	0	1	35	
9:00	10	0	1	5	0	0	16	21	0	1	2	0	0	1	25	
9:15	11	1	2	3	0	0	17	32	0	1	1	0	0	0	34	
9:30	3	0	2	0	0	0	5	22	1	2	2	0	0	0	27	
9:45	3	0	0	3	0	0	6	23	0	2	1	0	0	0	26	
10:00	12	0	1	1	0	0	15	8	0	1	3	0	0	0	12	
10:15	11	0	3	1	0	0	15	13	0	2	1	0	0	0	16	
10:30	4	0	3	0	0	0	7	12	1	4	0	0	0	0	17	
10:45	12	0	1	3	0	0	16	16	0	1	3	0	0	0	20	
11:00	10	1	1	1	0	0	13	7	0	2	1	0	0	0	10	
11:15	8	1	1	2	0	0	12	11	0	1	3	0	0	3	18	
11:30	9	0	1	6	0	0	17	10	0	2	2	0	0	0	14	
11:45	14	0	0	2	0	0	16	11	0	1	2	0	0	0	14	
12:00	17	0	1	1	0	0	19	12	0	2	1	0	0	0	15	
12:15	11	0	1	0	0	0	12	11	0	2	1	0	0	2	16	
12:30	19	0	4	1	0	0	24	13	0	2	1	0	0	0	16	
12:45	11	1	1	2	0	0	15	12	0	2	2	0	0	0	16	
13:00	18	0	3	0	0	0	21	4	1	2	0	0	0	0	7	
13:15	19	1	1	2	0	0	23	11	0	0	1	0	0	0	12	
13:30	17	0	3	1	0	0	22	11	0	1	5	0	0	0	17	
13:45	14	1	4	3	0	0	22	16	0	2	1	0	0	0	19	
14:00	14	0	0	0	0	0	14	14	0	2	1	0	0	0	17	
14:15	17	0	1	0	0	0	18	11	0	0	0	0	0	0	11	
14:30	19	0	3	0	0	0	22	17	0	2	2	0	0	1	22	
14:45	15	0	5	1	0	0	21	11	1	0	2	0	0	0	14	
15:00	23	0	0	1	0	0	25	15	0	4	3	0	0	0	22	
15:15	18	0	2	5	0	0	26	9	1	2	2	0	0	0	14	
15:30	14	0	1	1	0	0	16	12	0	2	2	0	0	0	16	
15:45	16	0	8	1	0	0	26	19	0	2	1	0	0	0	22	
16:00	27	0	3	1	0	0	32	15	0	4	0	0	0	0	19	
16:15	38	0	6	4	0	0	48	10	0	1	0	1	0	0	12	
16:30	28	0	3	3	0	0	34	16	0	1	1	1	0	0	19	
16:45	27	0	5	2	0	0	34	15	0	0	1	0	0	0	16	
17:00	34	1	8	3	0	0	47	13	0	3	0	0	0	0	16	
17:15	40	0	7	1	0	0	48	8	0	6	0	0	0	0	14	
17:30	40	0	4	0	0	1	45	16	0	4	0	0	0	0	20	
17:45	42	0	3	1	0	0	46	14	1	2	1	0	0	0	18	
18:00	28	1	5	1	0	0	35	11	0	0	0	0	0	0	11	
18:15	19	0	5	0	0	1	25	15	1	2	2	0	0	0	20	
18:30	27	0	1	0	0	0	28	15	1	3	1	0	0	1	21	
18:45	22	0	3	1	0	0	26	18	0	2	0	0	0	1	21	
25:75	799	8	123	75	1	2	9	1017	817	9	114	68	3	2	12	1025



Site No. 1  
Location Moyglare Road(N) / Moyglare Road(W) / Moyglare Road(S) / Moyglare Road(E)  
Date Tuesday 28 May 2019

Time	To Arm B - Moyglare Road(W)							Veh. Total	From Arm B - Moyglare Road(W)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	2	0	3	0	0	0	0	5	48	0	9	2	0	0	0	59
7:15	4	0	1	1	0	0	0	6	60	0	18	1	0	0	0	79
7:30	10	0	5	2	0	0	0	17	69	0	13	3	0	0	0	85
7:45	4	0	2	0	0	0	0	6	61	1	9	1	0	0	0	72
8:00	10	0	2	0	0	0	0	12	61	0	8	1	0	0	0	70
8:15	9	0	2	2	0	0	0	13	72	0	4	3	0	0	0	79
8:30	19	0	2	0	0	0	1	22	39	0	2	0	0	0	0	41
8:45	12	0	3	2	0	0	0	17	38	0	5	2	0	1	0	46
9:00	13	0	2	1	0	0	0	16	37	1	3	3	0	0	0	44
9:15	12	0	2	2	0	0	0	16	26	0	6	1	0	0	1	34
9:30	14	1	1	1	0	0	0	17	18	0	1	2	0	0	0	21
9:45	4	0	2	1	0	0	0	7	10	0	2	1	0	0	0	13
10:00	4	0	2	1	0	0	0	7	9	0	4	0	0	0	0	13
10:15	6	0	1	0	0	0	0	7	13	0	3	1	0	0	0	17
10:30	3	0	2	2	0	0	1	8	10	0	1	0	0	0	0	11
10:45	10	0	3	1	0	0	1	15	8	1	2	2	0	0	0	13
11:00	6	0	3	1	0	0	0	10	14	0	3	1	0	0	0	18
11:15	3	1	2	3	0	0	0	9	10	0	3	1	0	0	2	16
11:30	14	0	1	1	0	0	0	16	6	0	0	1	0	0	1	8
11:45	8	0	1	1	0	0	0	10	9	1	2	0	0	0	0	12
12:00	13	0	1	0	0	0	0	14	9	0	1	0	0	0	0	10
12:15	9	0	6	1	0	0	0	16	9	0	1	0	0	0	0	10
12:30	11	0	1	1	0	0	2	15	10	0	5	1	0	0	1	17
12:45	11	0	4	1	0	0	1	17	7	0	1	0	0	0	0	8
13:00	9	0	2	0	0	0	0	11	15	0	4	2	0	0	0	21
13:15	7	0	1	2	0	0	0	10	12	0	1	1	0	0	0	14
13:30	14	1	2	1	0	1	0	19	11	0	3	0	0	0	0	14
13:45	10	0	1	0	0	0	0	11	11	0	1	2	0	3	0	17
14:00	17	0	5	1	0	0	0	23	14	0	1	2	0	0	2	19
14:15	14	0	1	2	0	0	0	17	14	0	0	1	0	0	0	15
14:30	9	0	1	0	0	0	0	10	11	0	1	1	0	0	1	14
14:45	16	0	0	0	0	0	0	16	19	1	4	0	0	0	0	24
15:00	23	0	2	1	0	0	0	26	9	0	2	0	0	0	0	11
15:15	28	1	4	0	0	0	0	33	9	0	1	0	0	0	0	10
15:30	32	1	2	1	0	0	1	37	19	0	0	0	0	0	0	19
15:45	31	1	3	1	0	0	0	36	5	0	0	0	0	0	1	6
16:00	36	0	10	1	0	0	0	47	14	0	4	1	0	0	0	19
16:15	45	0	6	1	0	2	0	54	19	0	5	1	0	0	2	27
16:30	46	1	5	2	0	1	3	58	16	0	3	1	0	0	0	20
16:45	57	0	8	1	0	0	0	66	11	0	0	0	0	0	0	11
17:00	43	0	11	0	0	0	0	54	16	0	6	0	0	0	0	22
17:15	46	0	10	0	0	0	1	57	14	0	0	0	0	0	0	14
17:30	54	0	6	0	0	0	0	60	13	0	5	0	0	0	0	18
17:45	43	1	6	1	0	0	1	52	10	0	2	0	0	0	0	12
18:00	50	0	8	1	0	0	2	61	17	0	0	0	0	0	0	17
18:15	52	0	8	1	0	0	1	62	14	0	2	0	0	0	0	16
18:30	31	0	4	0	0	0	1	36	12	0	2	1	0	0	1	16
18:45	27	0	7	0	0	0	1	35	11	0	1	0	0	0	0	12
25:75	951	8	167	42	0	4	17	1189	969	5	154	40	0	4	12	1184



Site No. 1  
Location Moyglare Road(N) / Moyglare Road(W) / Moyglare Road(S) / Moyglare Road(E)  
Date Tuesday 28 May 2019

Time	To Arm C - Moyglare Road(S)							Veh. Total	From Arm C - Moyglare Road(S)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	28	0	13	1	0	1	0	43	16	0	5	0	0	0	0	21
7:15	30	0	15	2	0	0	0	47	26	0	3	2	0	0	0	31
7:30	39	0	10	6	0	0	0	55	32	0	3	3	0	0	0	38
7:45	52	0	5	2	0	1	0	60	25	0	2	6	1	0	0	34
8:00	38	0	6	5	0	0	1	50	28	1	4	1	0	0	1	35
8:15	71	0	7	2	1	0	0	81	40	0	3	0	0	0	0	43
8:30	76	1	4	0	1	0	0	82	71	0	4	2	1	0	1	79
8:45	71	0	4	7	1	0	1	84	51	2	3	2	0	0	0	58
9:00	67	0	5	6	0	0	1	79	35	0	2	5	1	0	0	43
9:15	59	0	2	2	0	0	1	64	31	3	0	3	0	0	0	37
9:30	41	3	1	3	0	0	1	49	23	0	5	3	0	0	0	31
9:45	31	0	3	2	0	0	0	36	13	1	3	3	0	0	0	20
10:00	21	0	0	5	0	0	0	26	25	0	1	3	0	0	1	30
10:15	24	0	6	0	0	0	0	30	11	0	4	2	0	0	0	17
10:30	23	0	4	1	0	0	0	28	9	1	4	1	0	0	0	15
10:45	24	2	4	4	0	0	0	34	27	0	6	3	0	0	0	36
11:00	20	0	4	3	0	0	0	27	26	1	2	3	0	0	1	33
11:15	19	0	1	4	0	0	4	28	25	1	5	4	0	0	0	35
11:30	38	0	4	3	0	0	0	45	24	0	0	6	0	0	0	30
11:45	38	0	3	3	0	0	0	44	24	0	2	1	0	0	0	27
12:00	31	0	2	1	0	0	0	34	26	0	3	1	0	0	0	30
12:15	35	0	1	1	0	0	1	38	22	1	8	1	0	0	0	32
12:30	18	0	5	3	0	0	0	26	28	0	1	1	0	0	0	30
12:45	17	0	2	3	0	0	0	22	21	0	1	3	0	0	0	25
13:00	17	1	4	1	0	0	0	23	22	0	2	0	0	0	0	24
13:15	31	0	4	2	0	0	0	37	30	0	3	4	0	0	0	37
13:30	24	1	3	3	0	0	0	31	37	0	2	3	0	0	1	43
13:45	39	1	1	2	0	0	0	43	22	2	5	1	0	0	0	30
14:00	37	0	8	0	0	0	1	46	24	1	3	3	0	0	0	31
14:15	29	0	0	1	0	0	0	30	47	0	1	0	0	0	0	48
14:30	28	0	3	3	0	0	2	36	34	0	5	0	0	0	0	39
14:45	63	1	1	5	0	0	0	70	32	1	5	0	1	0	0	39
15:00	37	0	2	4	0	0	0	43	45	0	4	2	0	0	1	52
15:15	30	2	3	2	0	0	0	37	33	1	4	5	0	0	1	44
15:30	47	4	2	1	0	0	0	54	21	0	6	1	0	0	0	28
15:45	46	0	3	1	1	0	0	51	42	0	9	2	0	0	1	54
16:00	48	0	7	2	0	0	0	57	47	0	4	2	0	0	1	54
16:15	29	0	6	1	1	0	0	37	64	0	9	2	1	1	0	77
16:30	40	0	8	1	1	0	0	50	48	0	9	1	0	0	4	62
16:45	52	0	4	1	1	0	0	58	43	0	9	2	0	0	0	54
17:00	44	0	7	1	0	0	1	53	55	0	8	2	0	0	1	66
17:15	47	0	7	0	0	0	0	54	76	0	11	1	0	0	1	89
17:30	57	0	7	1	0	0	0	65	65	0	7	0	0	1	0	73
17:45	66	2	5	0	0	0	0	73	70	0	3	1	0	0	1	75
18:00	55	0	2	1	0	0	0	58	31	4	3	1	0	0	1	40
18:15	58	1	5	2	0	0	0	66	36	1	4	0	0	1	1	43
18:30	38	3	3	2	0	0	1	47	34	0	4	0	0	0	0	38
18:45	51	0	2	0	0	0	1	54	29	1	2	0	2	0	2	36
25:75	1924	22	208	106	7	2	16	2285	1646	22	196	92	7	3	20	1986



Site No. 1  
Location Moyglare Road(N) / Moyglare Road(W) / Moyglare Road(S) / Moyglare Road(E)  
Date Tuesday 28 May 2019

Time	To Arm D - Moyglare Road(E)							Veh. Total	From Arm D - Moyglare Road(E)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	69	1	15	2	0	0	0	87	11	0	9	0	0	0	0	20
7:15	91	0	17	1	0	0	0	109	10	0	4	2	0	0	0	16
7:30	112	0	12	2	0	0	0	126	26	0	6	1	0	0	0	33
7:45	81	1	9	2	0	0	1	94	32	0	4	2	0	0	1	39
8:00	90	1	9	1	0	0	1	102	27	0	5	2	0	0	0	34
<b>8:15</b>	<b>121</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>127</b>	<b>44</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>53</b>
<b>8:30</b>	<b>94</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>104</b>	<b>58</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>64</b>
<b>8:45</b>	<b>80</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>59</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>69</b>
<b>9:00</b>	<b>61</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>58</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>69</b>
9:15	50	2	5	0	0	0	0	57	43	0	4	2	0	0	0	49
9:30	40	0	4	3	0	0	0	47	35	3	0	0	0	0	1	39
9:45	29	1	3	2	0	0	0	35	21	0	1	3	0	0	0	25
10:00	25	0	5	2	0	0	0	32	20	0	2	3	0	0	0	25
10:15	12	0	3	3	0	0	0	18	16	0	4	0	0	0	0	20
10:30	14	2	2	1	0	0	0	19	13	0	2	3	0	0	1	19
10:45	31	0	5	3	0	0	0	39	26	1	4	3	0	0	1	35
11:00	28	0	5	2	0	0	1	36	17	0	6	2	0	0	0	25
11:15	32	0	7	0	0	0	1	40	16	1	2	1	0	0	0	20
11:30	21	0	1	1	0	0	0	23	42	0	5	2	0	0	0	49
11:45	27	1	4	0	0	0	0	32	43	0	3	3	0	0	0	49
12:00	26	0	5	2	0	0	0	33	40	0	3	2	0	0	0	45
12:15	20	1	6	2	0	0	1	30	33	0	3	2	0	0	0	38
12:30	26	0	2	0	0	0	1	29	23	0	4	2	0	0	2	31
12:45	22	0	2	1	0	0	0	25	21	1	5	2	0	0	1	30
13:00	24	0	3	2	0	0	0	29	27	0	4	1	0	0	0	32
13:15	25	0	2	2	0	0	0	29	29	1	4	2	0	0	0	36
13:30	37	0	4	4	0	0	0	45	33	2	6	1	0	1	0	43
13:45	21	1	4	0	0	3	0	29	35	1	2	1	0	0	0	39
14:00	23	1	2	5	0	0	1	32	39	0	9	0	0	0	0	48
14:15	49	0	0	1	0	0	0	50	37	0	1	3	0	0	0	41
14:30	37	0	2	1	0	0	0	40	31	0	1	1	0	0	0	33
14:45	41	2	4	0	1	0	0	48	73	0	1	4	0	0	0	78
15:00	38	0	7	1	0	0	0	46	52	0	1	2	0	0	0	55
15:15	30	1	3	1	0	0	0	35	55	2	5	1	0	0	0	63
15:30	21	0	4	1	0	0	0	26	62	5	1	1	0	0	1	70
15:45	29	0	4	0	0	0	1	34	56	1	7	0	1	0	0	65
16:00	34	0	5	0	0	0	0	39	69	0	13	1	0	0	0	83
16:15	47	0	3	0	1	0	2	53	66	0	6	3	0	1	0	76
16:30	48	0	6	1	0	0	1	56	82	1	9	4	0	1	0	97
16:45	32	0	4	0	0	0	0	36	99	0	12	1	1	0	0	113
<b>17:00</b>	<b>51</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>88</b>	<b>1</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>106</b>
<b>17:15</b>	<b>63</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>98</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>110</b>
<b>17:30</b>	<b>45</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>102</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>111</b>
<b>17:45</b>	<b>42</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>99</b>	<b>2</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>112</b>
18:00	32	3	1	0	0	0	0	36	106	0	13	2	0	0	1	122
18:15	27	1	3	0	0	0	0	31	91	0	13	1	0	0	0	105
18:30	31	0	5	1	0	0	1	38	66	2	4	1	0	0	1	74
18:45	29	1	3	0	2	0	1	36	71	0	10	1	0	0	0	82
25:75	2058	23	228	62	6	4	13	2394	2300	25	262	85	4	3	11	2690



Site No. 1  
Location Moyglare Road(N) / Moyglare Road(W) / Moyglare Road(S) / Moyglare Road(E)  
Date Tuesday 28 May 2019

Time	A to D - Moyglare Road(N) to Moyglare Road(E)							Veh. Total	A to C - Moyglare Road(N) to Moyglare Road(S)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	13	1	4	0	0	0	0	18	16	0	5	2.3	0	0.4	0	23.7
7:15	17	0	2	0	0	0	0	19	19	0	7	2.3	0	0	0	28.3
7:30	20	0	0	0	0	0	0	20	17	0	7	9.2	0	0	0	33.2
7:45	11	0	2	2.3	0	0	0.2	15.5	15	0	1	0	0	0.4	0	16.4
8:00	13	0	0	0	0	0	0	13	14	0	3	6.9	0	0	0.2	24.1
<b>8:15</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>28</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>32</b>
<b>8:30</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>22</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>
<b>8:45</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>0</b>	<b>0</b>	<b>0.2</b>	<b>27.7</b>
<b>9:00</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>4.6</b>	<b>0</b>	<b>0</b>	<b>0.2</b>	<b>17.8</b>
9:15	14	0	0	0	0	0	0	14	18	0	0	2.3	0	0	0	20.3
9:30	8	0	2	0	0	0	0	10	13	1	0	4.6	0	0	0	18.6
9:45	8	0	0	2.3	0	0	0	10.3	15	0	2	0	0	0	0	17
10:00	3	0	1	0	0	0	0	4	5	0	0	6.9	0	0	0	11.9
10:15	6	0	0	2.3	0	0	0	8.3	7	0	2	0	0	0	0	9
10:30	2	1	1	0	0	0	0	4	10	0	3	0	0	0	0	13
10:45	7	0	0	2.3	0	0	0	9.3	9	0	1	4.6	0	0	0	14.6
11:00	2	0	1	0	0	0	0	3	5	0	1	2.3	0	0	0	8.3
11:15	2	0	1	0	0	0	0	3	9	0	0	6.9	0	0	0.6	16.5
11:30	2	0	1	0	0	0	0	3	8	0	1	4.6	0	0	0	13.6
11:45	5	0	0	0	0	0	0	5	4	0	1	4.6	0	0	0	9.6
12:00	3	0	1	2.3	0	0	0	6.3	7	0	1	0	0	0	0	8
12:15	1	0	1	2.3	0	0	0.2	4.5	10	0	0	0	0	0	0.2	10.2
12:30	6	0	0	0	0	0	0	6	6	0	1	2.3	0	0	0	9.3
12:45	3	0	1	0	0	0	0	4	9	0	0	4.6	0	0	0	13.6
13:00	3	0	1	0	0	0	0	4	1	1	1	0	0	0	0	3
13:15	3	0	0	0	0	0	0	3	8	0	0	2.3	0	0	0	10.3
13:30	6	0	1	2.3	0	0	0	9.3	3	0	0	6.9	0	0	0	9.9
13:45	5	0	1	0	0	0	0	6	10	0	1	2.3	0	0	0	13.3
14:00	0	0	0	2.3	0	0	0	2.3	12	0	2	0	0	0	0	14
14:15	5	0	0	0	0	0	0	5	6	0	0	0	0	0	0	6
14:30	7	0	0	0	0	0	0	7	8	0	2	4.6	0	0	0.2	14.8
14:45	3	1	0	0	0	0	0	4	8	0	0	4.6	0	0	0	12.6
15:00	4	0	3	0	0	0	0	7	11	0	1	6.9	0	0	0	18.9
15:15	3	0	0	0	0	0	0	3	5	1	2	4.6	0	0	0	12.6
15:30	2	0	1	2.3	0	0	0	5.3	9	0	1	2.3	0	0	0	12.3
15:45	4	0	1	0	0	0	0	5	15	0	1	2.3	0	0	0	18.3
16:00	3	0	0	0	0	0	0	3	10	0	4	0	0	0	0	14
16:15	2	0	0	0	0	0	0	2	7	0	0	0	2	0	0	9
16:30	7	0	0	2.3	0	0	0	9.3	8	0	1	0	2	0	0	11
16:45	4	0	0	0	0	0	0	4	9	0	0	2.3	0	0	0	11.3
<b>17:00</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>17:15</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>17:30</b>																



10084 / Moygaddy  
May 2019  
Junction Turning Count

Site No. 1  
Location Moyglare Road(N) / Moyglare Road(W) / Moyglare Road(S) / Moyglare Road(E)  
Date Tuesday 28 May 2019

Time	A to B - Moyglare Road(N) to Moyglare Road(W)								Veh. Total	B to A - Moyglare Road(W) to Moyglare Road(N)								Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C			CAR	Taxi	LGV	HGV	PSV	M/C	P/C		
7:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
7:15	1	0	0	0	0	0	0	0	1	0	0	0	2.3	0	0	0	2.3	
7:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
7:45	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1	
8:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30	1	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	
8:45	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	
9:00	2	0	0	0	0	0	0	0	2	1	0	1	0	0	0	0	2	
9:15	0	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	2	
9:30	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00	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	1	0	0	0	0	0	0	1	
10:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	
10:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
11:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	0.2	0.2	
11:45	2	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	
12:00	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	
12:15	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1	
12:30	1	0	1	0	0	0	0	0	2	0	0	1	0	0	0	0	1	
12:45	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	1	
13:00	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	4	
13:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	
13:30	2	0	0	2.3	0	0	0	0	4.3	0	0	1	0	0	0	0	1	
13:45	1	0	0	0	0	0	0	0	1	0	0	0	2.3	0	0	0	2.3	
14:00	2	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:30	2	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	
14:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:15	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	
15:30	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:00	2	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	
16:15	1	0	1	0	0	0	0	0	2	0	0	0	2.3	0	0	0	2.3	
16:30	1	0	0	0	0	0	0	0	1	0	0	0	2.3	0	0	0	2.3	
16:45	2	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	
17:00	1	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	2	
17:15	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
17:30	1	0	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1	
17:45	0	0	0	2.3	0	0	0	0	2.3	0	0	0	0	0	0	0	0	
18:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
18:15	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	1	
18:30	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	
18:45	1	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4	
25:75	31	0	10	4.6	0	0	0	0	45.6	34	0	10	9.2	0	0	0.2	53.4	



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Site No. 1  
Location Moyglare Road(N) / Moyglare Road(W) / Moyglare Road(S) / Moyglare Road(E)  
Date Tuesday 28 May 2019

Time	B to D - Moyglare Road(W) to Moyglare Road(E)								Veh. Total	B to C - Moyglare Road(W) to Moyglare Road(S)								Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C			CAR	Taxi	LGV	HGV	PSV	M/C	P/C		
7:00	44	0	7	4.6	0	0	0	0	55.6	3	0	2	0	0	0	0	5	
7:15	56	0	14	0	0	0	0	0	70	4	0	4	0	0	0	0	8	
7:30	63	0	12	2.3	0	0	0	0	77.3	5	0	1	4.6	0	0	0	10.6	
7:45	51	1	7	2.3	0	0	0	0	61.3	9	0	2	0	0	0	0	11	
8:00	54	0	7	2.3	0	0	0	0	63.3	7	0	1	0	0	0	0	8	
8:15	65	0	3	4.6	0	0	0	0	72.6	7	0	1	2.3	0	0	0	10.3	
8:30	27	0	2	0	0	0	0	0	29	12	0	0	0	0	0	0	12	
8:45	30	0	2	4.6	0	0.4	0	0	37	7	0	2	0	0	0	0	9	
9:00	30	1	2	4.6	0	0	0	0	37.6	6	0	0	2.3	0	0	0	8.3	
9:15	18	0	5	0	0	0	0	0	23	6	0	1	2.3	0	0	0.2	9.5	
9:30	16	0	0	2.3	0	0	0	0	18.3	2	0	1	2.3	0	0	0	5.3	
9:45	9	0	1	2.3	0	0	0	0	12.3	1	0	1	0	0	0	0	2	
10:00	7	0	4	0	0	0	0	0	11	2	0	0	0	0	0	0	2	
10:15	4	0	2	2.3	0	0	0	0	8.3	8	0	1	0	0	0	0	9	
10:30	5	0	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4	
10:45	6	0	1	2.3	0	0	0	0	9.3	1	1	1	2.3	0	0	0	5.3	
11:00	9	0	3	0	0	0	0	0	12	4	0	0	2.3	0	0	0	6.3	
11:15	9	0	3	0	0	0	0.2	0	12.2	1	0	0	2.3	0	0	0.2	3.5	
11:30	4	0	0	2.3	0	0	0	0	6.3	2	0	0	0	0	0	0	2	
11:45	6	1	2	0	0	0	0	0	9	2	0	0	0	0	0	0	2	
12:00	9	0	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0	
12:15	6	0	1	0	0	0	0	0	7	2	0	0	0	0	0	0	2	
12:30	9	0	2	0	0	0	0.2	0	11.2	1	0	2	2.3	0	0	0	5.3	
12:45	6	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1	
13:00	10	0	2	4.6	0	0	0	0	16.6	3	0	0	0	0	0	0	3	
13:15	5	0	1	2.3	0	0	0	0	8.3	5	0	0	0	0	0	0	5	
13:30	10	0	2	0	0	0	0	0	12	1	0	0	0	0	0	0	1	
13:45	6	0	1	0	0	1.2	0	0	8.2	5	0	0	2.3	0	0	0	7.3	
14:00	6	0	0	4.6	0	0	0.2	0	10.8	7	0	1	0	0	0	0.2	8.2	
14:15	11	0	0	2.3	0	0	0	0	13.3	3	0	0	0	0	0	0	3	
14:30	7	0	0	2.3	0	0	0	0	9.3	3	0	1	0	0	0	0.2	4.2	
14:45	15	0	3	0	0	0	0	0	18	3	1	1	0	0	0	0	5	
15:00	6	0	2	0	0	0	0	0	8	3	0	0	0	0	0	0	3	
15:15	6	0	0	0	0	0	0	0	6	1	0	1	0	0	0	0	2	
15:30	11	0	0	0	0	0	0	0	11	6	0	0	0	0	0	0	6	
15:45	3	0	0	0	0	0	0.2	0	3.2	2	0	0	0	0	0	0	2	
16:00	9	0	4	0	0	0	0	0	13	3	0	0	2.3	0	0	0	5.3	
16:15	18	0	1	0	0	0	0.4	0	19.4	1	0	4	0	0	0	0	5	
16:30	12	0	2	0	0	0	0	0	14	4	0	1	0	0	0	0	5	
16:45	9	0	0	0	0	0	0	0	9	1	0	0	0	0	0	0	1	
17:00	14	0	5	0	0	0	0	0	19	1	0	0	0	0	0	0	1	
17:15	13	0	0	0	0	0	0	0	13	1	0	0	0	0	0	0	1	
17:30	10	0	4	0	0	0	0	0	14	2	0	1	0	0	0	0	3	
17:45	4	0	2	0	0	0	0	0	6	6	0	0	0	0	0	0	6	
18:00	12	0	0	0	0	0	0	0	12	5	0	0	0	0	0	0	5	
18:15	10	0	1	0	0	0	0	0	11	4	0	0	0	0	0	0	4	
18:30	8	0	2	2.3	0	0	0	0	12.3	3	0	0	0	0	0	0.2	3.2	
18:45	6	0	1	0</														



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Site No. 1  
Location Moyglare Road(N) / Moyglare Road(W) / Moyglare Road(S) / Moyglare Road(E)  
Date Tuesday 28 May 2019

Time	C to B - Moyglare Road(S) to Moyglare Road(W)							Veh. Total	C to A - Moyglare Road(S) to Moyglare Road(N)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	1	0	0	0	0	0	0	1	3	0	1	0	0	0	0	4
7:15	1	0	1	0	0	0	0	2	7	0	1	2.3	0	0	0	10.3
7:30	2	0	1	2.3	0	0	0	5.3	1	0	2	2.3	0	0	0	5.3
7:45	0	0	0	0	0	0	0	0	6	0	2	13.8	2	0	0	23.8
8:00	2	0	0	0	0	0	0	2	3	0	2	2.3	0	0	0	7.3
8:15	1	0	0	0	0	0	0	1	4	0	2	0	0	0	0	6
8:30	5	0	0	0	0	0	0.2	5.2	9	0	0	2.3	0	0	0	11.3
8:45	7	0	1	0	0	0	0	8	6	0	1	2.3	0	0	0	9.3
9:00	5	0	1	2.3	0	0	0	8.3	6	0	0	4.6	0	0	0	10.6
9:15	6	0	0	2.3	0	0	0	8.3	7	1	0	4.6	0	0	0	12.6
9:30	4	0	1	2.3	0	0	0	7.3	3	0	2	0	0	0	0	5
9:45	0	0	1	2.3	0	0	0	3.3	1	0	0	4.6	0	0	0	5.6
10:00	1	0	1	0	0	0	0	2	9	0	0	2.3	0	0	0.2	11.5
10:15	0	0	0	0	0	0	0	0	9	0	3	2.3	0	0	0	14.3
10:30	2	0	2	0	0	0	0	4	0	0	1	0	0	0	0	1
10:45	3	0	1	0	0	0	0	4	6	0	1	4.6	0	0	0	11.6
11:00	2	0	0	0	0	0	0	2	7	1	1	2.3	0	0	0	11.3
11:15	1	1	1	4.6	0	0	0	7.6	3	0	1	4.6	0	0	0	8.6
11:30	1	0	0	2.3	0	0	0	3.3	8	0	0	11.5	0	0	0	19.5
11:45	1	0	0	0	0	0	0	1	7	0	0	2.3	0	0	0	9.3
12:00	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
12:15	2	0	3	0	0	0	0	5	7	0	1	0	0	0	0	8
12:30	3	0	0	0	0	0	0	3	14	0	1	2.3	0	0	0	17.3
12:45	2	0	0	0	0	0	0	2	6	0	0	4.6	0	0	0	10.6
13:00	2	0	1	0	0	0	0	3	9	0	1	0	0	0	0	10
13:15	0	0	1	2.3	0	0	0	3.3	13	0	1	4.6	0	0	0	18.6
13:30	6	0	0	0	0	0	0	6	10	0	1	0	0	0	0.2	11.2
13:45	1	0	0	0	0	0	0	1	11	1	3	2.3	0	0	0	17.3
14:00	2	0	1	2.3	0	0	0	5.3	5	0	0	0	0	0	0	5
14:15	2	0	0	0	0	0	0	2	12	0	1	0	0	0	0	13
14:30	3	0	1	0	0	0	0	4	8	0	2	0	0	0	0	10
14:45	2	0	0	0	0	0	0	2	7	0	4	0	0	0	0	11
15:00	4	0	2	0	0	0	0	6	13	0	0	2.3	0	0	0.2	15.5
15:15	3	0	0	0	0	0	0	3	9	0	1	9.2	0	0	0.2	19.4
15:30	6	0	2	2.3	0	0	0	10.3	7	0	1	0	0	0	0	8
15:45	7	0	1	2.3	0	0	0	10.3	13	0	5	2.3	0	0	0.2	20.5
16:00	9	0	2	2.3	0	0	0	13.3	16	0	1	2.3	0	0	0.2	19.5
16:15	9	0	1	0	0	0.4	0	10.4	28	0	6	4.6	0	0	0	38.6
16:30	2	0	3	0	0	0	0.6	5.6	17	0	2	2.3	0	0	0	21.3
16:45	5	0	1	0	0	0	0	6	19	0	4	4.6	0	0	0	27.6
17:00	5	0	4	0	0	0	0	9	18	0	4	4.6	0	0	0.2	26.8
17:15	6	0	2	0	0	0	0.2	8.2	23	0	6	0	0	0	0	29
17:30	10	0	0	0	0	0	0	10	25	0	4	0	0	0.4	0	29.4
17:45	7	0	0	0	0	0	0.2	7.2	29	0	2	2.3	0	0	0	33.3
18:00	1	0	1	0	0	0	0.2	2.2	15	1	1	2.3	0	0	0	19.3
18:15	8	0	0	0	0	0	0.2	8.2	13	0	2	0	0	0.4	0	15.4
18:30	4	0	1	0	0	0	0	5	13	0	1	0	0	0	0	14
18:45	1	0	1	0	0	0	0.2	2.2	12	0	1	0	0	0	0	13
25:75	157	1	39	29.9	0	0.4	1.8	229.1	489	4	76	119.6	2	0.8	1.4	692.8



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May 2019  
Junction Turning Count

Site No. 1  
Location Moyglare Road(N) / Moyglare Road(W) / Moyglare Road(S) / Moyglare Road(E)  
Date Tuesday 28 May 2019

Time	C to D - Moyglare Road(S) to Moyglare Road(E)							Veh. Total	D to C - Moyglare Road(E) to Moyglare Road(S)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	12	0	4	0	0	0	0	16	9	0	6	0	0	0	0	15
7:15	18	0	1	2.3	0	0	0	21.3	7	0	4	2.3	0	0	0	13.3
7:30	29	0	0	2.3	0	0	0	31.3	17	0	2	0	0	0	0	19
7:45	19	0	0	0	0	0	0	19	28	0	2	4.6	0	0	0	34.6
8:00	23	1	2	0	0	0	0.2	26.2	17	0	2	4.6	0	0	0	23.6
8:15	35	0	1	0	0	0	0	36	36	0	4	2.3	0	0	0	42.3
8:30	57	0	4	2.3	2	0	0	65.3	42	1	2	0	2	0	0	47
8:45	38	2	1	2.3	0	0	0	43.3	48	0	2	4.6	2	0	0	56.6
9:00	24	0	1	4.6	2	0	0	31.6	49	0	4	6.9	0	0	0	59.9
9:15	18	2	0	0	0	0	0	20	35	0	1	0	0	0	0	36
9:30	16	0	2	4.6	0	0	0	22.6	26	2	0	0	0	0	0.2	28.2
9:45	12	1	2	0	0	0	0	15	15	0	0	4.6	0	0	0	19.6
10:00	15	0	0	4.6	0	0	0	19.6	14	0	0	4.6	0	0	0	18.6
10:15	2	0	1	2.3	0	0	0	5.3	9	0	3	0	0	0	0	12
10:30	7	1	1	2.3	0	0	0	11.3	9	0	1	2.3	0	0	0	12.3
10:45	18	0	4	2.3	0	0	0	24.3	14	1	2	2.3	0	0	0	19.3
11:00	17	0	1	4.6	0	0	0.2	22.8	11	0	3	2.3	0	0	0	16.3
11:15	21	0	3	0	0	0	0	24	9	0	1	0	0	0	0	10
11:30	15	0	0	0	0	0	0	15	28	0	3	2.3	0	0	0	33.3
11:45	16	0	2	0	0	0	0	18	32	0	2	2.3	0	0	0	36.3
12:00	14	0	3	2.3	0	0	0	19.3	24	0	1	2.3	0	0	0	27.3
12:15	13	1	4	2.3	0	0	0	20.3	23	0	1	2.3	0	0	0	26.3
12:30	11	0	0	0	0	0	0	11	11	0	2	2.3	0	0	0	15.3
12:45	13	0	1	2.3	0	0	0	16.3	7	0	2	2.3	0	0	0	11.3
13:00	11	0	0	0	0	0	0	11	13	0	3	2.3	0	0	0	18.3
13:15	17	0	1	2.3	0	0	0	20.3	18	0	4	2.3	0	0	0	24.3
13:30	21	0	1	6.9	0	0	0	28.9	20	1	3	0	0	0	0	24
13:45	10	1	2	0	0	0	0	13	24	1	0	0	0	0	0	25
14:00	17	1	2	4.6	0	0	0	24.6	18	0	5	0	0	0	0	23
14:15	33	0	0	0	0	0	0	33	20	0	0	2.3	0	0	0	22.3
14:30	23	0	2	0	0	0	0	25	17	0	0	2.3	0	0	0	19.3
14:45	23	1	1	0	2	0	0	27	52	0	0	6.9	0	0	0	58.9
15:00	28	0	2	2.3	0	0	0	32.3	23	0	1	2.3	0	0	0	26.3
15:15	21	1	3	2.3	0	0	0	27.3	24	1	0	0	0	0	0	25
15:30	8	0	3	0	0	0	0	11	32	4	1	0	0	0	0	37
15:45	22	0	3	0	0	0	0	25	29	0	2	0	2	0	0	33
16:00	22	0	1	0	0	0	0	23	35	0	3	2.3	0	0	0	40.3
16:15	27	0	2	0	2	0	0	31	21	0	2	2.3	0	0	0	25.3
16:30	29	0	4	0	0	0	0.2	33.2	28	0	6	2.3	0	0	0	36.3
16:45	19	0	4	0	0	0	0	23	42	0	4	0	2	0	0	48
17:00	32	0	0	0	0	0	0	32	36	0	4	2.3	0	0	0.2	42.5
17:15	47	0	3	2.3	0	0	0	52.3	41	0	3	0	0	0	0	44
17:30	30	0	3	0	0	0	0	33	45	0	3	2.3	0	0	0	50.3
17:45	34	0	1	0	0	0	0	35	50	1	4	0	0	0	0	55
18:00	15	3	1	0	0	0	0	19	45	0	2	2.3	0	0	0	49.3
18:15	15	1	2	0	0	0	0	18	41	0	4	0	0	0	0	45
18:30	17	0	2	0	0	0	0	19	27	2	1	2.3	0	0	0	32.3
18:45	16	1	0	0	4	0	0.2	21.2	40	0	2	0	0	0	0	42
25:75	1000	17	81	62.1	12	0	0.8</									





Site No. 1  
Location Moyglare Road(N) / Moyglare Road(W) / Moyglare Road(S) / Moyglare Road(E)  
Date Tuesday 28 May 2019

Time	D to B - Moyglare Road(E) to Moyglare Road(W)							Veh. Total	D to A - Moyglare Road(E) to Moyglare Road(N)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	1	0	3	0	0	0	0	4	1	0	0	0	0	0	0	1
7:15	2	0	0	2.3	0	0	0	4.3	1	0	0	0	0	0	0	1
7:30	8	0	4	2.3	0	0	0	14.3	1	0	0	0	0	0	0	1
7:45	4	0	1	0	0	0	0	5	0	0	1	0	0	0	0.2	1.2
8:00	7	0	2	0	0	0	0	9	3	0	1	0	0	0	0	4
8:15	8	0	2	4.6	0	0	0	14.6	0	0	0	0	0	0	0	0
8:30	13	0	1	0	0	0	0	14	3	0	1	0	0	0	0	4
8:45	5	0	2	4.6	0	0	0	11.6	6	0	1	0	0	0	0	7
9:00	6	0	1	0	0	0	0	7	3	0	0	6.9	0	0	0	9.9
9:15	6	0	1	2.3	0	0	0	9.3	2	0	2	2.3	0	0	0	6.3
9:30	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0
9:45	4	0	1	0	0	0	0	5	2	0	0	2.3	0	0	0	4.3
10:00	3	0	1	2.3	0	0	0	6.3	3	0	1	0	0	0	0	4
10:15	6	0	1	0	0	0	0	7	1	0	0	0	0	0	0	1
10:30	1	0	0	4.6	0	0	0.2	5.8	3	0	1	0	0	0	0	4
10:45	7	0	2	2.3	0	0	0.2	11.5	5	0	0	2.3	0	0	0	7.3
11:00	4	0	3	2.3	0	0	0	9.3	2	0	0	0	0	0	0	2
11:15	2	0	1	2.3	0	0	0	5.3	5	1	0	0	0	0	0	6
11:30	13	0	1	0	0	0	0	14	1	0	1	2.3	0	0	0	4.3
11:45	5	0	1	2.3	0	0	0	8.3	6	0	0	2.3	0	0	0	8.3
12:00	11	0	1	0	0	0	0	12	5	0	1	2.3	0	0	0	8.3
12:15	7	0	2	2.3	0	0	0	11.3	3	0	0	0	0	0	0	3
12:30	7	0	0	2.3	0	0	0.4	9.7	5	0	2	0	0	0	0	7
12:45	9	0	3	2.3	0	0	0.2	14.5	5	1	0	0	0	0	0	6
13:00	7	0	1	0	0	0	0	8	7	0	0	0	0	0	0	7
13:15	7	0	0	2.3	0	0	0	9.3	4	1	0	0	0	0	0	5
13:30	6	1	2	0	0	0.4	0	9.4	7	0	1	2.3	0	0	0	10.3
13:45	8	0	1	0	0	0	0	9	3	0	1	2.3	0	0	0	6.3
14:00	13	0	4	0	0	0	0	17	8	0	0	0	0	0	0	8
14:15	12	0	1	4.6	0	0	0	17.6	5	0	0	0	0	0	0	5
14:30	4	0	0	0	0	0	0	4	10	0	1	0	0	0	0	11
14:45	14	0	0	0	0	0	0	14	7	0	1	2.3	0	0	0	10.3
15:00	19	0	0	2.3	0	0	0	21.3	10	0	0	0	0	0	0	10
15:15	24	1	4	0	0	0	0	29	7	0	1	2.3	0	0	0	10.3
15:30	25	1	0	0	0	0	0.2	26.2	5	0	0	2.3	0	0	0	7.3
15:45	24	1	2	0	0	0	0	27	3	0	3	0	0	0	0	6
16:00	25	0	8	0	0	0	0	33	9	0	2	0	0	0	0	11
16:15	35	0	4	2.3	0	0.4	0	41.7	10	0	0	2.3	0	0	0	12.3
16:30	43	1	2	4.6	0	0.4	0	51	11	0	1	2.3	0	0	0	14.3
16:45	50	0	7	2.3	0	0	0	59.3	7	0	1	0	0	0	0	8
17:00	37	0	7	0	0	0	0	44	15	1	3	2.3	0	0	0	21.3
17:15	40	0	7	0	0	0	0	47	17	0	1	2.3	0	0	0	20.3
17:30	43	0	5	0	0	0	0	48	14	0	0	0	0	0	0	14
17:45	36	1	6	0	0	0	0	43	13	0	1	0	0	0	0	14
18:00	48	0	7	2.3	0	0	0.2	57.5	13	0	4	0	0	0	0	17
18:15	44	0	7	2.3	0	0	0	53.3	6	0	2	0	0	0	0	8
18:30	26	0	3	0	0	0	0.2	29.2	13	0	0	0	0	0	0	13
18:45	25	0	6	0	0	0	0	31	6	0	2	2.3	0	0	0	10.3
25:75	763	7	118	62.1	0	1.2	1.6	952.9	276	4	37	43.7	0	0	0.2	360.9



Site No. 1  
Location Moyglare Road(N) / Moyglare Road(W) / Moyglare Road(S) / Moyglare Road(E)  
Date Tuesday 28 May 2019

Time	To Arm A - Moyglare Road(N)							Veh. Total	From Arm A - Moyglare Road(N)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	5	0	1	0	0	0	0	6	29	1	9	2.3	0	0.4	0	41.7
7:15	8	0	1	4.6	0	0	0	13.6	37	0	9	2.3	0	0	0	48.3
7:30	3	0	2	2.3	0	0	0	7.3	37	0	7	9.2	0	0	0	53.2
7:45	7	0	3	13.8	2	0	0.2	26	26	0	4	2.3	0	0.4	0.2	32.9
8:00	6	0	3	2.3	0	0	0	11.3	28	0	3	6.9	0	0	0.2	38.1
8:15	4	0	2	0	0	0	0	6	49	0	2	0	2	0	0	53
8:30	12	0	1	2.3	0	0	0	15.3	33	0	5	0	0	0	0	38
8:45	13	0	3	2.3	0	0	0	18.3	28	0	0	13.8	0	0	0.2	42
9:00	10	0	1	11.5	0	0	0	22.5	21	0	1	4.6	0	0	0.2	26.8
9:15	11	1	2	6.9	0	0	0	20.9	32	0	1	2.3	0	0	0	35.3
9:30	3	0	2	0	0	0	0	5	22	1	2	4.6	0	0	0	29.6
9:45	3	0	0	6.9	0	0	0	9.9	23	0	2	2.3	0	0	0	27.3
10:00	12	0	1	2.3	0	0	0.2	15.5	8	0	1	6.9	0	0	0	15.9
10:15	11	0	3	2.3	0	0	0	16.3	13	0	2	2.3	0	0	0	17.3
10:30	4	0	3	0	0	0	0	7	12	1	4	0	0	0	0	17
10:45	12	0	1	6.9	0	0	0	19.9	16	0	1	6.9	0	0	0	23.9
11:00	10	1	1	2.3	0	0	0	14.3	7	0	2	2.3	0	0	0	11.3
11:15	8	1	1	4.6	0	0	0	14.6	11	0	1	6.9	0	0	0.6	19.5
11:30	9	0	1	13.8	0	0	0.2	24	10	0	2	4.6	0	0	0	16.6
11:45	14	0	0	4.6	0	0	0	18.6	11	0	1	4.6	0	0	0	16.6
12:00	17	0	1	2.3	0	0	0	20.3	12	0	2	2.3	0	0	0	16.3
12:15	11	0	1	0	0	0	0	12	11	0	2	2.3	0	0	0.4	15.7
12:30	19	0	4	2.3	0	0	0	25.3	13	0	2	2.3	0	0	0	17.3
12:45	11	1	1	4.6	0	0	0	17.6	12	0	2	4.6	0	0	0	18.6
13:00	18	0	3	0	0	0	0	21	4	1	2	0	0	0	0	7
13:15	19	1	1	4.6	0	0	0	25.6	11	0	0	2.3	0	0	0	13.3
13:30	17	0	3	2.3	0	0	0.2	22.5	11	0	1	11.5	0	0	0	23.5
13:45	14	1	4	6.9	0	0	0	25.9	16	0	2	2.3	0	0	0	20.3
14:00	14	0	0	0	0	0	0	14	14	0	2	2.3	0	0	0	18.3
14:15	17	0	1	0	0	0	0	18	11	0	0	0	0	0	0	11
14:30	19	0	3	0	0	0	0	22	17	0	2	4.6	0	0	0.2	23.8
14:45	15	0	5	2.3	0	0	0	22.3	11	1	0	4.6	0	0	0	16.6
15:00	23	0	0	2.3	0	0	0.2	25.5	15	0	4	6.9	0	0	0	25.9
15:15	18	0	2	11.5	0	0	0.2	31.7	9	1	2	4.6	0	0	0	16.6
15:30	14	0	1	2.3	0	0	0	17.3	12	0	2	4.6	0	0	0	18.6
15:45	16	0	8	2.3	0	0	0.2	26.5	19	0	2	2.3	0	0	0	23.3
16:00	27	0	3	2.3	0	0	0.2	32.5	15	0	4	0	0	0	0	19
16:15	38	0	6	9.2	0	0	0	53.2	10	0	1	0	2	0	0	13
16:30	28	0	3	6.9	0	0	0	37.9	16	0	1	2.3	2	0	0	21.3
16:45	27	0	5	4.6	0	0	0	36.6	15	0	0	2.3	0	0	0	17.3
17:00	34	1	8	6.9	0	0	0.2	50.1	13	0	3	0	0	0	0	16
17:15	40	0	7	2.3	0	0	0	49.3	8	0	6	0	0	0	0	14
17:30	40	0	4	0	0	0.4	0	44.4	16	0	4	0	0	0	0	20
17:45	42	0	3	2.3	0	0	0	47.3	14	1	2	2.3	0	0	0	19.3
18:00	28	1	5	2.3	0	0	0	36.3	11	0	0	0	0	0	0	11
18:15	19	0	5	0	0	0.4	0	24.4	15	1	2	4.6	0	0	0	22.6
18:30	27	0	1	0	0	0	0	28	15	1	3	2.3	0	0	0.2	21.5
18:45	22	0	3	2.3	0	0	0	27.3	18	0	2	0	0	0	0.2	20.2



10084 / Moygaddy  
May 2019  
Junction Turning Count

Site No. 1  
Location Moyglare Road(N) / Moyglare Road(W) / Moyglare Road(S) / Moyglare Road(E)  
Date Tuesday 28 May 2019

Time	To Arm B - Moyglare Road(W)							Veh. Total	From Arm B - Moyglare Road(W)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	2	0	3	0	0	0	0	5	48	0	9	4.6	0	0	0	61.6
7:15	4	0	1	2.3	0	0	0	7.3	60	0	18	2.3	0	0	0	80.3
7:30	10	0	5	4.6	0	0	0	19.6	69	0	13	6.9	0	0	0	88.9
7:45	4	0	2	0	0	0	0	6	61	1	9	2.3	0	0	0	73.3
8:00	10	0	2	0	0	0	0	12	61	0	8	2.3	0	0	0	71.3
8:15	9	0	2	4.6	0	0	0	15.6	72	0	4	6.9	0	0	0	82.9
8:30	19	0	2	0	0	0	0.2	21.2	39	0	2	0	0	0	0	41
8:45	12	0	3	4.6	0	0	0	19.6	38	0	5	4.6	0	0.4	0	48
9:00	13	0	2	2.3	0	0	0	17.3	37	1	3	6.9	0	0	0	47.9
9:15	12	0	2	4.6	0	0	0	18.6	26	0	6	2.3	0	0	0.2	34.5
9:30	14	1	1	2.3	0	0	0	18.3	18	0	1	4.6	0	0	0	23.6
9:45	4	0	2	2.3	0	0	0	8.3	10	0	2	2.3	0	0	0	14.3
10:00	4	0	2	2.3	0	0	0	8.3	9	0	4	0	0	0	0	13
10:15	6	0	1	0	0	0	0	7	13	0	3	2.3	0	0	0	18.3
10:30	3	0	2	4.6	0	0	0.2	9.8	10	0	1	0	0	0	0	11
10:45	10	0	3	2.3	0	0	0.2	15.5	8	1	2	4.6	0	0	0	15.6
11:00	6	0	3	2.3	0	0	0	11.3	14	0	3	2.3	0	0	0	19.3
11:15	3	1	2	6.9	0	0	0	12.9	10	0	3	2.3	0	0	0.4	15.7
11:30	14	0	1	2.3	0	0	0	17.3	6	0	0	2.3	0	0	0.2	8.5
11:45	8	0	1	2.3	0	0	0	11.3	9	1	2	0	0	0	0	12
12:00	13	0	1	0	0	0	0	14	9	0	1	0	0	0	0	10
12:15	9	0	6	2.3	0	0	0	17.3	9	0	1	0	0	0	0	10
12:30	11	0	1	2.3	0	0	0.4	14.7	10	0	5	2.3	0	0	0.2	17.5
12:45	11	0	4	2.3	0	0	0.2	17.5	7	0	1	0	0	0	0	8
13:00	9	0	2	0	0	0	0	11	15	0	4	4.6	0	0	0	23.6
13:15	7	0	1	4.6	0	0	0	12.6	12	0	1	2.3	0	0	0	15.3
13:30	14	1	2	2.3	0	0.4	0	19.7	11	0	3	0	0	0	0	14
13:45	10	0	1	0	0	0	0	11	11	0	1	4.6	0	1.2	0	17.8
14:00	17	0	5	2.3	0	0	0	24.3	14	0	1	4.6	0	0	0.4	20
14:15	14	0	1	4.6	0	0	0	19.6	14	0	0	2.3	0	0	0	16.3
14:30	9	0	1	0	0	0	0	10	11	0	1	2.3	0	0	0.2	14.5
14:45	16	0	0	0	0	0	0	16	19	1	4	0	0	0	0	24
15:00	23	0	2	2.3	0	0	0	27.3	9	0	2	0	0	0	0	11
15:15	28	1	4	0	0	0	0	33	9	0	1	0	0	0	0	10
15:30	32	1	2	2.3	0	0	0.2	37.5	19	0	0	0	0	0	0	19
15:45	31	1	3	2.3	0	0	0	37.3	5	0	0	0	0	0	0.2	5.2
16:00	36	0	10	2.3	0	0	0	48.3	14	0	4	2.3	0	0	0	20.3
16:15	45	0	6	2.3	0	0.8	0	54.1	19	0	5	2.3	0	0	0.4	26.7
16:30	46	1	5	4.6	0	0.4	0.6	57.6	16	0	3	2.3	0	0	0	21.3
16:45	57	0	8	2.3	0	0	0	67.3	11	0	0	0	0	0	0	11
17:00	43	0	11	0	0	0	0	54	16	0	6	0	0	0	0	22
17:15	46	0	10	0	0	0	0.2	56.2	14	0	0	0	0	0	0	14
17:30	54	0	6	0	0	0	0	60	13	0	5	0	0	0	0	18
17:45	43	1	6	2.3	0	0	0.2	52.5	10	0	2	0	0	0	0	12
18:00	50	0	8	2.3	0	0	0.4	60.7	17	0	0	0	0	0	0	17
18:15	52	0	8	2.3	0	0	0.2	62.5	14	0	2	0	0	0	0	16
18:30	31	0	4	0	0	0	0.2	35.2	12	0	2	2.3	0	0	0.2	16.5
18:45	27	0	7	0	0	0	0.2	34.2	11	0	1	0	0	0	0	12
25:75	951	8	167	96.6	0	1.6	3.4	1227.6	969	5	154	92	0	1.6	2.4	1224



10084 / Moygaddy  
May 2019  
Junction Turning Count

Site No. 1  
Location Moyglare Road(N) / Moyglare Road(W) / Moyglare Road(S) / Moyglare Road(E)  
Date Tuesday 28 May 2019

Time	To Arm C - Moyglare Road(S)							Veh. Total	From Arm C - Moyglare Road(S)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	28	0	13	2.3	0	0.4	0	43.7	16	0	5	0	0	0	0	21
7:15	30	0	15	4.6	0	0	0	49.6	26	0	3	4.6	0	0	0	33.6
7:30	39	0	10	13.8	0	0	0	62.8	32	0	3	6.9	0	0	0	41.9
7:45	52	0	5	4.6	0	0.4	0	62	25	0	2	13.8	2	0	0	42.8
8:00	38	0	6	11.5	0	0	0.2	55.7	28	1	4	2.3	0	0	0.2	35.5
8:15	71	0	7	4.6	2	0	0	84.6	40	0	3	0	0	0	0	43
8:30	76	1	4	0	2	0	0	83	71	0	4	4.6	2	0	0.2	81.8
8:45	71	0	4	16.1	2	0	0.2	93.3	51	2	3	4.6	0	0	0	60.6
9:00	67	0	5	13.8	0	0	0.2	86	35	0	2	11.5	2	0	0	50.5
9:15	59	0	2	4.6	0	0	0.2	65.8	31	3	0	6.9	0	0	0	40.9
9:30	41	3	1	6.9	0	0	0.2	52.1	23	0	5	6.9	0	0	0	34.9
9:45	31	0	3	4.6	0	0	0	38.6	13	1	3	6.9	0	0	0	23.9
10:00	21	0	0	11.5	0	0	0	32.5	25	0	1	6.9	0	0	0.2	33.1
10:15	24	0	6	0	0	0	0	30	11	0	4	4.6	0	0	0	19.6
10:30	23	0	4	2.3	0	0	0	29.3	9	1	4	2.3	0	0	0	16.3
10:45	24	2	4	9.2	0	0	0	39.2	27	0	6	6.9	0	0	0	39.9
11:00	20	0	4	6.9	0	0	0	30.9	26	1	2	6.9	0	0	0.2	36.1
11:15	19	0	1	9.2	0	0	0.8	30	25	1	5	9.2	0	0	0	40.2
11:30	38	0	4	6.9	0	0	0	48.9	24	0	0	13.8	0	0	0	37.8
11:45	38	0	3	6.9	0	0	0	47.9	24	0	2	2.3	0	0	0	28.3
12:00	31	0	2	2.3	0	0	0	35.3	26	0	3	2.3	0	0	0	31.3
12:15	35	0	1	2.3	0	0	0.2	38.5	22	1	8	2.3	0	0	0	33.3
12:30	18	0	5	6.9	0	0	0	29.9	28	0	1	2.3	0	0	0	31.3
12:45	17	0	2	6.9	0	0	0	25.9	21	0	1	6.9	0	0	0	28.9
13:00	17	1	4	2.3	0	0	0	24.3	22	0	2	0	0	0	0	24
13:15	31	0	4	4.6	0	0	0	39.6	30	0	3	9.2	0	0	0	42.2
13:30	24	1	3	6.9	0	0	0	34.9	37	0	2	6.9	0	0	0.2	46.1
13:45	39	1	1	4.6	0	0	0	45.6	22	2	5	2.3	0	0	0	31.3
14:00	37	0	8	0	0	0	0.2	45.2	24	1	3	6.9	0	0	0	34.9
14:15	29	0	0	2.3	0	0	0	31.3	47	0	1	0	0	0	0	48
14:30	28	0	3	6.9	0	0	0.4	38.3	34	0	5	0	0	0	0	39
14:45	63	1	1	11.5	0	0	0	76.5	32	1	5	0	2	0	0	40
15:00	37	0	2	9.2	0	0	0	48.2	45	0	4	4.6	0	0	0.2	53.8
15:15	30	2	3	4.6	0	0	0	39.6	33	1	4	11.5	0	0	0.2	49.7
15:30	47	4	2	2.3	0	0	0	55.3	21	0	6	2.3	0	0	0	29.3
15:45	46	0	3	2.3	2	0	0	53.3	42	0	9	4.6	0	0	0.2	55.8
16:00	48	0	7	4.6	0	0	0	59.6	47	0	4	4.6	0	0	0.2	55.8
16:15	29	0	6	2.3	2	0	0	39.3	64	0	9	4.6	2	0.4	0	80
16:30	40	0	8	2.3	2	0	0	52.3	48	0	9	2.3	0	0	0.8	60.1
16:45	52	0	4	2.3	2	0	0	60.3	43	0	9	4.6	0	0	0	56.6
17:00	44	0	7	2.3	0	0	0.2	53.5	55	0	8	4.6	0	0	0.2	67.8
17:15	47	0	7	0	0	0	0	54	76	0	11	2.3	0	0	0.2	89.5
17:30	57	0	7	2.3	0	0	0	66.3	65	0	7	0	0	0.4	0	72.4
17:45	66	2	5	0	0	0	0	73	70	0	3	2.3	0	0	0.2	75.5
18:00	55	0	2	2.3	0	0	0	59.3	31	4	3	2.3	0	0	0.2	40.5
18:15	58	1	5	4.6	0	0	0	68.6	36	1	4	0	0			



Site No. 1  
Location Moyglare Road(N) / Moyglare Road(W) / Moyglare Road(S) / Moyglare Road(E)  
Date Tuesday 28 May 2019

Time	To Arm D - Moyglare Road(E)							Veh. Total	From Arm D - Moyglare Road(E)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	69	1	15	4.6	0	0	0	89.6	11	0	9	0	0	0	0	20
7:15	91	0	17	2.3	0	0	0	110.3	10	0	4	4.6	0	0	0	18.6
7:30	112	0	12	4.6	0	0	0	128.6	26	0	6	2.3	0	0	0	34.3
7:45	81	1	9	4.6	0	0	0.2	95.8	32	0	4	4.6	0	0	0.2	40.8
8:00	90	1	9	2.3	0	0	0.2	102.5	27	0	5	4.6	0	0	0	36.6
8:15	121	0	4	4.6	0	0	0	129.6	44	0	6	6.9	0	0	0	56.9
8:30	94	0	8	2.3	2	0	0	106.3	58	1	4	0	2	0	0	65
8:45	80	2	3	9.2	0	0.4	0	94.6	59	0	5	9.2	2	0	0	75.2
9:00	61	1	3	9.2	2	0	0	76.2	58	0	5	13.8	0	0	0	76.8
9:15	50	2	5	0	0	0	0	57	43	0	4	4.6	0	0	0	51.6
9:30	40	0	4	6.9	0	0	0	50.9	35	3	0	0	0	0	0.2	38.2
9:45	29	1	3	4.6	0	0	0	37.6	21	0	1	6.9	0	0	0	28.9
10:00	25	0	5	4.6	0	0	0	34.6	20	0	2	6.9	0	0	0	28.9
10:15	12	0	3	6.9	0	0	0	21.9	16	0	4	0	0	0	0	20
10:30	14	2	2	2.3	0	0	0	20.3	13	0	2	6.9	0	0	0.2	22.1
10:45	31	0	5	6.9	0	0	0	42.9	26	1	4	6.9	0	0	0.2	38.1
11:00	28	0	5	4.6	0	0	0.2	37.8	17	0	6	4.6	0	0	0	27.6
11:15	32	0	7	0	0	0	0.2	39.2	16	1	2	2.3	0	0	0	21.3
11:30	21	0	1	2.3	0	0	0	24.3	42	0	5	4.6	0	0	0	51.6
11:45	27	1	4	0	0	0	0	32	43	0	3	6.9	0	0	0	52.9
12:00	26	0	5	4.6	0	0	0	35.6	40	0	3	4.6	0	0	0	47.6
12:15	20	1	6	4.6	0	0	0.2	31.8	33	0	3	4.6	0	0	0	40.6
12:30	26	0	2	0	0	0	0.2	28.2	23	0	4	4.6	0	0	0.4	32
12:45	22	0	2	2.3	0	0	0	26.3	21	1	5	4.6	0	0	0.2	31.8
13:00	24	0	3	4.6	0	0	0	31.6	27	0	4	2.3	0	0	0	33.3
13:15	25	0	2	4.6	0	0	0	31.6	29	1	4	4.6	0	0	0	38.6
13:30	37	0	4	9.2	0	0	0	50.2	33	2	6	2.3	0	0.4	0	43.7
13:45	21	1	4	0	0	1.2	0	27.2	35	1	2	2.3	0	0	0	40.3
14:00	23	1	2	11.5	0	0	0.2	37.7	39	0	9	0	0	0	0	48
14:15	49	0	0	2.3	0	0	0	51.3	37	0	1	6.9	0	0	0	44.9
14:30	37	0	2	2.3	0	0	0	41.3	31	0	1	2.3	0	0	0	34.3
14:45	41	2	4	0	2	0	0	49	73	0	1	9.2	0	0	0	83.2
15:00	38	0	7	2.3	0	0	0	47.3	52	0	1	4.6	0	0	0	57.6
15:15	30	1	3	2.3	0	0	0	36.3	55	2	5	2.3	0	0	0	64.3
15:30	21	0	4	2.3	0	0	0	27.3	62	5	1	2.3	0	0	0.2	70.5
15:45	29	0	4	0	0	0	0.2	33.2	56	1	7	0	2	0	0	66
16:00	34	0	5	0	0	0	0	39	69	0	13	2.3	0	0	0	84.3
16:15	47	0	3	0	2	0	0.4	52.4	66	0	6	6.9	0	0.4	0	79.3
16:30	48	0	6	2.3	0	0	0.2	56.5	82	1	9	9.2	0	0.4	0	101.6
16:45	32	0	4	0	0	0	0	36	99	0	12	2.3	2	0	0	115.3
17:00	51	0	5	0	0	0	0	56	88	1	14	4.6	0	0	0.2	107.8
17:15	63	0	4	2.3	0	0	0	69.3	98	0	11	2.3	0	0	0	111.3
17:30	45	0	7	0	0	0	0	52	102	0	8	2.3	0	0	0	112.3
17:45	42	0	4	0	0	0	0	46	99	2	11	0	0	0	0	112
18:00	32	3	1	0	0	0	0	36	106	0	13	4.6	0	0	0.2	123.8
18:15	27	1	3	0	0	0	0	31	91	0	13	2.3	0	0	0	106.3
18:30	31	0	5	2.3	0	0	0.2	38.5	66	2	4	2.3	0	0	0.2	74.5
18:45	29	1	3	0	4	0	0.2	37.2	71	0	10	2.3	0	0	0	83.3
25:75	2058	23	228	142.6	12	1.6	2.6	2467.8	2300	25	262	195.5	8	1.2	2.2	2793.9



Site No. 2  
Location Moyglare Road(N) / Moyglare Road(S) / Mariavilla  
Date Tuesday 28 May 2019

Time	A to C - Moyglare Road(N) to Mariavilla						Veh. Total	A to B - Moyglare Road(N) to Moyglare Road(S)						Veh. Total		
	CAR	Taxi	LGV	HGV	PSV	M/C		P/C	CAR	Taxi	LGV	HGV	PSV		M/C	P/C
7:00	2	0	1	0	0	0	0	3	22	0	8	1	0	1	0	32
7:15	4	0	2	0	0	0	0	6	28	0	10	2	0	0	0	40
7:30	1	0	2	0	0	0	0	3	30	0	6	6	0	0	0	42
7:45	5	0	2	1	0	0	0	8	54	0	5	1	0	1	0	61
8:00	2	0	0	0	0	0	0	2	34	0	3	5	0	0	1	43
8:15	4	0	1	0	0	0	0	5	64	0	3	1	1	0	0	69
8:30	4	1	0	0	0	0	0	5	60	0	7	1	1	0	0	69
8:45	4	0	1	1	0	0	0	6	61	0	4	7	1	0	1	74
9:00	8	0	1	0	0	0	0	9	62	0	4	6	0	0	1	73
9:15	5	0	3	1	0	0	0	9	54	0	0	1	0	0	1	56
9:30	4	0	1	1	0	0	0	6	36	3	0	2	0	0	1	42
9:45	1	0	0	0	0	0	0	1	31	0	2	3	0	0	0	36
10:00	4	0	0	0	0	0	0	4	19	0	6	4	0	0	0	29
10:15	2	0	1	0	0	0	0	3	19	0	3	0	0	0	0	22
10:30	1	0	0	0	0	0	0	1	25	0	4	2	0	0	0	31
10:45	1	0	1	1	0	0	0	3	27	1	3	3	0	0	0	34
11:00	1	0	1	1	0	0	0	3	14	0	2	2	0	0	0	18
11:15	2	0	1	1	0	0	0	4	22	0	0	3	0	0	4	29
11:30	2	0	0	0	0	0	0	2	32	0	4	3	0	0	0	39
11:45	8	0	0	0	0	0	0	8	34	0	4	3	0	0	0	41
12:00	6	0	1	0	0	0	0	7	24	0	1	1	0	0	0	26
12:15	4	0	1	0	0	0	0	5	25	0	3	1	0	0	1	30
12:30	5	0	0	1	0	0	0	6	16	0	4	1	0	0	0	21
12:45	2	0	0	0	0	0	0	2	14	0	3	3	0	0	0	20
13:00	1	0	0	0	0	0	0	1	15	1	5	2	0	0	0	23
13:15	4	0	1	0	0	0	0	5	24	0	4	2	0	0	0	30
13:30	1	1	1	0	0	0	0	3	27	0	2	4	0	0	0	33
13:45	8	0	0	1	0	0	0	9	29	1	3	1	0	0	0	34
14:00	3	0	1	0	0	0	0	4	24	0	7	0	0	0	1	32
14:15	7	0	1	0	0	0	0	8	23	0	0	2	0	0	1	26
14:30	3	0	1	0	0	0	0	4	30	0	1	2	0	0	2	35
14:45	17	0	0	2	0	0	0	19	45	0	2	5	0	0	0	52
15:00	8	0	1	0	0	0	0	9	28	0	1	3	0	0	0	32
15:15	4	1	0	0	0	0	0	5	26	2	4	3	0	0	0	35
15:30	11	2	1	0	0	0	0	14	35	1	0	0	0	0	0	36
15:45	10	1	1	0	0	0	0	12	38	0	4	2	1	0	0	45
16:00	10	0	1	0	0	0	0	11	31	0	8	2	0	0	0	41
16:15	14	0	2	0	0	0	0	16	24	0	8	1	1	0	0	34
16:30	7	0	2	1	0	0	0	10	31	0	5	0	1	0	0	37
16:45	17	0	2	0	0	0	0	19	31	0	2	1	1	0	0	35
17:00	16	0	2	0	0	0	1	19	32	0	4	1	0	0	0	37
17:15	22	0	0	0	0	0	0	22	26	0	6	0	0	0	0	32
17:30	19	0	1	0	0	0	0	20	36	0	5	2	0	0	0	43
17:45	20	0	0	0	0	0	0	20	48	2	6	0	0	0	0	56
18:00	20	0	1	0	0	0	0	21	33	0	3	1	0	0	0	37
18:15	27	0	4	0	0	0	0	31	32	1	1	2	0	0	0	36
18:30	11	0	2	0	0	0	0	13	22	3	1	2	0	0	1	29
18:45	6	0	0	0	0	0	0	6	38	0	2	0	0	0	1	41
Total	348	6	45	12	0	0	1	412								



Site No. 2  
Location Moyglare Road(N) / Moyglare Road(S) / Mariavilla  
Date Tuesday 28 May 2019

Time	B to A - Moyglare Road(S) to Moyglare Road(N)							Veh. Total	B to C - Moyglare Road(S) to Mariavilla							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	16	0	3	0	0	0	0	19	7	0	1	0	0	0	0	8
7:15	15	0	7	1	0	0	0	23	10	1	4	0	0	0	0	15
7:30	15	0	3	3	1	0	0	22	9	0	0	0	0	0	0	9
7:45	16	0	2	6	0	0	0	24	6	0	1	0	0	0	0	7
8:00	16	1	5	2	0	0	0	24	5	0	0	0	0	0	0	5
8:15	27	0	3	0	1	0	0	31	9	0	1	1	0	0	0	11
8:30	26	0	3	2	0	0	0	31	4	1	0	0	0	0	0	5
8:45	33	1	3	3	0	0	0	40	10	0	0	2	0	0	0	12
9:00	22	0	1	4	1	0	0	28	12	0	2	1	0	0	1	16
9:15	25	2	1	4	0	0	0	32	14	0	1	0	0	0	0	15
9:30	18	0	3	2	0	0	0	23	13	1	0	2	0	0	0	16
9:45	11	1	1	2	0	0	0	15	6	0	0	0	0	0	0	6
10:00	22	0	3	0	0	0	1	26	11	0	3	0	0	0	0	14
10:15	10	0	4	3	0	0	0	17	5	0	1	0	0	1	0	7
10:30	10	1	2	2	0	0	0	15	10	0	1	1	0	0	0	12
10:45	23	0	4	3	0	0	1	31	4	0	0	0	0	0	0	4
11:00	25	1	1	4	0	0	0	31	8	0	6	1	0	1	0	16
11:15	20	0	5	2	0	0	0	27	3	1	1	0	0	0	0	5
11:30	21	0	0	5	0	0	0	26	6	0	1	1	0	0	0	8
11:45	20	0	2	1	0	0	0	23	6	0	0	0	0	0	0	6
12:00	19	0	3	1	0	0	0	23	10	0	1	0	0	0	0	11
12:15	20	1	6	0	0	0	0	27	12	0	4	2	0	0	1	19
12:30	22	0	1	1	0	0	0	24	18	0	1	2	0	0	0	21
12:45	19	0	0	4	0	0	0	23	9	0	1	0	0	0	0	10
13:00	21	0	0	0	0	0	0	21	11	2	2	1	0	0	0	16
13:15	24	0	5	5	0	0	1	35	18	1	1	1	0	0	0	21
13:30	30	0	1	1	0	0	0	32	8	0	3	2	0	0	0	13
13:45	21	1	4	2	0	0	0	28	13	1	1	1	0	0	0	16
14:00	23	1	3	2	0	0	0	29	12	1	1	0	0	1	0	15
14:15	39	0	2	0	0	0	0	41	12	0	0	1	0	0	0	13
14:30	35	0	3	0	0	0	0	38	8	0	2	0	0	0	0	10
14:45	26	0	2	0	1	0	0	29	14	0	1	0	0	0	0	15
15:00	38	0	4	2	0	0	2	46	23	1	1	0	0	0	0	25
15:15	20	0	6	4	0	0	0	30	16	0	1	1	0	0	0	18
15:30	22	0	4	1	0	0	0	27	14	0	2	0	0	0	0	16
15:45	27	0	7	2	0	0	1	37	8	1	0	0	0	1	0	10
16:00	56	0	5	3	1	1	1	67	18	1	2	0	0	0	0	21
16:15	45	0	7	1	0	0	1	54	15	0	1	0	0	0	0	16
16:30	53	0	8	1	0	0	0	62	15	0	0	1	0	0	0	16
16:45	32	0	2	2	0	0	1	37	9	0	0	1	0	0	0	10
17:00	55	0	6	2	0	0	1	64	14	0	2	0	0	0	0	16
17:15	74	0	8	0	0	0	0	82	7	0	1	1	0	0	0	9
17:30	53	0	6	0	0	1	0	60	18	0	0	1	0	0	0	19
17:45	59	0	3	1	0	0	1	64	25	0	3	0	0	0	0	28
18:00	29	4	3	1	0	0	1	38	26	0	2	0	0	0	0	28
18:15	26	0	3	0	0	1	1	31	23	1	2	0	0	0	0	26
18:30	34	0	2	0	0	0	0	36	25	1	0	0	0	1	0	27
18:45	27	0	1	0	2	0	0	30	18	0	2	0	0	0	0	20
25:75	1340	14	161	85	7	3	13	1623	577	14	60	24	0	5	2	682



Site No. 2  
Location Moyglare Road(N) / Moyglare Road(S) / Mariavilla  
Date Tuesday 28 May 2019

Time	C to B - Mariavilla to Moyglare Road(S)							Veh. Total	C to A - Mariavilla to Moyglare Road(N)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	27	0	3	0	0	0	0	30	5	0	1	0	0	0	0	6
7:15	27	1	3	0	0	0	0	31	12	0	3	0	0	0	0	15
7:30	18	1	1	0	0	0	0	20	17	0	1	0	0	0	0	18
7:45	21	0	3	2	0	0	1	27	9	0	0	0	0	0	0	9
8:00	28	0	0	2	0	1	0	31	12	0	0	0	0	0	1	13
8:15	31	1	0	0	0	1	0	33	25	0	0	0	0	0	0	25
8:30	42	0	1	1	0	0	0	44	34	0	0	0	0	0	1	35
8:45	24	0	1	1	0	0	0	26	21	1	1	0	0	0	0	23
9:00	17	0	3	0	0	0	0	20	8	0	0	0	0	0	0	8
9:15	14	1	1	0	0	0	0	16	5	1	0	1	0	0	0	7
9:30	6	0	2	2	0	0	0	10	2	0	1	2	0	0	0	5
9:45	11	0	2	2	0	0	0	15	5	0	1	1	0	0	0	7
10:00	9	1	1	0	0	0	0	11	5	0	0	0	0	0	0	5
10:15	10	0	2	0	0	0	0	12	1	0	1	0	0	0	0	2
10:30	8	0	5	0	0	1	0	14	3	0	2	1	0	0	0	6
10:45	5	0	0	1	0	0	0	6	2	0	1	1	0	0	0	4
11:00	20	0	0	1	0	0	0	21	3	0	1	2	0	0	0	6
11:15	5	0	2	1	0	0	0	8	2	0	1	1	0	0	0	4
11:30	10	0	2	0	0	0	0	12	3	0	2	0	0	0	0	5
11:45	9	0	0	0	0	0	0	9	8	0	1	0	0	0	0	9
12:00	10	0	4	0	0	0	0	14	2	0	0	0	0	0	0	2
12:15	11	0	0	1	0	0	0	12	5	0	2	0	0	0	0	7
12:30	16	0	6	1	0	0	0	23	4	0	1	0	0	0	0	5
12:45	17	1	3	0	0	0	0	21	4	0	0	0	0	0	0	4
13:00	12	1	0	0	0	0	0	13	3	0	1	0	0	0	0	4
13:15	11	0	1	2	0	1	0	15	6	0	1	1	0	0	0	8
13:30	13	2	0	2	0	0	0	17	4	0	1	0	0	0	0	5
13:45	17	0	0	1	0	0	0	18	3	1	2	0	0	0	0	6
14:00	12	0	1	0	0	0	0	13	3	0	0	1	0	0	0	4
14:15	12	0	0	2	0	0	0	14	7	0	0	0	0	0	0	7
14:30	14	0	1	0	0	0	0	15	4	0	2	0	0	0	0	6
14:45	10	1	1	1	0	0	0	13	5	0	2	0	0	0	0	7
15:00	9	0	0	1	0	0	0	10	6	0	1	1	0	0	0	8
15:15	7	1	1	1	0	0	0	10	6	1	0	0	0	0	0	7
15:30	8	0	2	0	0	0	0	10	6	0	0	0	0	0	0	6
15:45	14	1	0	0	0	0	0	15	4	0	1	0	0	0	0	5
16:00	6	0	2	0	0	0	0	8	3	0	0	0	0	0	0	3
16:15	8	1	2	0	0	0	0	11	5	0	0	0	0	0	0	5
16:30	7	0	2	1	0	0	0	10	2	0	0	0	0	0	3	5
16:45	12	1	3	1	0	0	0	17	11	0	6	0	0	0	0	17
17:00	8	0	4	1	0	0	0	13	2	0	0	0	0	0	0	2
17:15	10	0	0	0	0	0	0	10	4	0	1	1	0	0	0	6
17:30	19	0	0	0	0	0	0	19	4	0	0	0	0	0	0	4
17:45	14	0	0	2	0	0	0	16	7	0	0	0	0	0	0	7
18:00	13	0	0	0	0	0	0	13	4	0	0	0	0	0	0	4
18:15	15	0	1	0	0	0	0	16	8	1	2	0	0	0	0	11
18:30	11	0	0	0	0	0	0	11	2	0	1	0	0	0	1	4
18:45	13	0	0	0	0	0	1	14	5	1	1	0	0	0	1	8
25:75	671	14	66	30	0	4	2	787	311	6	42	13	0	0	7	379



Site No. 2  
Location Moyglare Road(N) / Moyglare Road(S) / Mariavilla  
Date Tuesday 28 May 2019

Time	To Arm A - Moyglare Road(N)							Veh. Total	From Arm A - Moyglare Road(N)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	21	0	4	0	0	0	0	25	24	0	9	1	0	1	0	35
7:15	27	0	10	1	0	0	0	38	32	0	12	2	0	0	0	46
7:30	32	0	4	3	1	0	0	40	31	0	8	6	0	0	0	45
7:45	25	0	2	6	0	0	0	33	59	0	7	2	0	1	0	69
8:00	28	1	5	2	0	0	1	37	36	0	3	5	0	0	1	45
8:15	52	0	3	0	1	0	0	56	68	0	4	1	1	0	0	74
8:30	60	0	3	2	0	0	1	66	64	1	7	1	1	0	0	74
8:45	54	2	4	3	0	0	0	63	65	0	5	8	1	0	1	80
9:00	30	0	1	4	1	0	0	36	70	0	5	6	0	0	1	82
9:15	30	3	1	5	0	0	0	39	59	0	3	2	0	0	1	65
9:30	20	0	4	4	0	0	0	28	40	3	1	3	0	0	1	48
9:45	16	1	2	3	0	0	0	22	32	0	2	3	0	0	0	37
10:00	27	0	3	0	0	0	1	31	23	0	6	4	0	0	0	33
10:15	11	0	5	3	0	0	0	19	21	0	4	0	0	0	0	25
10:30	13	1	4	3	0	0	0	21	26	0	4	2	0	0	0	32
10:45	25	0	5	4	0	0	1	35	28	1	4	4	0	0	0	37
11:00	28	1	2	6	0	0	0	37	15	0	3	3	0	0	0	21
11:15	22	0	6	3	0	0	0	31	24	0	1	4	0	0	4	33
11:30	24	0	2	5	0	0	0	31	34	0	4	3	0	0	0	41
11:45	28	0	3	1	0	0	0	32	42	0	4	3	0	0	0	49
12:00	21	0	3	1	0	0	0	25	30	0	2	1	0	0	0	33
12:15	25	1	8	0	0	0	0	34	29	0	4	1	0	0	1	35
12:30	26	0	2	1	0	0	0	29	21	0	4	2	0	0	0	27
12:45	23	0	0	4	0	0	0	27	16	0	3	3	0	0	0	22
13:00	24	0	1	0	0	0	0	25	16	1	5	2	0	0	0	24
13:15	30	0	6	6	0	0	1	43	28	0	5	2	0	0	0	35
13:30	34	0	2	1	0	0	0	37	28	1	3	4	0	0	0	36
13:45	24	2	6	2	0	0	0	34	37	1	3	2	0	0	0	43
14:00	26	1	3	3	0	0	0	33	27	0	8	0	0	0	1	36
14:15	46	0	2	0	0	0	0	48	30	0	1	2	0	0	1	34
14:30	39	0	5	0	0	0	0	44	33	0	2	2	0	0	2	39
14:45	31	0	4	0	1	0	0	36	62	0	2	7	0	0	0	71
15:00	44	0	5	3	0	0	2	54	36	0	2	3	0	0	0	41
15:15	26	1	6	4	0	0	0	37	30	3	4	3	0	0	0	40
15:30	28	0	4	1	0	0	0	33	46	3	1	0	0	0	0	50
15:45	31	0	8	2	0	0	1	42	48	1	5	2	1	0	0	57
16:00	59	0	5	3	1	1	1	70	41	0	9	2	0	0	0	52
16:15	50	0	7	1	0	0	1	59	38	0	10	1	1	0	0	50
16:30	55	0	8	1	0	0	3	67	38	0	7	1	1	0	0	47
16:45	43	0	8	2	0	0	1	54	48	0	4	1	1	0	0	54
17:00	57	0	6	2	0	0	1	66	48	0	6	1	0	0	1	56
17:15	78	0	9	1	0	0	0	88	48	0	6	0	0	0	0	54
17:30	57	0	6	0	0	1	0	64	55	0	6	2	0	0	0	63
17:45	66	0	3	1	0	0	1	71	68	2	6	0	0	0	0	76
18:00	33	4	3	1	0	0	1	42	53	0	4	1	0	0	0	58
18:15	34	1	5	0	0	1	1	42	59	1	5	2	0	0	0	67
18:30	36	0	3	0	0	0	1	40	33	3	3	2	0	0	1	42
18:45	32	1	2	0	2	0	1	38	44	0	2	0	0	0	1	47
25:75	1651	20	203	98	7	3	20	2002	1883	21	218	112	7	2	17	2260



Site No. 2  
Location Moyglare Road(N) / Moyglare Road(S) / Mariavilla  
Date Tuesday 28 May 2019

Time	To Arm B - Moyglare Road(S)							Veh. Total	From Arm B - Moyglare Road(S)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	49	0	11	1	0	1	0	62	23	0	4	0	0	0	0	27
7:15	55	1	13	2	0	0	0	71	25	1	11	1	0	0	0	38
7:30	48	1	7	6	0	0	0	62	24	0	3	3	1	0	0	31
7:45	75	0	8	3	0	1	1	88	22	0	3	6	0	0	0	31
8:00	62	0	3	7	0	1	1	74	21	1	5	2	0	0	0	29
8:15	95	1	3	1	1	1	0	102	36	0	4	1	1	0	0	42
8:30	102	0	8	2	1	0	0	113	30	1	3	2	0	0	0	36
8:45	85	0	5	8	1	0	1	100	43	1	3	5	0	0	0	52
9:00	79	0	7	6	0	0	1	93	34	0	3	5	1	0	1	44
9:15	68	1	1	1	0	0	1	72	39	2	2	4	0	0	0	47
9:30	42	3	2	4	0	0	1	52	31	1	3	4	0	0	0	39
9:45	42	0	4	5	0	0	0	51	17	1	1	2	0	0	0	21
10:00	28	1	7	4	0	0	0	40	33	0	6	0	0	0	1	40
10:15	29	0	5	0	0	0	0	34	15	0	5	3	0	1	0	24
10:30	33	0	9	2	0	1	0	45	20	1	3	3	0	0	0	27
10:45	32	1	3	4	0	0	0	40	27	0	4	3	0	0	1	35
11:00	34	0	2	3	0	0	0	39	33	1	7	5	0	1	0	47
11:15	27	0	2	4	0	0	4	37	23	1	6	2	0	0	0	32
11:30	42	0	6	3	0	0	0	51	27	0	1	6	0	0	0	34
11:45	43	0	4	3	0	0	0	50	26	0	2	1	0	0	0	29
12:00	34	0	5	1	0	0	0	40	29	0	4	1	0	0	0	34
12:15	36	0	3	2	0	0	1	42	32	1	10	2	0	0	1	46
12:30	32	0	10	2	0	0	0	44	40	0	2	3	0	0	0	45
12:45	31	1	6	3	0	0	0	41	28	0	1	4	0	0	0	33
13:00	27	2	5	2	0	0	0	36	32	2	2	1	0	0	0	37
13:15	35	0	5	4	0	1	0	45	42	1	6	6	0	0	1	56
13:30	40	2	2	6	0	0	0	50	38	0	4	3	0	0	0	45
13:45	46	1	3	2	0	0	0	52	34	2	5	3	0	0	0	44
14:00	36	0	8	0	0	0	1	45	35	2	4	2	0	1	0	44
14:15	35	0	0	4	0	0	1	40	51	0	2	1	0	0	0	54
14:30	44	0	2	2	0	0	2	50	43	0	5	0	0	0	0	48
14:45	55	1	3	6	0	0	0	65	40	0	3	0	1	0	0	44
15:00	37	0	1	4	0	0	0	42	61	1	5	2	0	0	2	71
15:15	33	3	5	4	0	0	0	45	36	0	7	5	0	0	0	48
15:30	43	1	2	0	0	0	0	46	36	0	6	1	0	0	0	43
15:45	52	1	4	2	1	0	0	60	35	1	7	2	0	1	1	47
16:00	37	0	10	2	0	0	0	49	74	1	7	3	1	1	1	88
16:15	32	1	10	1	1	0	0	45	60	0	8	1	0	0	1	70
16:30	38	0	7	1	1	0	0	47	68	0	8	2	0	0	0	78
16:45	43	1	5	2	1	0	0	52	41	0	2	3	0	0	1	47
17:00	40	0	8	2	0	0	0	50	69	0	8	2	0	0	1	80
17:15	36	0	6	0	0	0	0	42	81	0	9	1	0	0	0	91
17:30	55	0	5	2	0	0	0	62	71	0	6	1	0	1	0	79
17:45	62	2	6	2	0	0	0	72	84	0	6	1	0	0	1	92
18:00	46	0	3	1	0	0	0	50	55	4	5	1	0	0	1	66
18:15	47	1	2	2	0	0	0	52	49	1	5	0	0	1	1	57
18:30	33	3	1	2	0	0	1	40	59	1	2	0	0	1	0	63
18:45	51	0	2	0	0	0	2	55	45	0	3	0	2	0	0	50
25:75	2206	29	239	130	7	6	18	2635	1917	28	221	109	7	8	15	2305



Site No. 2  
Location Moyglare Road(N) / Moyglare Road(S) / Mariavilla  
Date Tuesday 28 May 2019

Time	To Arm C - Mariavilla							Veh. Total	From Arm C - Mariavilla							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	9	0	2	0	0	0	0	11	32	0	4	0	0	0	0	36
7:15	14	1	6	0	0	0	0	21	39	1	6	0	0	0	0	46
7:30	10	0	2	0	0	0	0	12	35	1	2	0	0	0	0	38
7:45	11	0	3	1	0	0	0	15	30	0	3	2	0	0	1	36
8:00	7	0	0	0	0	0	0	7	40	0	0	2	0	1	1	44
8:15	13	0	2	1	0	0	0	16	56	1	0	0	0	1	0	58
8:30	8	2	0	0	0	0	0	10	76	0	1	1	0	0	1	79
8:45	14	0	1	3	0	0	0	18	45	1	2	1	0	0	0	49
9:00	20	0	3	1	0	0	1	25	25	0	3	0	0	0	0	28
9:15	19	0	4	1	0	0	0	24	19	2	1	1	0	0	0	23
9:30	17	1	1	3	0	0	0	22	8	0	3	4	0	0	0	15
9:45	7	0	0	0	0	0	0	7	16	0	3	3	0	0	0	22
10:00	15	0	3	0	0	0	0	18	14	1	1	0	0	0	0	16
10:15	7	0	2	0	0	1	0	10	11	0	3	0	0	0	0	14
10:30	11	0	1	1	0	0	0	13	11	0	7	1	0	1	0	20
10:45	5	0	1	1	0	0	0	7	7	0	1	2	0	0	0	10
11:00	9	0	7	2	0	1	0	19	23	0	1	3	0	0	0	27
11:15	5	1	2	1	0	0	0	9	7	0	3	2	0	0	0	12
11:30	8	0	1	1	0	0	0	10	13	0	4	0	0	0	0	17
11:45	14	0	0	0	0	0	0	14	17	0	1	0	0	0	0	18
12:00	16	0	2	0	0	0	0	18	12	0	4	0	0	0	0	16
12:15	16	0	5	2	0	0	1	24	16	0	2	1	0	0	0	19
12:30	23	0	1	3	0	0	0	27	20	0	7	1	0	0	0	28
12:45	11	0	1	0	0	0	0	12	21	1	3	0	0	0	0	25
13:00	12	2	2	1	0	0	0	17	15	1	1	0	0	0	0	17
13:15	22	1	2	1	0	0	0	26	17	0	2	3	0	1	0	23
13:30	9	1	4	2	0	0	0	16	17	2	1	2	0	0	0	22
13:45	21	1	1	2	0	0	0	25	20	1	2	1	0	0	0	24
14:00	15	1	2	0	0	1	0	19	15	0	1	1	0	0	0	17
14:15	19	0	1	1	0	0	0	21	19	0	0	2	0	0	0	21
14:30	11	0	3	0	0	0	0	14	18	0	3	0	0	0	0	21
14:45	31	0	1	2	0	0	0	34	15	1	3	1	0	0	0	20
15:00	31	1	2	0	0	0	0	34	15	0	1	2	0	0	0	18
15:15	20	1	1	1	0	0	0	23	13	2	1	1	0	0	0	17
15:30	25	2	3	0	0	0	0	30	14	0	2	0	0	0	0	16
15:45	18	2	1	0	0	1	0	22	18	1	1	0	0	0	0	20
16:00	28	1	3	0	0	0	0	32	9	0	2	0	0	0	0	11
16:15	29	0	3	0	0	0	0	32	13	1	2	0	0	0	0	16
16:30	22	0	2	2	0	0	0	26	9	0	2	1	0	0	3	15
16:45	26	0	2	1	0	0	0	29	23	1	9	1	0	0	0	34
17:00	30	0	4	0	0	0	1	35	10	0	4	1	0	0	0	15
17:15	29	0	1	1	0	0	0	31	14	0	1	1	0	0	0	16
17:30	37	0	1	1	0	0	0	39	23	0	0	0	0	0	0	23
17:45	45	0	3	0	0	0	0	48	21	0	0	2	0	0	0	23
18:00	46	0	3	0	0	0	0	49	17	0	0	0	0	0	0	17
18:15	50	1	6	0	0	0	0	57	23	1	3	0	0	0	0	27
18:30	36	1	2	0	0	1	0	40	13	0	1	0	0	0	1	15
18:45	24	0	2	0	0	0	0	26	18	1	1	0	0	0	2	22
25:75	925	20	105	36	0	5	3	1094	982	20	108	43	0	4	9	1166



Site No. 2  
Location Moyglare Road(N) / Moyglare Road(S) / Mariavilla  
Date Tuesday 28 May 2019

Time	A to C - Moyglare Road(N) to Mariavilla							Veh. Total	A to B - Moyglare Road(N) to Moyglare Road(S)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	2	0	1	0	0	0	0	3	22	0	8	2.3	0	0.4	0	32.7
7:15	4	0	2	0	0	0	0	6	28	0	10	4.6	0	0	0	42.6
7:30	1	0	2	0	0	0	0	3	30	0	6	13.8	0	0	0	49.8
7:45	5	0	2	2.3	0	0	0	9.3	54	0	5	2.3	0	0.4	0	61.7
8:00	2	0	0	0	0	0	0	2	34	0	3	11.5	0	0	0.2	48.7
8:15	4	0	1	0	0	0	0	5	64	0	3	2.3	2	0	0	71.3
8:30	4	1	0	0	0	0	0	5	60	0	7	2.3	2	0	0	71.3
8:45	4	0	1	2.3	0	0	0	7.3	61	0	4	16.1	2	0	0.2	83.3
9:00	8	0	1	0	0	0	0	9	62	0	4	13.8	0	0	0.2	80
9:15	5	0	3	2.3	0	0	0	10.3	54	0	0	2.3	0	0	0.2	56.5
9:30	4	0	1	2.3	0	0	0	7.3	36	3	0	4.6	0	0	0.2	43.8
9:45	1	0	0	0	0	0	0	1	31	0	2	6.9	0	0	0	39.9
10:00	4	0	0	0	0	0	0	4	19	0	6	9.2	0	0	0	34.2
10:15	2	0	1	0	0	0	0	3	19	0	3	0	0	0	0	22
10:30	1	0	0	0	0	0	0	1	25	0	4	4.6	0	0	0	33.6
10:45	1	0	1	2.3	0	0	0	4.3	27	1	3	6.9	0	0	0	37.9
11:00	1	0	1	2.3	0	0	0	4.3	14	0	2	4.6	0	0	0	20.6
11:15	2	0	1	2.3	0	0	0	5.3	22	0	0	6.9	0	0	0.8	29.7
11:30	2	0	0	0	0	0	0	2	32	0	4	6.9	0	0	0	42.9
11:45	8	0	0	0	0	0	0	8	34	0	4	6.9	0	0	0	44.9
12:00	6	0	1	0	0	0	0	7	24	0	1	2.3	0	0	0	27.3
12:15	4	0	1	0	0	0	0	5	25	0	3	2.3	0	0	0.2	30.5
12:30	5	0	0	2.3	0	0	0	7.3	16	0	4	2.3	0	0	0	22.3
12:45	2	0	0	0	0	0	0	2	14	0	3	6.9	0	0	0	23.9
13:00	1	0	0	0	0	0	0	1	15	1	5	4.6	0	0	0	25.6
13:15	4	0	1	0	0	0	0	5	24	0	4	4.6	0	0	0	32.6
13:30	1	1	1	0	0	0	0	3	27	0	2	9.2	0	0	0	38.2
13:45	8	0	0	2.3	0	0	0	10.3	29	1	3	2.3	0	0	0	35.3
14:00	3	0	1	0	0	0	0	4	24	0	7	0	0	0	0.2	31.2
14:15	7	0	1	0	0	0	0	8	23	0	0	4.6	0	0	0.2	27.8
14:30	3	0	1	0	0	0	0	4	30	0	1	4.6	0	0	0.4	36
14:45	17	0	0	4.6	0	0	0	21.6	45	0	2	11.5	0	0	0	58.5
15:00	8	0	1	0	0	0	0	9	28	0	1	6.9	0	0	0	35.9
15:15	4	1	0	0	0	0	0	5	26	2	4	6.9	0	0	0	38.9
15:30	11	2	1	0	0	0	0	14	35	1	0	0	0	0	0	36
15:45	10	1	1	0	0	0	0	12	38	0	4	4.6	2	0	0	48.6
16:00	10	0	1	0	0	0	0	11	31	0	8	4.6	0	0	0	43.6
16:15	14	0	2	0	0	0	0	16	24	0	8	2.3	2	0	0	36.3
16:30	7	0	2	2.3	0	0	0	11.3	31	0	5	0	2	0	0	38
16:45	17	0	2	0	0	0	0	19	31	0	2	2.3	2	0	0	37.3
17:00	16	0	2	0	0	0	0.2	18.2	32	0	4	2.3	0	0	0	38.3
17:15	22	0	0	0	0	0	0	22	26	0	6	0	0	0	0	32
17:30	19	0	1	0	0	0	0	20	36	0	5	4.6	0	0	0	45.6
17:45	20	0	0	0	0	0	0	20	48	2	6	0	0	0	0	56
18:00	20	0	1	0	0	0	0	21	33	0	3	2.3	0	0	0	38.3
18:15	27	0	4	0	0	0	0	31	32	1	1	4.6	0	0	0	38.6
18:30	11	0	2	0	0	0	0	13	22	3	1	4.6	0	0	0.2	30.8
18:45	6	0	0	0	0	0	0	6	38	0	2	0	0	0	0.2	40.2
Total	348	6	45	27.6	0	0	0.2	426.8	1535	15	173	230	14	0.8	3.2	1971

CAR TAXI LGV HGV PSV M/C P/C  
1 1 1 2.3 2 0.4 0.2



Site No. 2  
Location Moyglare Road(N) / Moyglare Road(S) / Mariavilla  
Date Tuesday 28 May 2019

Time	B to A - Moyglare Road(S) to Moyglare Road(N)							Veh. Total	B to C - Moyglare Road(S) to Mariavilla							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	16	0	3	0	0	0	0	19	7	0	1	0	0	0	0	8
7:15	15	0	7	2.3	0	0	0	24.3	10	1	4	0	0	0	0	15
7:30	15	0	3	6.9	2	0	0	26.9	9	0	0	0	0	0	0	9
7:45	16	0	2	13.8	0	0	0	31.8	6	0	1	0	0	0	0	7
8:00	16	1	5	4.6	0	0	0	26.6	5	0	0	0	0	0	0	5
8:15	27	0	3	0	2	0	0	32	9	0	1	2.3	0	0	0	12.3
8:30	26	0	3	4.6	0	0	0	33.6	4	1	0	0	0	0	0	5
8:45	33	1	3	6.9	0	0	0	43.9	10	0	0	4.6	0	0	0	14.6
9:00	22	0	1	9.2	2	0	0	34.2	12	0	2	2.3	0	0.2	0	16.5
9:15	25	2	1	9.2	0	0	0	37.2	14	0	1	0	0	0	0	15
9:30	18	0	3	4.6	0	0	0	25.6	13	1	0	4.6	0	0	0	18.6
9:45	11	1	1	4.6	0	0	0	17.6	6	0	0	0	0	0	0	6
10:00	22	0	3	0	0	0	0.2	25.2	11	0	3	0	0	0	0	14
10:15	10	0	4	6.9	0	0	0	20.9	5	0	1	0	0	0.4	0	6.4
10:30	10	1	2	4.6	0	0	0	17.6	10	0	1	2.3	0	0	0	13.3
10:45	23	0	4	6.9	0	0	0.2	34.1	4	0	0	0	0	0	0	4
11:00	25	1	1	9.2	0	0	0	36.2	8	0	6	2.3	0	0.4	0	16.7
11:15	20	0	5	4.6	0	0	0	29.6	3	1	1	0	0	0	0	5
11:30	21	0	0	11.5	0	0	0	32.5	6	0	1	2.3	0	0	0	9.3
11:45	20	0	2	2.3	0	0	0	24.3	6	0	0	0	0	0	0	6
12:00	19	0	3	2.3	0	0	0	24.3	10	0	1	0	0	0	0	11
12:15	20	1	6	0	0	0	0	27	12	0	4	4.6	0	0.2	0	20.8
12:30	22	0	1	2.3	0	0	0	25.3	18	0	1	4.6	0	0	0	23.6
12:45	19	0	0	9.2	0	0	0	28.2	9	0	1	0	0	0	0	10
13:00	21	0	0	0	0	0	0	21	11	2	2	2.3	0	0	0	17.3
13:15	24	0	5	11.5	0	0	0.2	40.7	18	1	1	2.3	0	0	0	22.3
13:30	30	0	1	2.3	0	0	0	33.3	8	0	3	4.6	0	0	0	15.6
13:45	21	1	4	4.6	0	0	0	30.6	13	1	1	2.3	0	0	0	17.3
14:00	23	1	3	4.6	0	0	0	31.6	12	1	1	0	0	0.4	0	14.4
14:15	39	0	2	0	0	0	0	41	12	0	0	2.3	0	0	0	14.3
14:30	35	0	3	0	0	0	0	38	8	0	2	0	0	0	0	10
14:45	26	0	2	0	2	0	0	30	14	0	1	0	0	0	0	15
15:00	38	0	4	4.6	0	0	0.4	47	23	1	1	0	0	0	0	25
15:15	20	0	6	9.2	0	0	0	35.2	16	0	1	2.3	0	0	0	19.3
15:30	22	0	4	2.3	0	0	0	28.3	14	0	2	0	0	0	0	16
15:45	27	0	7	4.6	0	0	0.2	38.8	8	1	0	0	0	0.4	0	9.4
16:00	56	0	5	6.9	2	0.4	0.2	70.5	18	1	2	0	0	0	0	21
16:15	45	0	7	2.3	0	0	0.2	54.5	15	0	1	0	0	0	0	16
16:30	53	0	8	2.3	0	0	0	63.3	15	0	0	2.3	0	0	0	17.3
16:45	32	0	2	4.6	0	0	0.2	38.8	9	0	0	2.3	0	0	0	11.3
17:00	55	0	6	4.6	0	0	0.2	65.8	14	0	2	0	0	0	0	16
17:15	74	0	8	0	0	0	0	82	7	0	1	2.3	0	0	0	10.3
17:30	53	0	6	0	0	0.4	0	59.4	18	0	0	2.3	0	0	0	20.3
17:45	59	0	3	2.3	0	0	0.2	64.5	25	0	3	0	0	0	0	28
18:00	29	4	3	2.3	0	0	0.2	38.5	26	0	2	0	0	0	0	28
18:15	26	0	3	0	0	0.4	0.2	29.6	23	1	2	0	0	0	0	26
18:30	34	0	2	0	0	0	0	36	25	1	0	0	0	0.4	0	26.4
18:45	27	0	1	0	4	0	0	32	18	0	2	0	0	0	0	20
25:75	1340	14	161	195.5	14	1.2	2.6	1728.3	577	14	60	55.2	0	2	0.4	708.6



Site No. 2  
Location Moyglare Road(N) / Moyglare Road(S) / Mariavilla  
Date Tuesday 28 May 2019

Time	C to B - Mariavilla to Moyglare Road(S)							Veh. Total	C to A - Mariavilla to Moyglare Road(N)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	27	0	3	0	0	0	0	30	5	0	1	0	0	0	0	6
7:15	27	1	3	0	0	0	0	31	12	0	3	0	0	0	0	15
7:30	18	1	1	0	0	0	0	20	17	0	1	0	0	0	0	18
7:45	21	0	3	4.6	0	0	0.2	28.8	9	0	0	0	0	0	0	9
8:00	28	0	0	4.6	0	0.4	0	33	12	0	0	0	0	0	0.2	12.2
8:15	31	1	0	0	0	0.4	0	32.4	25	0	0	0	0	0	0	25
8:30	42	0	1	2.3	0	0	0	45.3	34	0	0	0	0	0	0.2	34.2
8:45	24	0	1	2.3	0	0	0	27.3	21	1	1	0	0	0	0	23
9:00	17	0	3	0	0	0	0	20	8	0	0	0	0	0	0	8
9:15	14	1	1	0	0	0	0	16	5	1	0	2.3	0	0	0	8.3
9:30	6	0	2	4.6	0	0	0	12.6	2	0	1	4.6	0	0	0	7.6
9:45	11	0	2	4.6	0	0	0	17.6	5	0	1	2.3	0	0	0	8.3
10:00	9	1	1	0	0	0	0	11	5	0	0	0	0	0	0	5
10:15	10	0	2	0	0	0	0	12	1	0	1	0	0	0	0	2
10:30	8	0	5	0	0	0.4	0	13.4	3	0	2	2.3	0	0	0	7.3
10:45	5	0	0	2.3	0	0	0	7.3	2	0	1	2.3	0	0	0	5.3
11:00	20	0	0	2.3	0	0	0	22.3	3	0	1	4.6	0	0	0	8.6
11:15	5	0	2	2.3	0	0	0	9.3	2	0	1	2.3	0	0	0	5.3
11:30	10	0	2	0	0	0	0	12	3	0	2	0	0	0	0	5
11:45	9	0	0	0	0	0	0	9	8	0	1	0	0	0	0	9
12:00	10	0	4	0	0	0	0	14	2	0	0	0	0	0	0	2
12:15	11	0	0	2.3	0	0	0	13.3	5	0	2	0	0	0	0	7
12:30	16	0	6	2.3	0	0	0	24.3	4	0	1	0	0	0	0	5
12:45	17	1	3	0	0	0	0	21	4	0	0	0	0	0	0	4
13:00	12	1	0	0	0	0	0	13	3	0	1	0	0	0	0	4
13:15	11	0	1	4.6	0	0.4	0	17	6	0	1	2.3	0	0	0	9.3
13:30	13	2	0	4.6	0	0	0	19.6	4	0	1	0	0	0	0	5
13:45	17	0	0	2.3	0	0	0	19.3	3	1	2	0	0	0	0	6
14:00	12	0	1	0	0	0	0	13	3	0	0	2.3	0	0	0	5.3
14:15	12	0	0	4.6	0	0	0	16.6	7	0	0	0	0	0	0	7
14:30	14	0	1	0	0	0	0	15	4	0	2	0	0	0	0	6
14:45	10	1	1	2.3	0	0	0	14.3	5	0	2	0	0	0	0	7
15:00	9	0	0	2.3	0	0	0	11.3	6	0	1	2.3	0	0	0	9.3
15:15	7	1	1	2.3	0	0	0	11.3	6	1	0	0	0	0	0	7
15:30	8	0	2	0	0	0	0	10	6	0	0	0	0	0	0	6
15:45	14	1	0	0	0	0	0	15	4	0	1	0	0	0	0	5
16:00	6	0	2	0	0	0	0	8	3	0	0	0	0	0	0	3
16:15	8	1	2	0	0	0	0	11	5	0	0	0	0	0	0	5
16:30	7	0	2	2.3	0	0	0	11.3	2	0	0	0	0	0	0.6	2.6
16:45	12	1	3	2.3	0	0	0	18.3	11	0	6	0	0	0	0	17
17:00	8	0	4	2.3	0	0	0	14.3	2	0	0	0	0	0	0	2
17:15	10	0	0	0	0	0	0	10	4	0	1	2.3	0	0	0	7.3
17:30	19	0	0	0	0	0	0	19	4	0	0	0	0	0	0	4
17:45	14	0	0	4.6	0	0	0	18.6	7	0	0	0	0	0	0	7
18:00	13	0	0	0	0	0	0	13	4	0	0	0	0	0	0	4
18:15	15	0	1	0	0	0	0	16	8	1	2	0	0	0	0	11
18:30	11	0	0	0	0	0	0	11	2	0	1	0	0	0	0.2	3.2
18:45	13	0	0	0	0	0	0.2	13.2	5	1	1	0	0	0	0.2	7.2
25:75	671	14	66	69	0	1.6	0.4	822	311							



Site No. 2  
Location Moyglare Road(N) / Moyglare Road(S) / Mariavilla  
Date Tuesday 28 May 2019

Time	To Arm A - Moyglare Road(N)							Veh. Total	From Arm A - Moyglare Road(N)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	21	0	4	0	0	0	0	25	24	0	9	2.3	0	0.4	0	35.7
7:15	27	0	10	2.3	0	0	0	39.3	32	0	12	4.6	0	0	0	48.6
7:30	32	0	4	6.9	2	0	0	44.9	31	0	8	13.8	0	0	0	52.8
7:45	25	0	2	13.8	0	0	0	40.8	59	0	7	4.6	0	0.4	0	71
8:00	28	1	5	4.6	0	0	0.2	38.8	36	0	3	11.5	0	0	0.2	50.7
8:15	52	0	3	0	2	0	0	57	68	0	4	2.3	2	0	0	76.3
8:30	60	0	3	4.6	0	0	0.2	67.8	64	1	7	2.3	2	0	0	76.3
8:45	54	2	4	6.9	0	0	0	66.9	65	0	5	18.4	2	0	0.2	90.6
9:00	30	0	1	9.2	2	0	0	42.2	70	0	5	13.8	0	0	0.2	89
9:15	30	3	1	11.5	0	0	0	45.5	59	0	3	4.6	0	0	0.2	66.8
9:30	20	0	4	9.2	0	0	0	33.2	40	3	1	6.9	0	0	0.2	51.1
9:45	16	1	2	6.9	0	0	0	25.9	32	0	2	6.9	0	0	0	40.9
10:00	27	0	3	0	0	0	0.2	30.2	23	0	6	9.2	0	0	0	38.2
10:15	11	0	5	6.9	0	0	0	22.9	21	0	4	0	0	0	0	25
10:30	13	1	4	6.9	0	0	0	24.9	26	0	4	4.6	0	0	0	34.6
10:45	25	0	5	9.2	0	0	0.2	39.4	28	1	4	9.2	0	0	0	42.2
11:00	28	1	2	13.8	0	0	0	44.8	15	0	3	6.9	0	0	0	24.9
11:15	22	0	6	6.9	0	0	0	34.9	24	0	1	9.2	0	0	0.8	35
11:30	24	0	2	11.5	0	0	0	37.5	34	0	4	6.9	0	0	0	44.9
11:45	28	0	3	2.3	0	0	0	33.3	42	0	4	6.9	0	0	0	52.9
12:00	21	0	3	2.3	0	0	0	26.3	30	0	2	2.3	0	0	0	34.3
12:15	25	1	8	0	0	0	0	34	29	0	4	2.3	0	0	0.2	35.5
12:30	26	0	2	2.3	0	0	0	30.3	21	0	4	4.6	0	0	0	29.6
12:45	23	0	0	9.2	0	0	0	32.2	16	0	3	6.9	0	0	0	25.9
13:00	24	0	1	0	0	0	0	25	16	1	5	4.6	0	0	0	26.6
13:15	30	0	6	13.8	0	0	0.2	50	28	0	5	4.6	0	0	0	37.6
13:30	34	0	2	2.3	0	0	0	38.3	28	1	3	9.2	0	0	0	41.2
13:45	24	2	6	4.6	0	0	0	36.6	37	1	3	4.6	0	0	0	45.6
14:00	26	1	3	6.9	0	0	0	36.9	27	0	8	0	0	0	0.2	35.2
14:15	46	0	2	0	0	0	0	48	30	0	1	4.6	0	0	0.2	35.8
14:30	39	0	5	0	0	0	0	44	33	0	2	4.6	0	0	0.4	40
14:45	31	0	4	0	2	0	0	37	62	0	2	16.1	0	0	0	80.1
15:00	44	0	5	6.9	0	0	0.4	56.3	36	0	2	6.9	0	0	0	44.9
15:15	26	1	6	9.2	0	0	0	42.2	30	3	4	6.9	0	0	0	43.9
15:30	28	0	4	2.3	0	0	0	34.3	46	3	1	0	0	0	0	50
15:45	31	0	8	4.6	0	0	0.2	43.8	48	1	5	4.6	2	0	0	60.6
16:00	59	0	5	6.9	2	0.4	0.2	73.5	41	0	9	4.6	0	0	0	54.6
16:15	50	0	7	2.3	0	0	0.2	59.5	38	0	10	2.3	2	0	0	52.3
16:30	55	0	8	2.3	0	0	0.6	65.9	38	0	7	2.3	2	0	0	49.3
16:45	43	0	8	4.6	0	0	0.2	55.8	48	0	4	2.3	2	0	0	56.3
17:00	57	0	6	4.6	0	0	0.2	67.8	48	0	6	2.3	0	0	0.2	56.5
17:15	78	0	9	2.3	0	0	0	89.3	48	0	6	0	0	0	0	54
17:30	57	0	6	0	0	0.4	0	63.4	55	0	6	4.6	0	0	0	65.6
17:45	66	0	3	2.3	0	0	0.2	71.5	68	2	6	0	0	0	0	76
18:00	33	4	3	2.3	0	0	0.2	42.5	53	0	4	2.3	0	0	0	59.3
18:15	34	1	5	0	0	0.4	0.2	40.6	59	1	5	4.6	0	0	0	69.6
18:30	36	0	3	0	0	0	0.2	39.2	33	3	3	4.6	0	0	0.2	43.8
18:45	32	1	2	0	4	0	0.2	39.2	44	0	2	0	0	0	0.2	46.2
25:75	1651	20	203	225.4	14	1.2	4	2118.6	1883	21	218	257.6	14	0.8	3.4	2397.8



Site No. 2  
Location Moyglare Road(N) / Moyglare Road(S) / Mariavilla  
Date Tuesday 28 May 2019

Time	To Arm B - Moyglare Road(S)							Veh. Total	From Arm B - Moyglare Road(S)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	49	0	11	2.3	0	0.4	0	62.7	23	0	4	0	0	0	0	27
7:15	55	1	13	4.6	0	0	0	73.6	25	1	11	2.3	0	0	0	39.3
7:30	48	1	7	13.8	0	0	0	69.8	24	0	3	6.9	2	0	0	35.9
7:45	75	0	8	6.9	0	0.4	0.2	90.5	22	0	3	13.8	0	0	0	38.8
8:00	62	0	3	16.1	0	0.4	0.2	81.7	21	1	5	4.6	0	0	0	31.6
8:15	95	1	3	2.3	2	0.4	0	103.7	36	0	4	2.3	2	0	0	44.3
8:30	102	0	8	4.6	2	0	0	116.6	30	1	3	4.6	0	0	0	38.6
8:45	85	0	5	18.4	2	0	0.2	110.6	43	1	3	11.5	0	0	0	58.5
9:00	79	0	7	13.8	0	0	0.2	100	34	0	3	11.5	2	0	0.2	50.7
9:15	68	1	1	2.3	0	0	0.2	72.5	39	2	2	9.2	0	0	0	52.2
9:30	42	3	2	9.2	0	0	0.2	56.4	31	1	3	9.2	0	0	0	44.2
9:45	42	0	4	11.5	0	0	0	57.5	17	1	1	4.6	0	0	0	23.6
10:00	28	1	7	9.2	0	0	0	45.2	33	0	6	0	0	0	0.2	39.2
10:15	29	0	5	0	0	0	0	34	15	0	5	6.9	0	0.4	0	27.3
10:30	33	0	9	4.6	0	0.4	0	47	20	1	3	6.9	0	0	0	30.9
10:45	32	1	3	9.2	0	0	0	45.2	27	0	4	6.9	0	0	0.2	38.1
11:00	34	0	2	6.9	0	0	0	42.9	33	1	7	11.5	0	0.4	0	52.9
11:15	27	0	2	9.2	0	0	0.8	39	23	1	6	4.6	0	0	0	34.6
11:30	42	0	6	6.9	0	0	0	54.9	27	0	1	13.8	0	0	0	41.8
11:45	43	0	4	6.9	0	0	0	53.9	26	0	2	2.3	0	0	0	30.3
12:00	34	0	5	2.3	0	0	0	41.3	29	0	4	2.3	0	0	0	35.3
12:15	36	0	3	4.6	0	0	0.2	43.8	32	1	10	4.6	0	0	0.2	47.8
12:30	32	0	10	4.6	0	0	0	46.6	40	0	2	6.9	0	0	0	48.9
12:45	31	1	6	6.9	0	0	0	44.9	28	0	1	9.2	0	0	0	38.2
13:00	27	2	5	4.6	0	0	0	38.6	32	2	2	2.3	0	0	0	38.3
13:15	35	0	5	9.2	0	0.4	0	49.6	42	1	6	13.8	0	0	0.2	63
13:30	40	2	2	13.8	0	0	0	57.8	38	0	4	6.9	0	0	0	48.9
13:45	46	1	3	4.6	0	0	0	54.6	34	2	5	6.9	0	0	0	47.9
14:00	36	0	8	0	0	0	0.2	44.2	35	2	4	4.6	0	0.4	0	46
14:15	35	0	0	9.2	0	0	0.2	44.4	51	0	2	2.3	0	0	0	55.3
14:30	44	0	2	4.6	0	0	0.4	51	43	0	5	0	0	0	0	48
14:45	55	1	3	13.8	0	0	0	72.8	40	0	3	0	2	0	0	45
15:00	37	0	1	9.2	0	0	0	47.2	61	1	5	4.6	0	0	0.4	72
15:15	33	3	5	9.2	0	0	0	50.2	36	0	7	11.5	0	0	0	54.5
15:30	43	1	2	0	0	0	0	46	36	0	6	2.3	0	0	0	44.3
15:45	52	1	4	4.6	2	0	0	63.6	35	1	7	4.6	0	0.4	0.2	48.2
16:00	37	0	10	4.6	0	0	0	51.6	74	1	7	6.9	2	0.4	0.2	91.5
16:15	32	1	10	2.3	2	0	0	47.3	60	0	8	2.3	0	0	0.2	70.5
16:30	38	0	7	2.3	2	0	0	49.3	68	0	8	4.6	0	0	0	80.6
16:45	43	1	5	4.6	2	0	0	55.6	41	0	2	6.9	0	0	0.2	50.1
17:00	40	0	8	4.6	0	0	0	52.6	69	0	8	4.6	0	0	0.2	81.8
17:15	36	0	6	0	0	0	0	42	81	0	9	2.3	0	0	0	92.3
17:30	55	0	5	4.6	0	0	0	64.6	71	0	6	2.3	0	0.4	0	79.7
17:45	62	2	6	4.6	0	0	0	74.6	84	0	6	2.3	0	0	0.2	92.5
18:00	46	0	3	2.3	0	0	0									





Site No. 2  
Location Moyglare Road(N) / Moyglare Road(S) / Mariavilla  
Date Tuesday 28 May 2019

Time	To Arm C - Mariavilla							Veh. Total	From Arm C - Mariavilla							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	9	0	2	0	0	0	0	11	32	0	4	0	0	0	0	36
7:15	14	1	6	0	0	0	0	21	39	1	6	0	0	0	0	46
7:30	10	0	2	0	0	0	0	12	35	1	2	0	0	0	0	38
7:45	11	0	3	2.3	0	0	0	16.3	30	0	3	4.6	0	0	0.2	37.8
8:00	7	0	0	0	0	0	0	7	40	0	0	4.6	0	0.4	0.2	45.2
8:15	13	0	2	2.3	0	0	0	17.3	56	1	0	0	0	0.4	0	57.4
8:30	8	2	0	0	0	0	0	10	76	0	1	2.3	0	0	0.2	79.5
8:45	14	0	1	6.9	0	0	0	21.9	45	1	2	2.3	0	0	0	50.3
9:00	20	0	3	2.3	0	0	0.2	25.5	25	0	3	0	0	0	0	28
9:15	19	0	4	2.3	0	0	0	25.3	19	2	1	2.3	0	0	0	24.3
9:30	17	1	1	6.9	0	0	0	25.9	8	0	3	9.2	0	0	0	20.2
9:45	7	0	0	0	0	0	0	7	16	0	3	6.9	0	0	0	25.9
10:00	15	0	3	0	0	0	0	18	14	1	1	0	0	0	0	16
10:15	7	0	2	0	0	0.4	0	9.4	11	0	3	0	0	0	0	14
10:30	11	0	1	2.3	0	0	0	14.3	11	0	7	2.3	0	0.4	0	20.7
10:45	5	0	1	2.3	0	0	0	8.3	7	0	1	4.6	0	0	0	12.6
11:00	9	0	7	4.6	0	0.4	0	21	23	0	1	6.9	0	0	0	30.9
11:15	5	1	2	2.3	0	0	0	10.3	7	0	3	4.6	0	0	0	14.6
11:30	8	0	1	2.3	0	0	0	11.3	13	0	4	0	0	0	0	17
11:45	14	0	0	0	0	0	0	14	17	0	1	0	0	0	0	18
12:00	16	0	2	0	0	0	0	18	12	0	4	0	0	0	0	16
12:15	16	0	5	4.6	0	0	0.2	25.8	16	0	2	2.3	0	0	0	20.3
12:30	23	0	1	6.9	0	0	0	30.9	20	0	7	2.3	0	0	0	29.3
12:45	11	0	1	0	0	0	0	12	21	1	3	0	0	0	0	25
13:00	12	2	2	2.3	0	0	0	18.3	15	1	1	0	0	0	0	17
13:15	22	1	2	2.3	0	0	0	27.3	17	0	2	6.9	0	0.4	0	26.3
13:30	9	1	4	4.6	0	0	0	18.6	17	2	1	4.6	0	0	0	24.6
13:45	21	1	1	4.6	0	0	0	27.6	20	1	2	2.3	0	0	0	25.3
14:00	15	1	2	0	0	0.4	0	18.4	15	0	1	2.3	0	0	0	18.3
14:15	19	0	1	2.3	0	0	0	22.3	19	0	0	4.6	0	0	0	23.6
14:30	11	0	3	0	0	0	0	14	18	0	3	0	0	0	0	21
14:45	31	0	1	4.6	0	0	0	36.6	15	1	3	2.3	0	0	0	21.3
15:00	31	1	2	0	0	0	0	34	15	0	1	4.6	0	0	0	20.6
15:15	20	1	1	2.3	0	0	0	24.3	13	2	1	2.3	0	0	0	18.3
15:30	25	2	3	0	0	0	0	30	14	0	2	0	0	0	0	16
15:45	18	2	1	0	0	0.4	0	21.4	18	1	1	0	0	0	0	20
16:00	28	1	3	0	0	0	0	32	9	0	2	0	0	0	0	11
16:15	29	0	3	0	0	0	0	32	13	1	2	0	0	0	0	16
16:30	22	0	2	4.6	0	0	0	28.6	9	0	2	2.3	0	0	0.6	13.9
16:45	26	0	2	2.3	0	0	0	30.3	23	1	9	2.3	0	0	0	35.3
17:00	30	0	4	0	0	0	0.2	34.2	10	0	4	2.3	0	0	0	16.3
17:15	29	0	1	2.3	0	0	0	32.3	14	0	1	2.3	0	0	0	17.3
17:30	37	0	1	2.3	0	0	0	40.3	23	0	0	0	0	0	0	23
17:45	45	0	3	0	0	0	0	48	21	0	0	4.6	0	0	0	25.6
18:00	46	0	3	0	0	0	0	49	17	0	0	0	0	0	0	17
18:15	50	1	6	0	0	0	0	57	23	1	3	0	0	0	0	27
18:30	36	1	2	0	0	0.4	0	39.4	13	0	1	0	0	0	0.2	14.2
18:45	24	0	2	0	0	0	0	26	18	1	1	0	0	0	0.4	20.4
25:75	925	20	105	82.8	0	2	0.6	1135.4	982	20	108	98.9	0	1.6	1.8	1212.3



Site No. 3  
Location Owenstown(N) / Owenstown(W) / Moygaddy  
Date Tuesday 28 May 2019

Time	A to C - Owenstown(N) to Moygaddy							Veh. Total	A to B - Owenstown(N) to Owenstown(W)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	19	0	1	0	0	0	0	20	2	0	2	0	0	0	0	4
7:15	23	0	5	1	0	0	0	29	4	0	2	0	0	0	0	6
7:30	30	0	5	0	0	0	0	35	6	0	2	0	0	0	0	8
7:45	25	0	4	0	0	0	0	29	4	0	0	1	0	0	0	5
8:00	26	0	1	0	0	0	0	27	7	0	2	0	0	0	0	9
8:15	19	0	4	0	0	0	0	23	5	0	2	0	0	0	0	7
8:30	23	0	5	1	0	0	0	29	6	0	1	0	0	0	0	7
8:45	19	0	1	0	0	0	0	20	8	0	0	0	0	0	0	8
9:00	21	0	2	0	0	0	0	23	11	0	1	0	0	0	0	12
9:15	36	0	1	0	0	0	0	37	12	0	0	1	0	0	0	13
9:30	30	2	1	1	1	0	0	35	7	2	0	0	0	0	0	9
9:45	20	0	0	1	0	0	0	21	5	0	0	0	0	0	0	5
10:00	15	0	2	1	2	0	0	20	2	0	1	0	0	0	0	3
10:15	8	0	1	0	0	0	0	9	4	0	1	1	0	0	0	6
10:30	5	0	0	1	0	0	0	6	4	0	1	0	0	0	0	5
10:45	12	0	1	0	0	0	0	13	1	0	0	0	0	0	0	1
11:00	11	0	3	0	0	0	0	14	5	0	3	1	0	0	0	9
11:15	11	0	0	0	0	0	0	11	3	0	2	0	0	0	0	5
11:30	5	0	1	0	0	0	0	6	9	0	1	0	0	0	0	10
11:45	13	1	0	1	0	0	0	15	7	0	1	0	0	0	0	8
12:00	9	0	1	0	0	0	0	10	4	0	0	0	0	0	0	4
12:15	9	0	0	1	0	0	0	10	1	0	1	0	0	0	0	2
12:30	10	0	1	0	0	0	0	11	4	0	0	0	0	0	0	4
12:45	10	0	1	0	0	0	0	11	1	0	0	0	0	0	0	1
13:00	10	0	1	0	0	0	0	11	3	0	0	0	0	0	0	3
13:15	4	0	0	0	0	0	0	4	5	0	0	0	0	0	0	5
13:30	7	0	1	0	0	0	0	8	3	0	2	0	0	0	0	5
13:45	10	0	2	0	0	0	0	12	1	0	2	0	0	0	0	3
14:00	16	0	1	0	0	0	0	17	8	0	0	0	0	0	0	8
14:15	7	0	0	0	0	0	0	7	3	0	0	0	0	0	1	4
14:30	7	0	1	0	0	0	0	8	2	0	1	0	0	0	0	3
14:45	6	0	0	0	0	0	0	6	2	0	0	0	0	0	0	2
15:00	18	0	1	0	0	0	0	19	13	0	0	0	0	0	0	13
15:15	26	0	0	0	0	0	0	26	11	2	1	0	0	0	0	14
15:30	13	1	1	1	0	0	0	16	6	0	0	0	0	0	0	6
15:45	15	0	1	0	2	0	0	18	8	0	0	0	0	0	0	8
16:00	18	0	3	0	0	0	0	21	5	0	1	0	0	0	0	6
16:15	20	0	3	0	0	0	0	23	4	0	0	1	0	0	0	5
16:30	17	0	2	0	0	0	0	19	1	0	1	1	0	0	0	3
16:45	10	0	2	0	0	0	0	12	8	0	2	0	0	0	0	10
17:00	7	0	1	0	0	0	0	8	6	0	1	0	0	0	0	7
17:15	10	0	1	0	0	0	0	11	5	0	1	0	0	0	0	6
17:30	13	0	1	0	0	0	0	14	8	0	0	0	0	0	0	8
17:45	5	0	1	0	0	0	0	6	7	0	0	0	0	0	0	7
18:00	10	0	2	0	0	0	0	12	5	0	3	0	0	0	0	8
18:15	12	0	3	0	0	0	0	15	3	1	0	0	0	0	0	4
18:30	14	0	2	0	0	0	0	16	3	0	1	0	0	0	0	4
18:45	12	0	0	0	0	0	0	12	8	0	0	0	0	0	0	8
Total	696	4	71	9	5	0	0	785	250	5	39	6	0	0	1	301



Site No. 3  
Location Owenstown(N) / Owenstown(W) / Moygaddy  
Date Tuesday 28 May 2019

Time	B to A - Owenstown(W) to Owenstown(N)							Veh. Total	B to C - Owenstown(W) to Moygaddy							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	2	0	0	0	0	0	0	2	74	1	17	2	0	0	0	94
7:15	3	0	1	0	0	0	0	4	88	0	14	2	0	0	0	104
7:30	2	0	1	0	0	0	0	3	107	0	8	1	0	0	0	116
7:45	2	0	1	0	0	0	0	3	84	0	10	2	0	0	1	97
8:00	5	0	1	0	0	0	0	6	81	2	8	0	0	0	0	91
8:15	7	0	0	0	0	0	0	7	104	0	3	3	0	0	1	111
8:30	4	0	1	0	0	0	0	5	100	0	7	1	1	0	0	109
8:45	10	0	0	0	0	0	0	10	78	2	4	4	0	1	0	89
9:00	12	0	0	0	0	0	0	12	43	0	3	3	1	0	0	50
9:15	9	2	1	0	0	0	0	12	49	1	6	1	0	0	0	57
9:30	4	0	0	0	0	0	0	4	39	0	4	2	0	0	0	45
9:45	4	0	0	0	0	0	0	4	27	0	2	3	0	0	0	32
10:00	2	0	1	0	0	0	0	3	23	0	4	2	0	0	0	29
10:15	4	0	0	0	0	0	0	4	9	0	2	3	0	0	0	14
10:30	3	0	1	0	0	0	0	4	14	1	1	0	0	0	0	16
10:45	3	0	1	0	0	0	0	4	28	0	2	3	0	0	0	33
11:00	1	0	1	0	0	0	0	2	29	0	5	1	0	0	1	36
11:15	7	0	1	0	0	0	0	8	23	0	4	1	0	0	1	29
11:30	3	0	0	0	0	0	0	3	16	0	2	1	0	0	0	19
11:45	7	0	0	0	0	0	0	7	26	1	2	0	0	0	0	29
12:00	3	0	1	0	0	0	0	4	22	0	6	2	0	0	0	30
12:15	2	0	0	0	0	0	1	3	17	0	6	1	0	0	0	24
12:30	3	0	0	0	0	0	0	3	24	0	2	0	0	0	0	26
12:45	3	0	0	0	0	0	1	4	21	0	2	2	0	0	0	25
13:00	4	0	0	0	0	0	0	4	19	0	3	2	0	0	0	24
13:15	6	0	0	0	0	0	0	6	22	0	1	3	0	0	0	26
13:30	5	0	0	0	0	0	0	5	31	0	4	4	0	0	0	39
13:45	9	0	1	0	0	0	0	10	16	0	3	0	0	3	0	22
14:00	3	0	0	1	0	0	0	4	22	2	2	4	0	0	1	31
14:15	2	0	0	0	0	0	0	2	46	0	0	0	0	0	0	46
14:30	3	0	1	0	0	0	0	4	31	0	1	2	0	0	0	34
14:45	14	1	0	1	0	0	0	16	29	1	2	0	1	0	0	33
15:00	12	0	1	0	0	0	0	13	30	0	7	0	0	0	0	37
15:15	1	0	0	0	0	0	0	1	27	1	4	2	0	0	0	34
15:30	1	0	1	0	0	0	0	2	20	0	3	1	0	0	0	24
15:45	3	0	0	0	0	0	0	3	21	0	3	0	0	0	0	24
16:00	13	0	0	0	0	0	0	13	22	0	2	0	0	0	1	25
16:15	6	0	0	0	1	0	0	7	43	0	1	0	0	0	2	46
16:30	7	0	1	0	0	0	0	8	37	0	6	0	0	0	1	44
16:45	5	0	1	0	0	0	0	6	29	0	4	1	0	0	0	34
17:00	9	0	1	0	0	0	0	10	46	0	3	0	0	0	0	49
17:15	7	0	2	0	0	0	0	9	56	0	2	1	0	0	0	59
17:30	6	0	2	0	0	0	0	8	34	0	4	0	0	0	0	38
17:45	5	0	0	0	0	0	0	5	37	0	5	0	0	0	0	42
18:00	9	1	0	0	0	0	0	10	30	2	0	0	0	0	0	32
18:15	4	0	0	0	0	0	0	4	22	1	4	0	0	0	0	27
18:30	3	0	1	0	0	0	1	5	32	0	3	1	0	0	0	36
18:45	3	0	1	0	0	0	0	4	27	1	2	0	2	0	1	33
25:75	245	4	25	2	1	0	3	280	1855	16	193	61	5	4	10	2144



Site No. 3  
Location Owenstown(N) / Owenstown(W) / Moygaddy  
Date Tuesday 28 May 2019

Time	C to B - Moygaddy to Owenstown(W)							Veh. Total	C to A - Moygaddy to Owenstown(N)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	9	0	5	1	0	0	0	15	7	0	0	0	0	0	0	7
7:15	10	0	4	2	0	0	0	16	4	0	1	1	0	0	0	6
7:30	18	0	3	0	0	0	1	22	7	0	1	0	0	0	0	8
7:45	26	0	3	1	0	0	0	30	8	0	3	0	1	0	0	12
8:00	25	0	3	2	0	0	0	30	4	0	1	0	0	0	0	5
8:15	42	0	5	3	0	0	0	50	4	0	0	0	0	0	0	4
8:30	45	1	5	1	1	0	0	53	13	0	1	0	0	0	0	14
8:45	50	0	7	2	1	0	0	60	10	0	3	0	0	0	0	13
9:00	44	0	3	6	0	0	0	53	23	0	1	0	0	0	0	24
9:15	32	0	4	1	0	0	0	37	22	2	1	0	0	0	0	25
9:30	27	1	0	0	0	0	1	29	4	1	0	1	1	0	0	7
9:45	15	0	1	4	0	0	0	20	4	0	1	0	1	0	0	6
10:00	14	0	1	2	0	0	0	17	8	0	0	0	0	0	0	8
10:15	13	0	3	0	0	0	0	16	5	0	3	0	0	0	0	8
10:30	12	0	2	3	0	0	1	18	11	0	2	1	0	0	0	14
10:45	24	1	2	2	0	0	1	30	8	0	0	0	0	0	0	8
11:00	13	0	3	1	0	0	0	17	7	0	2	1	0	0	0	10
11:15	20	1	0	1	0	0	0	22	7	0	3	0	0	0	0	10
11:30	29	0	4	3	0	0	0	36	6	1	1	0	0	0	0	8
11:45	34	0	2	3	0	0	0	39	13	0	2	0	0	0	1	16
12:00	36	0	3	2	0	0	0	41	10	0	0	0	0	0	0	10
12:15	29	0	3	2	0	0	0	34	17	0	1	0	0	0	0	18
12:30	22	0	2	2	0	0	2	28	7	0	3	0	0	0	0	10
12:45	21	1	6	2	0	0	1	31	4	0	2	0	0	0	0	6
13:00	24	0	3	1	0	0	0	28	12	0	3	0	0	0	0	15
13:15	22	1	5	2	0	0	0	30	13	0	0	1	0	0	0	14
13:30	31	2	6	1	0	1	0	41	8	0	2	0	0	0	0	10
13:45	33	1	0	1	0	0	0	35	15	0	2	0	0	0	0	17
14:00	32	0	8	0	0	0	0	40	9	0	3	0	0	0	0	12
14:15	33	0	2	3	0	0	0	38	10	0	2	0	0	0	1	13
14:30	35	0	0	1	0	0	0	36	14	1	1	0	0	0	0	16
14:45	64	0	2	4	0	0	0	70	20	1	0	0	1	0	0	22
15:00	43	0	3	2	0	0	0	48	12	2	1	1	0	0	0	16
15:15	38	2	4	1	0	0	0	45	18	0	2	0	2	0	0	22
15:30	56	4	2	1	0	0	1	64	14	0	1	0	0	0	0	15
15:45	51	1	7	0	1	0	0	60	17	0	1	0	0	0	0	18
16:00	65	0	11	3	0	0	0	79	17	0	3	0	0	0	0	20
16:15	66	0	7	3	0	1	0	77	16	0	4	0	0	0	0	20
16:30	83	1	8	2	0	1	0	95	25	0	5	0	0	0	0	30
16:45	84	0	11	0	1	0	0	96	20	0	2	0	0	0	0	22
17:00	85	1	12	2	0	0	1	101	30	0	6	1	0	0	0	37
17:15	90	0	9	1	0	0	0	100	19	0	3	0	0	0	0	22
17:30	96	0	8	1	0	0	0	105	31	0	4	0	0	0	0	35
17:45	93	2	12	0	0	0	1	108	26	0	1	0	0	0	0	27
18:00	95	0	12	2	0	0	0	109	23	0	5	0	0	0	1	29
18:15	97	0	12	1	0	0	0	110	24	0	2	0	0	0	0	26
18:30	56	1	3	1	0	0	1	62	16	0	2	0	0	0	0	18
18:45	58	0	11	1	0	0	0	70	15	0	5	0	0	1	0	21
25:75	2040	21	232	80	4	3	11	2391	637	8	92	7	6	1	3	754



10084 / Moygaddy  
May 2019  
Junction Turning Count

Site No. 3  
Location Owenstown(N) / Owenstown(W) / Moygaddy  
Date Tuesday 28 May 2019

Time	To Arm A - Owenstown(N)							Veh. Total	From Arm A - Owenstown(N)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	9	0	0	0	0	0	0	9	21	0	3	0	0	0	0	24
7:15	7	0	2	1	0	0	0	10	27	0	7	1	0	0	0	35
7:30	9	0	2	0	0	0	0	11	36	0	7	0	0	0	0	43
7:45	10	0	4	0	1	0	0	15	29	0	4	1	0	0	0	34
8:00	9	0	2	0	0	0	0	11	33	0	3	0	0	0	0	36
8:15	11	0	0	0	0	0	0	11	24	0	6	0	0	0	0	30
8:30	17	0	2	0	0	0	0	19	29	0	6	1	0	0	0	36
8:45	20	0	3	0	0	0	0	23	27	0	1	0	0	0	0	28
9:00	35	0	1	0	0	0	0	36	32	0	3	0	0	0	0	35
9:15	31	4	2	0	0	0	0	37	48	0	1	1	0	0	0	50
9:30	8	1	0	1	1	0	0	11	37	4	1	1	1	0	0	44
9:45	8	0	1	0	1	0	0	10	25	0	0	1	0	0	0	26
10:00	10	0	1	0	0	0	0	11	17	0	3	1	2	0	0	23
10:15	9	0	3	0	0	0	0	12	12	0	2	1	0	0	0	15
10:30	14	0	3	1	0	0	0	18	9	0	1	1	0	0	0	11
10:45	11	0	1	0	0	0	0	12	13	0	1	0	0	0	0	14
11:00	8	0	3	1	0	0	0	12	16	0	6	1	0	0	0	23
11:15	14	0	4	0	0	0	0	18	14	0	2	0	0	0	0	16
11:30	9	1	1	0	0	0	0	11	14	0	2	0	0	0	0	16
11:45	20	0	2	0	0	0	1	23	20	1	1	1	0	0	0	23
12:00	13	0	1	0	0	0	0	14	13	0	1	0	0	0	0	14
12:15	19	0	1	0	0	0	1	21	10	0	1	1	0	0	0	12
12:30	10	0	3	0	0	0	0	13	14	0	1	0	0	0	0	15
12:45	7	0	2	0	0	0	1	10	11	0	1	0	0	0	0	12
13:00	16	0	3	0	0	0	0	19	13	0	1	0	0	0	0	14
13:15	19	0	0	1	0	0	0	20	9	0	0	0	0	0	0	9
13:30	13	0	2	0	0	0	0	15	10	0	3	0	0	0	0	13
13:45	24	0	3	0	0	0	0	27	11	0	4	0	0	0	0	15
14:00	12	0	3	1	0	0	0	16	24	0	1	0	0	0	0	25
14:15	12	0	2	0	0	0	1	15	10	0	0	0	0	0	1	11
14:30	17	1	2	0	0	0	0	20	9	0	2	0	0	0	0	11
14:45	34	2	0	1	1	0	0	38	8	0	0	0	0	0	0	8
15:00	24	2	2	1	0	0	0	29	31	0	1	0	0	0	0	32
15:15	19	0	2	0	2	0	0	23	37	2	1	0	0	0	0	40
15:30	15	0	2	0	0	0	0	17	19	1	1	1	0	0	0	22
15:45	20	0	1	0	0	0	0	21	23	0	1	0	2	0	0	26
16:00	30	0	3	0	0	0	0	33	23	0	4	0	0	0	0	27
16:15	22	0	4	0	1	0	0	27	24	0	3	1	0	0	0	28
16:30	32	0	6	0	0	0	0	38	18	0	3	1	0	0	0	22
16:45	25	0	3	0	0	0	0	28	18	0	4	0	0	0	0	22
17:00	39	0	7	1	0	0	0	47	13	0	2	0	0	0	0	15
17:15	26	0	5	0	0	0	0	31	15	0	2	0	0	0	0	17
17:30	37	0	6	0	0	0	0	43	21	0	1	0	0	0	0	22
17:45	31	0	1	0	0	0	0	32	12	0	1	0	0	0	0	13
18:00	32	1	5	0	0	0	1	39	15	0	5	0	0	0	0	20
18:15	28	0	2	0	0	0	0	30	15	1	3	0	0	0	0	19
18:30	19	0	3	0	0	0	1	23	17	0	3	0	0	0	0	20
18:45	18	0	6	0	0	1	0	25	20	0	0	0	0	0	0	20
25:75	882	12	117	9	7	1	6	1034	946	9	110	15	5	0	1	1086



10084 / Moygaddy  
May 2019  
Junction Turning Count

Site No. 3  
Location Owenstown(N) / Owenstown(W) / Moygaddy  
Date Tuesday 28 May 2019

Time	To Arm B - Owenstown(W)							Veh. Total	From Arm B - Owenstown(W)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	11	0	7	1	0	0	0	19	76	1	17	2	0	0	0	96
7:15	14	0	6	2	0	0	0	22	91	0	15	2	0	0	0	108
7:30	24	0	5	0	0	0	1	30	109	0	9	1	0	0	0	119
7:45	30	0	3	2	0	0	0	35	86	0	11	2	0	0	1	100
8:00	32	0	5	2	0	0	0	39	86	2	9	0	0	0	0	97
8:15	47	0	7	3	0	0	0	57	111	0	3	3	0	0	1	118
8:30	51	1	6	1	1	0	0	60	104	0	8	1	1	0	0	114
8:45	58	0	7	2	1	0	0	68	88	2	4	4	0	1	0	99
9:00	55	0	4	6	0	0	0	65	55	0	3	3	1	0	0	62
9:15	44	0	4	2	0	0	0	50	58	3	7	1	0	0	0	69
9:30	34	3	0	0	0	0	1	38	43	0	4	2	0	0	0	49
9:45	20	0	1	4	0	0	0	25	31	0	2	3	0	0	0	36
10:00	16	0	2	2	0	0	0	20	25	0	5	2	0	0	0	32
10:15	17	0	4	1	0	0	0	22	13	0	2	3	0	0	0	18
10:30	16	0	3	3	0	0	1	23	17	1	2	0	0	0	0	20
10:45	25	1	2	2	0	0	1	31	31	0	3	3	0	0	0	37
11:00	18	0	6	2	0	0	0	26	30	0	6	1	0	0	1	38
11:15	23	1	2	1	0	0	0	27	30	0	5	1	0	0	1	37
11:30	38	0	5	3	0	0	0	46	19	0	2	1	0	0	0	22
11:45	41	0	3	3	0	0	0	47	33	1	2	0	0	0	0	36
12:00	40	0	3	2	0	0	0	45	25	0	7	2	0	0	0	34
12:15	30	0	4	2	0	0	0	36	19	0	6	1	0	0	1	27
12:30	26	0	2	2	0	0	2	32	27	0	2	0	0	0	0	29
12:45	22	1	6	2	0	0	1	32	24	0	2	2	0	0	1	29
13:00	27	0	3	1	0	0	0	31	23	0	3	2	0	0	0	28
13:15	27	1	5	2	0	0	0	35	28	0	1	3	0	0	0	32
13:30	34	2	8	1	0	1	0	46	36	0	4	4	0	0	0	44
13:45	34	1	2	1	0	0	0	38	25	0	4	0	0	3	0	32
14:00	40	0	8	0	0	0	0	48	25	2	2	5	0	0	1	35
14:15	36	0	2	3	0	0	1	42	48	0	0	0	0	0	0	48
14:30	37	0	1	1	0	0	0	39	34	0	2	2	0	0	0	38
14:45	66	0	2	4	0	0	0	72	43	2	2	1	1	0	0	49
15:00	56	0	3	2	0	0	0	61	42	0	8	0	0	0	0	50
15:15	49	4	5	1	0	0	0	59	28	1	4	2	0	0	0	35
15:30	62	4	2	1	0	0	1	70	21	0	4	1	0	0	0	26
15:45	59	1	7	0	1	0	0	68	24	0	3	0	0	0	0	27
16:00	70	0	12	3	0	0	0	85	35	0	2	0	0	0	1	38
16:15	70	0	7	4	0	1	0	82	49	0	1	0	1	0	2	53
16:30	84	1	9	3	0	1	0	98	44	0	7	0	0	0	1	52
16:45	92	0	13	0	1	0	0	106	34	0	5	1	0	0	0	40
17:00	91	1	13	2	0	0	1	108	55	0	4	0	0	0	0	59
17:15	95	0	10	1	0	0	0	106	63	0	4	1	0	0	0	68
17:30	104	0	8	1	0	0	0	113	40	0	6	0	0	0	0	46
17:45	100	2	12	0	0	0	1	115	42	0	5	0	0	0	0	47
18:00	100	0	15	2	0	0	0	117	39	3	0	0	0	0	0	42
18:15	100	1	12	1	0	0	0	114	26	1	4	0	0	0	0	31
18:30	59	1	4	1	0	0	1	66	35	0	4	1	0	0	1	41
18:45	66	0	11	1	0	0	0	78	30	1	3	0	2	0	1	37
25:75	2290	26	271	86	4	3	12	2692	2100	20	218	63	6	4	13	2424



10084 / Moygaddy  
May 2019  
Junction Turning Count

Site No. 3  
Location Owenstown(N) / Owenstown(W) / Moygaddy  
Date Tuesday 28 May 2019

Time	To Arm C - Moygaddy							Veh. Total	From Arm C - Moygaddy							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	93	1	18	2	0	0	0	114	16	0	5	1	0	0	0	22
7:15	111	0	19	3	0	0	0	133	14	0	5	3	0	0	0	22
7:30	137	0	13	1	0	0	0	151	25	0	4	0	0	0	1	30
7:45	109	0	14	2	0	0	1	126	34	0	6	1	1	0	0	42
8:00	107	2	9	0	0	0	0	118	29	0	4	2	0	0	0	35
8:15	123	0	7	3	0	0	1	134	46	0	5	3	0	0	0	54
8:30	123	0	12	2	1	0	0	138	58	1	6	1	1	0	0	67
8:45	97	2	5	4	0	1	0	109	60	0	10	2	1	0	0	73
9:00	64	0	5	3	1	0	0	73	67	0	4	6	0	0	0	77
9:15	85	1	7	1	0	0	0	94	54	2	5	1	0	0	0	62
9:30	69	2	5	3	1	0	0	80	31	2	0	1	1	0	1	36
9:45	47	0	2	4	0	0	0	53	19	0	2	4	1	0	0	26
10:00	38	0	6	3	2	0	0	49	22	0	1	2	0	0	0	25
10:15	17	0	3	3	0	0	0	23	18	0	6	0	0	0	0	24
10:30	19	1	1	1	0	0	0	22	23	0	4	4	0	0	1	32
10:45	40	0	3	3	0	0	0	46	32	1	2	2	0	0	1	38
11:00	40	0	8	1	0	0	1	50	20	0	5	2	0	0	0	27
11:15	34	0	4	1	0	0	1	40	27	1	3	1	0	0	0	32
11:30	21	0	3	1	0	0	0	25	35	1	5	3	0	0	0	44
11:45	39	2	2	1	0	0	0	44	47	0	4	3	0	0	1	55
12:00	31	0	7	2	0	0	0	40	46	0	3	2	0	0	0	51
12:15	26	0	6	2	0	0	0	34	46	0	4	2	0	0	0	52
12:30	34	0	3	0	0	0	0	37	29	0	5	2	0	0	2	38
12:45	31	0	3	2	0	0	0	36	25	1	8	2	0	0	1	37
13:00	29	0	4	2	0	0	0	35	36	0	6	1	0	0	0	43
13:15	26	0	1	3	0	0	0	30	35	1	5	3	0	0	0	44
13:30	38	0	5	4	0	0	0	47	39	2	8	1	0	1	0	51
13:45	26	0	5	0	0	3	0	34	48	1	2	1	0	0	0	52
14:00	38	2	3	4	0	0	1	48	41	0	11	0	0	0	0	52
14:15	53	0	0	0	0	0	0	53	43	0	4	3	0	0	1	51
14:30	38	0	2	2	0	0	0	42	49	1	1	1	0	0	0	52
14:45	35	1	2	0	1	0	0	39	84	1	2	4	1	0	0	92
15:00	48	0	8	0	0	0	0	56	55	2	4	3	0	0	0	64
15:15	53	1	4	2	0	0	0	60	56	2	6	1	2	0	0	67
15:30	33	1	4	2	0	0	0	40	70	4	3	1	0	0	1	79
15:45	36	0	4	0	2	0	0	42	68	1	8	0	1	0	0	78
16:00	40	0	5	0	0	0	1	46	82	0	14	3	0	0	0	99
16:15	63	0	4	0	0	0	2	69	82	0	11	3	0	1	0	97
16:30	54	0	8	0	0	0	1	63	108	1	13	2	0	1	0	125
16:45	39	0	6	1	0	0	0	46	104	0	13	0	1	0	0	118
17:00	53	0	4	0	0	0	0	57	115	1	18	3	0	0	1	138
17:15	66	0	3	1	0	0	0	70	109	0	12	1	0	0	0	122
17:30	47	0	5	0	0	0	0	52	127	0	12	1	0	0	0	140
17:45	42	0	6	0	0	0	0	48	119	2	13	0	0	0	1	135
18:00	40	2	2	0	0	0	0	44	118	0	17	2	0	0	1	138
18:15	34	1	7	0	0	0	0	42	121	0	14	1	0	0	0	136
18:30	46	0	5	1	0	0	0	52	72	1	5	1	0	0	1	80
18:45	39	1	2	0	2	0	1	45	73	0	16	1	0	1	0	91
25:75	2551	20	264	70	10	4	10	2929	2677	29	324	87	10	4	14	3145



10084 / Moygaddy  
May 2019  
Junction Turning Count

Site No. 3  
Location Owenstown(N) / Owenstown(W) / Moygaddy  
Date Tuesday 28 May 2019

Time	A to C - Owenstown(N) to Moygaddy							Veh. Total	A to B - Owenstown(N) to Owenstown(W)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	19	0	1	0	0	0	0	20	2	0	2	0	0	0	0	4
7:15	23	0	5	2.3	0	0	0	30.3	4	0	2	0	0	0	0	6
7:30	30	0	5	0	0	0	0	35	6	0	2	0	0	0	0	8
7:45	25	0	4	0	0	0	0	29	4	0	0	2.3	0	0	0	6.3
8:00	26	0	1	0	0	0	0	27	7	0	2	0	0	0	0	9
8:15	19	0	4	0	0	0	0	23	5	0	2	0	0	0	0	7
8:30	23	0	5	2.3	0	0	0	30.3	6	0	1	0	0	0	0	7
8:45	19	0	1	0	0	0	0	20	8	0	0	0	0	0	0	8
9:00	21	0	2	0	0	0	0	23	11	0	1	0	0	0	0	12
9:15	36	0	1	0	0	0	0	37	12	0	0	2.3	0	0	0	14.3
9:30	30	2	1	2.3	2	0	0	37.3	7	2	0	0	0	0	0	9
9:45	20	0	0	2.3	0	0	0	22.3	5	0	0	0	0	0	0	5
10:00	15	0	2	2.3	4	0	0	23.3	2	0	1	0	0	0	0	3
10:15	8	0	1	0	0	0	0	9	4	0	1	2.3	0	0	0	7.3
10:30	5	0	0	2.3	0	0	0	7.3	4	0	1	0	0	0	0	5
10:45	12	0	1	0	0	0	0	13	1	0	0	0	0	0	0	1
11:00	11	0	3	0	0	0	0	14	5	0	3	2.3	0	0	0	10.3
11:15	11	0	0	0	0	0	0	11	3	0	2	0	0	0	0	5
11:30	5	0	1	0	0	0	0	6	9	0	1	0	0	0	0	10
11:45	13	1	0	2.3	0	0	0	16.3	7	0	1	0	0	0	0	8
12:00	9	0	1	0	0	0	0	10	4	0	0	0	0	0	0	4
12:15	9	0	0	2.3	0	0	0	11.3	1	0	1	0	0	0	0	2
12:30	10	0	1	0	0	0	0	11	4	0	0	0	0	0	0	4
12:45	10	0	1	0	0	0	0	11	1	0	0	0	0	0	0	1
13:00	10	0	1	0	0	0	0	11	3	0	0	0	0	0	0	3
13:15	4	0	0	0	0	0	0	4	5	0	0	0	0	0	0	5
13:30	7	0	1	0	0	0	0	8	3	0	2	0	0	0	0	5
13:45	10	0	2	0	0	0	0	12	1	0	2	0	0	0	0	3
14:00	16	0	1	0	0	0	0	17	8	0	0	0	0	0	0	8
14:15	7	0	0	0	0	0	0	7	3	0	0	0	0	0	0.2	3.2
14:30	7	0	1	0	0	0	0	8	2	0	1	0	0	0	0	3
14:45	6	0	0	0	0	0	0	6	2	0	0	0	0	0	0	2
15:00	18	0	1	0	0	0	0	19	13	0	0	0	0	0	0	13
15:15	26	0	0	0	0	0	0	26	11	2	1	0	0	0	0	14
15:30	13	1	1	2.3	0	0	0	17.3	6	0	0	0	0	0	0	6
15:45	15	0	1	0	4	0	0	20	8	0	0	0	0	0	0	8
16:00	18	0	3	0	0	0	0	21	5	0	1	0	0	0	0	6
16:15	20	0	3	0	0	0	0	23	4	0	0	2.3	0	0	0	6.3
16:30	17	0	2	0	0	0	0	19	1	0	1	2.3	0	0	0	4.3
16:45	10	0	2	0	0	0	0	12	8	0	2	0	0	0	0	10
17:00	7	0	1	0	0	0	0	8	6	0	1	0	0	0	0	7
17:15	10	0	1	0	0	0	0	11	5	0	1	0	0	0	0	6
17:30	13	0	1	0	0	0	0	14	8	0	0	0	0	0	0	8
17:45	5	0	1	0	0	0	0	6	7	0	0	0	0	0	0	7
18:00	10	0	2	0	0	0	0	12	5	0	3	0	0	0	0	8
18:15	12	0	3	0	0	0	0	15	3	1	0	0	0	0	0	4
18:30	14	0	2	0	0	0	0	16	3	0	1	0	0	0	0	4
18:45	12	0	0	0	0	0	0	12	8	0	0	0	0	0	0	8
Total	696	4	71	20.7	10	0	0	801.7	250	5	39	13.8	0	0	0.2	308

CAR TAXI LGV HGV PSV M/C P/C  
1 1 1 2.3 2 0.4 0.2



10084 / Moygaddy  
May 2019  
Junction Turning Count

Site No. 3  
Location Owenstown(N) / Owenstown(W) / Moygaddy  
Date Tuesday 28 May 2019

Time	B to A - Owenstown(W) to Owenstown(N)							Veh. Total	B to C - Owenstown(W) to Moygaddy							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	2	0	0	0	0	0	0	2	74	1	17	4.6	0	0	0	96.6
7:15	3	0	1	0	0	0	0	4	88	0	14	4.6	0	0	0	106.6
7:30	2	0	1	0	0	0	0	3	107	0	8	2.3	0	0	0	117.3
7:45	2	0	1	0	0	0	0	3	84	0	10	4.6	0	0	0.2	98.8
8:00	5	0	1	0	0	0	0	6	81	2	8	0	0	0	0	91
8:15	7	0	0	0	0	0	0	7	104	0	3	6.9	0	0	0.2	114.1
8:30	4	0	1	0	0	0	0	5	100	0	7	2.3	2	0	0	111.3
8:45	10	0	0	0	0	0	0	10	78	2	4	9.2	0	0.4	0	93.6
9:00	12	0	0	0	0	0	0	12	43	0	3	6.9	2	0	0	54.9
9:15	9	2	1	0	0	0	0	12	49	1	6	2.3	0	0	0	58.3
9:30	4	0	0	0	0	0	0	4	39	0	4	4.6	0	0	0	47.6
9:45	4	0	0	0	0	0	0	4	27	0	2	6.9	0	0	0	35.9
10:00	2	0	1	0	0	0	0	3	23	0	4	4.6	0	0	0	31.6
10:15	4	0	0	0	0	0	0	4	9	0	2	6.9	0	0	0	17.9
10:30	3	0	1	0	0	0	0	4	14	1	1	0	0	0	0	16
10:45	3	0	1	0	0	0	0	4	28	0	2	6.9	0	0	0	36.9
11:00	1	0	1	0	0	0	0	2	29	0	5	2.3	0	0	0.2	36.5
11:15	7	0	1	0	0	0	0	8	23	0	4	2.3	0	0	0.2	29.5
11:30	3	0	0	0	0	0	0	3	16	0	2	2.3	0	0	0	20.3
11:45	7	0	0	0	0	0	0	7	26	1	2	0	0	0	0	29
12:00	3	0	1	0	0	0	0	4	22	0	6	4.6	0	0	0	32.6
12:15	2	0	0	0	0	0	0.2	2.2	17	0	6	2.3	0	0	0	25.3
12:30	3	0	0	0	0	0	0	3	24	0	2	0	0	0	0	26
12:45	3	0	0	0	0	0	0.2	3.2	21	0	2	4.6	0	0	0	27.6
13:00	4	0	0	0	0	0	0	4	19	0	3	4.6	0	0	0	26.6
13:15	6	0	0	0	0	0	0	6	22	0	1	6.9	0	0	0	29.9
13:30	5	0	0	0	0	0	0	5	31	0	4	9.2	0	0	0	44.2
13:45	9	0	1	0	0	0	0	10	16	0	3	0	0	1.2	0	20.2
14:00	3	0	0	2.3	0	0	0	5.3	22	2	2	9.2	0	0	0.2	35.4
14:15	2	0	0	0	0	0	0	2	46	0	0	0	0	0	0	46
14:30	3	0	1	0	0	0	0	4	31	0	1	4.6	0	0	0	36.6
14:45	14	1	0	2.3	0	0	0	17.3	29	1	2	0	2	0	0	34
15:00	12	0	1	0	0	0	0	13	30	0	7	0	0	0	0	37
15:15	1	0	0	0	0	0	0	1	27	1	4	4.6	0	0	0	36.6
15:30	1	0	1	0	0	0	0	2	20	0	3	2.3	0	0	0	25.3
15:45	3	0	0	0	0	0	0	3	21	0	3	0	0	0	0	24
16:00	13	0	0	0	0	0	0	13	22	0	2	0	0	0	0.2	24.2
16:15	6	0	0	0	2	0	0	8	43	0	1	0	0	0	0.4	44.4
16:30	7	0	1	0	0	0	0	8	37	0	6	0	0	0	0.2	43.2
16:45	5	0	1	0	0	0	0	6	29	0	4	2.3	0	0	0	35.3
17:00	9	0	1	0	0	0	0	10	46	0	3	0	0	0	0	49
17:15	7	0	2	0	0	0	0	9	56	0	2	2.3	0	0	0	60.3
17:30	6	0	2	0	0	0	0	8	34	0	4	0	0	0	0	38
17:45	5	0	0	0	0	0	0	5	37	0	5	0	0	0	0	42
18:00	9	1	0	0	0	0	0	10	30	2	0	0	0	0	0	32
18:15	4	0	0	0	0	0	0	4	22	1	4	0	0	0	0	27
18:30	3	0	1	0	0	0	0.2	4.2	32	0	3	2.3	0	0	0	37.3
18:45	3	0	1	0	0	0	0	4	27	1	2	0	4	0	0.2	34.2
25:75	245	4	25	4.6	2	0	0.6	281.2	1855	16	193	140.3	10	1.6	2	2217.9



10084 / Moygaddy  
May 2019  
Junction Turning Count

Site No. 3  
Location Owenstown(N) / Owenstown(W) / Moygaddy  
Date Tuesday 28 May 2019

Time	C to B - Moygaddy to Owenstown(W)							Veh. Total	C to A - Moygaddy to Owenstown(N)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	9	0	5	2.3	0	0	0	16.3	7	0	0	0	0	0	0	7
7:15	10	0	4	4.6	0	0	0	18.6	4	0	1	2.3	0	0	0	7.3
7:30	18	0	3	0	0	0	0.2	21.2	7	0	1	0	0	0	0	8
7:45	26	0	3	2.3	0	0	0	31.3	8	0	3	0	2	0	0	13
8:00	25	0	3	4.6	0	0	0	32.6	4	0	1	0	0	0	0	5
8:15	42	0	5	6.9	0	0	0	53.9	4	0	0	0	0	0	0	4
8:30	45	1	5	2.3	2	0	0	55.3	13	0	1	0	0	0	0	14
8:45	50	0	7	4.6	2	0	0	63.6	10	0	3	0	0	0	0	13
9:00	44	0	3	13.8	0	0	0	60.8	23	0	1	0	0	0	0	24
9:15	32	0	4	2.3	0	0	0	38.3	22	2	1	0	0	0	0	25
9:30	27	1	0	0	0	0	0.2	28.2	4	1	0	2.3	2	0	0	9.3
9:45	15	0	1	9.2	0	0	0	25.2	4	0	1	0	2	0	0	7
10:00	14	0	1	4.6	0	0	0	19.6	8	0	0	0	0	0	0	8
10:15	13	0	3	0	0	0	0	16	5	0	3	0	0	0	0	8
10:30	12	0	2	6.9	0	0	0.2	21.1	11	0	2	2.3	0	0	0	15.3
10:45	24	1	2	4.6	0	0	0.2	31.8	8	0	0	0	0	0	0	8
11:00	13	0	3	2.3	0	0	0	18.3	7	0	2	2.3	0	0	0	11.3
11:15	20	1	0	2.3	0	0	0	23.3	7	0	3	0	0	0	0	10
11:30	29	0	4	6.9	0	0	0	39.9	6	1	1	0	0	0	0	8
11:45	34	0	2	6.9	0	0	0	42.9	13	0	2	0	0	0	0.2	15.2
12:00	36	0	3	4.6	0	0	0	43.6	10	0	0	0	0	0	0	10
12:15	29	0	3	4.6	0	0	0	36.6	17	0	1	0	0	0	0	18
12:30	22	0	2	4.6	0	0	0.4	29	7	0	3	0	0	0	0	10
12:45	21	1	6	4.6	0	0	0.2	32.8	4	0	2	0	0	0	0	6
13:00	24	0	3	2.3	0	0	0	29.3	12	0	3	0	0	0	0	15
13:15	22	1	5	4.6	0	0	0	32.6	13	0	0	2.3	0	0	0	15.3
13:30	31	2	6	2.3	0	0.4	0	41.7	8	0	2	0	0	0	0	10
13:45	33	1	0	2.3	0	0	0	36.3	15	0	2	0	0	0	0	17
14:00	32	0	8	0	0	0	0	40	9	0	3	0	0	0	0	12
14:15	33	0	2	6.9	0	0	0	41.9	10	0	2	0	0	0	0.2	12.2
14:30	35	0	0	2.3	0	0	0	37.3	14	1	1	0	0	0	0	16
14:45	64	0	2	9.2	0	0	0	75.2	20	1	0	0	2	0	0	23
15:00	43	0	3	4.6	0	0	0	50.6	12	2	1	2.3	0	0	0	17.3
15:15	38	2	4	2.3	0	0	0	46.3	18	0	2	0	4	0	0	24
15:30	56	4	2	2.3	0	0	0.2	64.5	14	0	1	0	0	0	0	15
15:45	51	1	7	0	2	0	0	61	17	0	1	0	0	0	0	18
16:00	65	0	11	6.9	0	0	0	82.9	17	0	3	0	0	0	0	20
16:15	66	0	7	6.9	0	0.4	0	80.3	16	0	4	0	0	0	0	20
16:30	83	1	8	4.6	0	0.4	0	97	25	0	5	0	0	0	0	30
16:45	84	0	11	0	2	0	0	97	20	0	2	0	0	0	0	22
17:00	85	1	12	4.6	0	0	0.2	102.8	30	0	6	2.3	0	0	0	38.3
17:15	90	0	9	2.3	0	0	0	101.3	19	0	3	0	0	0	0	22
17:30	96	0	8	2.3	0	0	0	106.3	31	0	4	0	0	0	0	35
17:45	93	2	12	0	0	0	0.2	107.2	26	0	1	0	0	0	0	27
18:00	95	0	12	4.6	0	0	0	111.6	23	0	5	0	0	0	0.2	28.2
18:15	97	0	12	2.3	0	0	0	111.3	24	0	2	0	0	0	0	26
18:30	56	1	3	2.3	0	0	0.2	62.5	16	0	2	0	0	0	0	18
18:45	58	0	11	2.3	0	0	0	71.3	15	0	5	0	0	0.4	0	20.4
25:75	2040	21	232	184	8	1.2	2.2	2488.4	637	8	92</					



Site No. 3  
Location Owenstown(N) / Owenstown(W) / Moygaddy  
Date Tuesday 28 May 2019

Time	To Arm A - Owenstown(N)							Veh. Total	From Arm A - Owenstown(N)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	9	0	0	0	0	0	0	9	21	0	3	0	0	0	0	24
7:15	7	0	2	2.3	0	0	0	11.3	27	0	7	2.3	0	0	0	36.3
7:30	9	0	2	0	0	0	0	11	36	0	7	0	0	0	43	
7:45	10	0	4	0	2	0	0	16	29	0	4	2.3	0	0	35.3	
8:00	9	0	2	0	0	0	0	11	33	0	3	0	0	0	36	
8:15	11	0	0	0	0	0	0	11	24	0	6	0	0	0	30	
8:30	17	0	2	0	0	0	0	19	29	0	6	2.3	0	0	37.3	
8:45	20	0	3	0	0	0	0	23	27	0	1	0	0	0	28	
9:00	35	0	1	0	0	0	0	36	32	0	3	0	0	0	35	
9:15	31	4	2	0	0	0	0	37	48	0	1	2.3	0	0	51.3	
9:30	8	1	0	2.3	2	0	0	13.3	37	4	1	2.3	2	0	46.3	
9:45	8	0	1	0	2	0	0	11	25	0	0	2.3	0	0	27.3	
10:00	10	0	1	0	0	0	0	11	17	0	3	2.3	4	0	26.3	
10:15	9	0	3	0	0	0	0	12	12	0	2	2.3	0	0	16.3	
10:30	14	0	3	2.3	0	0	0	19.3	9	0	1	2.3	0	0	12.3	
10:45	11	0	1	0	0	0	0	12	13	0	1	0	0	0	14	
11:00	8	0	3	2.3	0	0	0	13.3	16	0	6	2.3	0	0	24.3	
11:15	14	0	4	0	0	0	0	18	14	0	2	0	0	0	16	
11:30	9	1	1	0	0	0	0	11	14	0	2	0	0	0	16	
11:45	20	0	2	0	0	0	0.2	22.2	20	1	1	2.3	0	0	24.3	
12:00	13	0	1	0	0	0	0	14	13	0	1	0	0	0	14	
12:15	19	0	1	0	0	0	0.2	20.2	10	0	1	2.3	0	0	13.3	
12:30	10	0	3	0	0	0	0	13	14	0	1	0	0	0	15	
12:45	7	0	2	0	0	0	0.2	9.2	11	0	1	0	0	0	12	
13:00	16	0	3	0	0	0	0	19	13	0	1	0	0	0	14	
13:15	19	0	0	2.3	0	0	0	21.3	9	0	0	0	0	0	9	
13:30	13	0	2	0	0	0	0	15	10	0	3	0	0	0	13	
13:45	24	0	3	0	0	0	0	27	11	0	4	0	0	0	15	
14:00	12	0	3	2.3	0	0	0	17.3	24	0	1	0	0	0	25	
14:15	12	0	2	0	0	0	0.2	14.2	10	0	0	0	0	0.2	10.2	
14:30	17	1	2	0	0	0	0	20	9	0	2	0	0	0	11	
14:45	34	2	0	2.3	2	0	0	40.3	8	0	0	0	0	0	8	
15:00	24	2	2	2.3	0	0	0	30.3	31	0	1	0	0	0	32	
15:15	19	0	2	0	4	0	0	25	37	2	1	0	0	0	40	
15:30	15	0	2	0	0	0	0	17	19	1	1	2.3	0	0	23.3	
15:45	20	0	1	0	0	0	0	21	23	0	1	0	4	0	28	
16:00	30	0	3	0	0	0	0	33	23	0	4	0	0	0	27	
16:15	22	0	4	0	2	0	0	28	24	0	3	2.3	0	0	29.3	
16:30	32	0	6	0	0	0	0	38	18	0	3	2.3	0	0	23.3	
16:45	25	0	3	0	0	0	0	28	18	0	4	0	0	0	22	
17:00	39	0	7	2.3	0	0	0	48.3	13	0	2	0	0	0	15	
17:15	26	0	5	0	0	0	0	31	15	0	2	0	0	0	17	
17:30	37	0	6	0	0	0	0	43	21	0	1	0	0	0	22	
17:45	31	0	1	0	0	0	0	32	12	0	1	0	0	0	13	
18:00	32	1	5	0	0	0	0.2	38.2	15	0	5	0	0	0	20	
18:15	28	0	2	0	0	0	0	30	15	1	3	0	0	0	19	
18:30	19	0	3	0	0	0	0.2	22.2	17	0	3	0	0	0	20	
18:45	18	0	6	0	0	0.4	0	24.4	20	0	0	0	0	0	20	
25:75	882	12	117	20.7	14	0.4	1.2	1047.3	946	9	110	34.5	10	0	0.2	1109.7



Site No. 3  
Location Owenstown(N) / Owenstown(W) / Moygaddy  
Date Tuesday 28 May 2019

Time	To Arm B - Owenstown(W)							Veh. Total	From Arm B - Owenstown(W)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	11	0	7	2.3	0	0	0	20.3	76	1	17	4.6	0	0	0	98.6
7:15	14	0	6	4.6	0	0	0	24.6	91	0	15	4.6	0	0	0	110.6
7:30	24	0	5	0	0	0	0.2	29.2	109	0	9	2.3	0	0	0	120.3
7:45	30	0	3	4.6	0	0	0	37.6	86	0	11	4.6	0	0	0.2	101.8
8:00	32	0	5	4.6	0	0	0	41.6	86	2	9	0	0	0	0	97
8:15	47	0	7	6.9	0	0	0	60.9	111	0	3	6.9	0	0	0.2	121.1
8:30	51	1	6	2.3	2	0	0	62.3	104	0	8	2.3	2	0	0	116.3
8:45	58	0	7	4.6	2	0	0	71.6	88	2	4	9.2	0	0.4	0	103.6
9:00	55	0	4	13.8	0	0	0	72.8	55	0	3	6.9	2	0	0	66.9
9:15	44	0	4	4.6	0	0	0	52.6	58	3	7	2.3	0	0	0	70.3
9:30	34	3	0	0	0	0	0.2	37.2	43	0	4	4.6	0	0	0	51.6
9:45	20	0	1	9.2	0	0	0	30.2	31	0	2	6.9	0	0	0	39.9
10:00	16	0	2	4.6	0	0	0	22.6	25	0	5	4.6	0	0	0	34.6
10:15	17	0	4	2.3	0	0	0	23.3	13	0	2	6.9	0	0	0	21.9
10:30	16	0	3	6.9	0	0	0.2	26.1	17	1	2	0	0	0	0	20
10:45	25	1	2	4.6	0	0	0.2	32.8	31	0	3	6.9	0	0	0	40.9
11:00	18	0	6	4.6	0	0	0	28.6	30	0	6	2.3	0	0	0.2	38.5
11:15	23	1	2	2.3	0	0	0	28.3	30	0	5	2.3	0	0	0.2	37.5
11:30	38	0	5	6.9	0	0	0	49.9	19	0	2	2.3	0	0	0	23.3
11:45	41	0	3	6.9	0	0	0	50.9	33	1	2	0	0	0	0	36
12:00	40	0	3	4.6	0	0	0	47.6	25	0	7	4.6	0	0	0	36.6
12:15	30	0	4	4.6	0	0	0	38.6	19	0	6	2.3	0	0	0.2	27.5
12:30	26	0	2	4.6	0	0	0.4	33	27	0	2	0	0	0	0	29
12:45	22	1	6	4.6	0	0	0.2	33.8	24	0	2	4.6	0	0	0.2	30.8
13:00	27	0	3	2.3	0	0	0	32.3	23	0	3	4.6	0	0	0	30.6
13:15	27	1	5	4.6	0	0	0	37.6	28	0	1	6.9	0	0	0	35.9
13:30	34	2	8	2.3	0	0.4	0	46.7	36	0	4	9.2	0	0	0	49.2
13:45	34	1	2	2.3	0	0	0	39.3	25	0	4	0	0	1.2	0	30.2
14:00	40	0	8	0	0	0	0	48	25	2	2	11.5	0	0	0.2	40.7
14:15	36	0	2	6.9	0	0	0.2	45.1	48	0	0	0	0	0	0	48
14:30	37	0	1	2.3	0	0	0	40.3	34	0	2	4.6	0	0	0	40.6
14:45	66	0	2	9.2	0	0	0	77.2	43	2	2	2.3	2	0	0	51.3
15:00	56	0	3	4.6	0	0	0	63.6	42	0	8	0	0	0	0	50
15:15	49	4	5	2.3	0	0	0	60.3	28	1	4	4.6	0	0	0	37.6
15:30	62	4	2	2.3	0	0	0.2	70.5	21	0	4	2.3	0	0	0	27.3
15:45	59	1	7	0	2	0	0	69	24	0	3	0	0	0	0	27
16:00	70	0	12	6.9	0	0	0	88.9	35	0	2	0	0	0	0.2	37.2
16:15	70	0	7	9.2	0	0.4	0	86.6	49	0	1	0	2	0	0.4	52.4
16:30	84	1	9	6.9	0	0.4	0	101.3	44	0	7	0	0	0	0.2	51.2
16:45	92	0	13	0	2	0	0	107	34	0	5	2.3	0	0	0	41.3
17:00	91	1	13	4.6	0	0	0.2	109.8	55	0	4	0	0	0	0	59
17:15	95	0	10	2.3	0	0	0	107.3	63	0	4	2.3	0	0	0	69.3
17:30	104	0	8	2.3	0	0	0	114.3	40	0	6	0	0	0	0	46
17:45	100	2	12	0	0	0	0.2	114.2	42	0	5	0	0	0	0	47
18:00	100	0	15	4.6	0	0	0	119.6	39	3	0	0	0	0	0	42
18:15	100	1	12	2.3	0	0	0	115.3	26	1	4	0	0	0	0	31
18:30	59	1	4	2.3	0	0	0.2	66.5	35	0	4	2.3	0	0	0.2	41.5
18:45	66	0	11	2.3	0	0	0	79.3	30	1	3	0	4	0	0.2	38.2
25:75	2290	26	271	197.8	8	1.2	2.4	2796.4	2100	20	218	144.9	12	1.6	2.6	2499.1



10084 / Moygaddy  
May 2019  
Junction Turning Count

Site No. 3  
Location Owenstown(N) / Owenstown(W) / Moygaddy  
Date Tuesday 28 May 2019

Time	To Arm C - Moygaddy							Veh. Total	From Arm C - Moygaddy							Veh. Total
	CAR	Taxi	LGW	HGV	PSV	M/C	P/C		CAR	Taxi	LGW	HGV	PSV	M/C	P/C	
7:00	93	1	18	4.6	0	0	0	116.6	16	0	5	2.3	0	0	0	23.3
7:15	111	0	19	6.9	0	0	0	136.9	14	0	5	6.9	0	0	0	25.9
7:30	137	0	13	2.3	0	0	0	152.3	25	0	4	0	0	0	0.2	29.2
7:45	109	0	14	4.6	0	0	0.2	127.8	34	0	6	2.3	2	0	0	44.3
8:00	107	2	9	0	0	0	0	118	29	0	4	4.6	0	0	0	37.6
8:15	123	0	7	6.9	0	0	0.2	137.1	46	0	5	6.9	0	0	0	57.9
8:30	123	0	12	4.6	2	0	0	141.6	58	1	6	2.3	2	0	0	69.3
8:45	97	2	5	9.2	0	0.4	0	113.6	60	0	10	4.6	2	0	0	76.6
9:00	64	0	5	6.9	2	0	0	77.9	67	0	4	13.8	0	0	0	84.8
9:15	85	1	7	2.3	0	0	0	95.3	54	2	5	2.3	0	0	0	63.3
9:30	69	2	5	6.9	2	0	0	84.9	31	2	0	2.3	2	0	0.2	37.5
9:45	47	0	2	9.2	0	0	0	58.2	19	0	2	9.2	2	0	0	32.2
10:00	38	0	6	6.9	4	0	0	54.9	22	0	1	4.6	0	0	0	27.6
10:15	17	0	3	6.9	0	0	0	26.9	18	0	6	0	0	0	0	24
10:30	19	1	1	2.3	0	0	0	23.3	23	0	4	9.2	0	0	0.2	36.4
10:45	40	0	3	6.9	0	0	0	49.9	32	1	2	4.6	0	0	0.2	39.8
11:00	40	0	8	2.3	0	0	0.2	50.5	20	0	5	4.6	0	0	0	29.6
11:15	34	0	4	2.3	0	0	0.2	40.5	27	1	3	2.3	0	0	0	33.3
11:30	21	0	3	2.3	0	0	0	26.3	35	1	5	6.9	0	0	0	47.9
11:45	39	2	2	2.3	0	0	0	45.3	47	0	4	6.9	0	0	0.2	58.1
12:00	31	0	7	4.6	0	0	0	42.6	46	0	3	4.6	0	0	0	53.6
12:15	26	0	6	4.6	0	0	0	36.6	46	0	4	4.6	0	0	0	54.6
12:30	34	0	3	0	0	0	0	37	29	0	5	4.6	0	0	0.4	39
12:45	31	0	3	4.6	0	0	0	38.6	25	1	8	4.6	0	0	0.2	38.8
13:00	29	0	4	4.6	0	0	0	37.6	36	0	6	2.3	0	0	0	44.3
13:15	26	0	1	6.9	0	0	0	33.9	35	1	5	6.9	0	0	0	47.9
13:30	38	0	5	9.2	0	0	0	52.2	39	2	8	2.3	0	0.4	0	51.7
13:45	26	0	5	0	0	1.2	0	32.2	48	1	2	2.3	0	0	0	53.3
14:00	38	2	3	9.2	0	0	0.2	52.4	41	0	11	0	0	0	0	52
14:15	53	0	0	0	0	0	0	53	43	0	4	6.9	0	0	0.2	54.1
14:30	38	0	2	4.6	0	0	0	44.6	49	1	1	2.3	0	0	0	53.3
14:45	35	1	2	0	2	0	0	40	84	1	2	9.2	2	0	0	98.2
15:00	48	0	8	0	0	0	0	56	55	2	4	6.9	0	0	0	67.9
15:15	53	1	4	4.6	0	0	0	62.6	56	2	6	2.3	4	0	0	70.3
15:30	33	1	4	4.6	0	0	0	42.6	70	4	3	2.3	0	0	0.2	79.5
15:45	36	0	4	0	4	0	0	44	68	1	8	0	2	0	0	79
16:00	40	0	5	0	0	0	0.2	45.2	82	0	14	6.9	0	0	0	102.9
16:15	63	0	4	0	0	0	0.4	67.4	82	0	11	6.9	0	0.4	0	100.3
16:30	54	0	8	0	0	0	0.2	62.2	108	1	13	4.6	0	0.4	0	127
16:45	39	0	6	2.3	0	0	0	47.3	104	0	13	0	2	0	0	119
17:00	53	0	4	0	0	0	0	57	115	1	18	6.9	0	0	0.2	141.1
17:15	66	0	3	2.3	0	0	0	71.3	109	0	12	2.3	0	0	0	123.3
17:30	47	0	5	0	0	0	0	52	127	0	12	2.3	0	0	0	141.3
17:45	42	0	6	0	0	0	0	48	119	2	13	0	0	0	0.2	134.2
18:00	40	2	2	0	0	0	0	44	118	0	17	4.6	0	0	0.2	139.8
18:15	34	1	7	0	0	0	0	42	121	0	14	2.3	0	0	0	137.3
18:30	46	0	5	2.3	0	0	0	53.3	72	1	5	2.3	0	0	0.2	80.5
18:45	39	1	2	0	4	0	0.2	46.2	73	0	16	2.3	0	0.4	0	91.7
25:75	2551	20	264	161	20	1.6	2	3019.6	2677	29	324	200.1	20	1.6	2.8	3254.5



10084 / Moygaddy  
May 2019  
Junction Turning Count

Site No. 4  
Location R157(N) / Moygaddy / R157(S)  
Date Tuesday 28 May 2019

Time	A to C - R157(N) to R157(S)							Veh. Total	A to B - R157(N) to Moygaddy							Veh. Total
	CAR	Taxi	LGW	HGV	PSV	M/C	P/C		CAR	Taxi	LGW	HGV	PSV	M/C	P/C	
7:00	23	0	6	1	0	0	0	30	6	0	4	0	0	0	0	10
7:15	28	0	13	3	0	0	0	44	10	0	3	2	0	0	0	15
7:30	33	0	9	2	0	0	0	44	14	0	2	0	0	0	1	17
7:45	30	1	4	1	0	0	0	36	23	0	1	0	0	0	0	24
8:00	37	0	5	3	0	0	0	45	17	0	2	3	0	0	0	22
8:15	26	1	7	2	0	0	0	36	35	0	5	1	0	0	0	41
8:30	35	0	4	3	0	0	0	42	35	0	1	0	1	0	0	37
8:45	32	1	3	4	0	0	0	40	27	0	5	1	1	0	0	34
9:00	22	0	2	2	1	0	0	27	29	0	1	2	0	0	0	32
9:15	18	0	0	1	0	0	0	19	42	0	1	0	0	0	0	43
9:30	19	0	4	7	3	0	0	33	21	1	1	1	0	0	1	25
9:45	27	0	3	4	0	0	0	34	11	0	0	4	0	0	0	15
10:00	11	0	3	2	0	0	0	16	11	0	3	2	0	0	0	16
10:15	29	0	4	4	0	0	0	37	12	1	0	0	0	0	0	13
10:30	14	0	4	1	0	0	0	19	9	0	1	1	0	0	0	11
10:45	29	0	2	1	0	0	0	32	15	1	3	2	0	0	0	21
11:00	25	0	1	2	0	0	0	28	10	0	2	2	0	0	0	14
11:15	28	0	3	4	0	0	0	35	11	0	0	1	0	0	0	12
11:30	24	0	2	2	1	0	0	29	19	0	3	2	0	0	0	24
11:45	20	1	5	0	0	0	0	26	23	0	3	2	0	0	0	28
12:00	19	0	4	1	0	0	0	24	14	0	2	2	0	0	0	18
12:15	20	0	2	2	0	0	0	24	22	0	2	0	0	0	0	24
12:30	30	0	4	3	0	0	0	37	9	0	0	1	0	0	3	13
12:45	16	0	1	2	0	1	0	20	9	0	4	2	0	0	0	15
13:00	24	0	2	0	0	0	0	26	12	0	3	1	0	0	0	16
13:15	28	0	6	0	0	0	0	34	10	0	4	1	0	0	0	15
13:30	25	0	3	4	0	0	0	32	16	1	4	0	0	0	0	21
13:45	27	0	4	1	0	0	0	32	21	1	1	1	0	0	0	24
14:00	25	0	3	3	1	0	0	32	14	0	5	0	0	0	0	19
14:15	28	0	7	3	0	0	1	39	18	0	2	1	0	0	0	21
14:30	32	0	2	4	0	0	0	38	24	0	0	0	0	0	0	24
14:45	26	0	2	0	0	1	0	29	29	0	1	3	0	0	0	33
15:00	31	0	0	3	0	0	0	34	15	1	1	0	0	0	0	17
15:15	28	0	5	2	0	0	0	35	28	1	2	0	0	0	0	31
15:30	28	0	3	2	0	0	0	33	36	2	2	0	1	0	1	42
15:45	46	0	6	1	0	0	0	53	29	1	1	0	0	0	0	31
16:00	43	0	12	6	0	1	0	62	37	0	7	3	0	0	0	47
16:15	47	0	8	1	0	0	0	56	42	0	6	2	0	1	0	51
16:30	59	1	10	0	0	1	0	71	48	1	3	2	0	1	0	55
16:45	71	0	7	0	0	0	0	78	51	0	10	0	1	0	0	62
17:00	52	0	15	1	0	1	0	69	48	1	5	1	0	0	1	56
17:15	74	0	14	1	0	1	0	90	50	0	7	0	0	0	0	57
17:30	84	0	11	1	1	0	0	97	61	0	4	0	0	0	0	65
17:45	80	1	5	0	0	0	0	86	56	2	10	0	0	0	0	68
18:00	53	1	14	1	0	0	0	69	51	0	5	1	0	0	0	57
18:15	54	0	3	3	0	0	0	60	58	0	8	0	0	0	0	66
18:30	50	0	2	0	0	1	0	53	34	1	2	0	0	0	1	38
18:45	44	0	3	0	0	0	1	48	39	0	11	0	0	0</		



10084 / Moygaddy  
May 2019  
Junction Turning Count

Site No. 4  
Location R157(N) / Moygaddy / R157(S)  
Date Tuesday 28 May 2019

Time	B to A - Moygaddy to R157(N)							Veh. Total	B to C - Moygaddy to R157(S)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	57	0	11	2	0	0	0	70	35	0	4	0	0	0	0	39
7:15	63	0	14	2	0	0	0	79	43	1	5	1	0	0	0	50
7:30	72	0	8	2	0	0	0	82	41	0	7	0	0	0	0	48
7:45	76	0	7	0	0	0	0	83	43	0	5	1	0	0	0	49
8:00	72	1	10	1	0	0	1	85	53	0	3	0	0	0	0	56
8:15	71	0	3	3	0	0	1	78	41	0	2	0	0	0	0	43
8:30	48	0	5	1	1	0	0	55	59	0	7	1	0	0	0	67
8:45	45	1	2	0	0	1	0	49	72	0	3	2	0	0	0	77
9:00	41	0	3	3	1	0	0	48	29	1	3	1	0	0	0	34
9:15	39	1	5	2	0	0	0	47	40	0	1	0	0	0	0	41
9:30	32	1	1	2	0	0	0	36	42	2	4	1	1	0	0	50
9:45	22	1	2	1	0	0	0	26	22	0	1	2	0	0	0	25
10:00	14	0	3	3	0	0	0	20	22	0	2	1	2	0	0	27
10:15	5	0	2	2	0	0	0	9	16	0	3	1	0	0	0	20
10:30	10	1	2	0	0	0	0	13	8	1	0	0	0	0	0	9
10:45	18	0	2	2	0	0	0	22	19	0	2	0	0	0	0	21
11:00	18	0	2	2	0	0	1	23	18	0	6	1	0	0	0	25
11:15	20	0	2	1	0	0	1	24	18	0	2	0	0	0	0	20
11:30	13	0	1	0	0	0	0	14	8	0	2	0	0	0	0	10
11:45	13	0	2	1	0	0	0	16	24	2	0	1	0	0	0	27
12:00	19	0	4	1	0	0	0	24	15	0	2	1	0	0	0	18
12:15	13	1	2	0	0	0	0	16	7	0	5	2	0	0	0	14
12:30	12	1	0	0	0	0	0	13	22	0	2	0	0	0	0	24
12:45	15	0	1	0	0	0	0	16	17	0	2	1	0	0	0	20
13:00	14	0	3	1	0	0	0	18	11	0	1	1	0	0	0	13
13:15	15	0	1	2	0	0	0	18	10	0	1	0	0	0	0	11
13:30	18	0	3	4	0	0	0	25	19	0	2	1	0	0	0	22
13:45	11	0	3	0	0	3	0	17	9	0	2	0	0	0	0	11
14:00	14	2	2	2	0	0	1	21	23	0	2	2	0	0	0	27
14:15	34	0	0	0	0	0	0	34	23	0	0	0	0	0	0	23
14:30	19	0	0	1	0	0	0	20	19	0	2	1	0	0	0	22
14:45	15	0	1	0	2	0	0	18	17	1	1	0	0	0	0	19
15:00	17	0	4	0	0	0	0	21	22	0	2	1	0	0	0	25
15:15	32	0	3	1	0	0	0	36	28	2	1	0	0	0	1	32
15:30	18	0	2	0	0	0	0	20	11	1	2	1	0	0	0	15
15:45	11	0	1	0	0	0	0	12	27	0	2	0	2	0	0	31
16:00	14	0	5	0	0	0	0	19	27	0	1	0	0	0	1	29
16:15	37	0	1	0	0	0	2	40	25	0	4	0	0	0	0	29
16:30	28	0	5	0	0	0	1	34	24	0	3	0	0	0	0	27
16:45	21	0	4	0	0	0	0	25	20	0	2	1	0	0	0	23
17:00	42	0	2	0	0	0	0	44	10	0	2	0	0	0	0	12
17:15	34	0	1	1	0	0	0	36	20	0	3	0	0	0	0	23
17:30	39	0	3	0	0	0	0	42	17	0	4	0	0	0	0	21
17:45	23	0	6	0	0	0	0	29	19	0	1	0	0	0	0	20
18:00	20	2	1	0	0	0	0	23	17	0	1	0	0	0	0	18
18:15	17	0	2	0	0	0	0	19	16	1	5	0	0	0	0	22
18:30	21	0	1	1	0	0	0	23	23	0	3	0	0	0	0	26
18:45	21	0	1	0	2	0	1	25	19	0	1	0	0	0	0	20
25.75	1343	12	149	44	6	4	9	1567	1170	12	121	25	5	0	2	1335



10084 / Moygaddy  
May 2019  
Junction Turning Count

Site No. 4  
Location R157(N) / Moygaddy / R157(S)  
Date Tuesday 28 May 2019

Time	C to B - R157(S) to Moygaddy							Veh. Total	C to A - R157(S) to R157(N)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	12	0	1	1	0	0	0	14	59	1	16	0	0	0	0	76
7:15	4	0	2	1	0	0	0	7	74	0	6	1	1	0	0	82
7:30	10	0	3	0	0	0	0	13	97	0	14	5	0	2	0	118
7:45	12	0	4	1	1	0	0	18	106	0	13	4	0	0	0	123
8:00	9	0	1	0	0	0	0	10	75	0	8	6	0	0	0	89
8:15	13	0	0	1	0	0	0	14	74	0	3	9	0	0	0	86
8:30	23	1	5	1	0	0	0	30	69	1	7	2	0	0	0	79
8:45	33	0	5	1	0	0	0	39	48	1	3	7	1	0	0	60
9:00	37	0	3	4	0	0	0	44	36	0	6	4	0	1	0	47
9:15	12	2	4	1	0	0	0	19	40	0	3	1	0	0	0	44
9:30	9	1	1	0	1	0	0	12	25	1	3	0	0	0	0	29
9:45	8	0	2	0	1	0	0	11	27	0	0	2	0	0	0	29
10:00	11	0	0	0	0	0	0	11	20	1	4	2	0	0	1	28
10:15	8	0	7	0	0	0	0	15	24	0	3	2	0	0	1	30
10:30	16	0	2	2	0	0	0	20	19	0	7	2	0	0	0	28
10:45	14	0	0	0	0	0	0	14	16	0	5	1	0	0	0	22
11:00	10	0	3	0	0	0	0	13	14	0	3	3	0	0	0	20
11:15	17	0	3	0	0	0	0	20	24	0	3	2	0	0	6	35
11:30	18	1	2	1	0	0	1	23	14	0	3	3	0	0	0	20
11:45	20	0	3	1	0	0	0	24	23	0	1	2	0	0	0	26
12:00	30	0	3	0	0	0	0	33	34	0	3	1	0	0	3	41
12:15	23	0	3	2	0	0	0	28	23	0	3	4	0	0	0	30
12:30	18	0	5	1	0	0	0	24	25	1	3	4	0	0	0	33
12:45	16	1	3	0	0	0	0	20	21	0	0	4	0	1	0	26
13:00	20	0	4	1	0	0	0	25	26	0	2	4	0	0	0	32
13:15	28	0	1	1	0	0	0	30	27	1	3	4	0	0	0	35
13:30	21	1	3	1	0	0	0	26	23	1	3	3	1	0	0	31
13:45	24	0	2	0	0	0	0	26	23	0	5	3	2	0	0	33
14:00	27	0	5	0	0	0	0	32	29	0	3	1	0	0	0	33
14:15	24	0	3	1	0	0	1	29	16	0	4	1	0	0	0	21
14:30	26	1	1	1	0	0	0	29	22	1	2	0	0	0	0	25
14:45	60	1	1	3	1	0	0	66	28	0	2	2	0	0	0	32
15:00	33	1	3	1	0	0	0	38	29	0	3	1	0	0	0	33
15:15	29	1	4	1	2	0	0	37	22	0	4	4	0	0	1	31
15:30	34	2	3	1	0	0	0	40	33	1	6	1	0	1	0	42
15:45	39	0	5	0	0	0	0	44	27	1	5	2	0	0	0	35
16:00	40	0	7	0	0	0	0	47	28	0	5	2	0	0	0	35
16:15	45	0	4	1	0	0	0	50	31	0	5	0	0	0	0	36
16:30	53	0	10	0	0	0	0	63	33	1	5	0	0	0	0	39
16:45	57	0	4	0	0	0	0	61	27	0	7	0	0	0	0	34
17:00	62	0	13	2	0	0	0	77	29	0	7	2	0	0	0	38
17:15	53	0	5	1	0	0	0	59	36	0	4	2	0	0	0	42
17:30	71	0	7	1	0	0	0	79	41	0	3	2	0	0	0	46
17:45	53	0	3	0	0	0	1	57	35	0	2	0	0	0	0	37
18:00	75	0	12	1	0	0	1	89	35	0	10	2	0	0	0	47
18:15	54	0	4	1	0	0	0	59	34	2	2	0	0	0	0	38
18:30	38	0	3	2	0	0	0	43	35	0	2	0	0	0	1	38
18:45	39	0	5	0	0	1	2	47	18	0	3	2	0	0	0	23
25.75	1388	13	177	38	6	1	6	1629	1674	14	217	109	5	5	13	2037





Site No. 4  
Location R157(N) / Moygaddy / R157(S)  
Date Tuesday 28 May 2019

Time	To Arm A - R157(N)							Veh. Total	From Arm A - R157(N)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	116	1	27	2	0	0	0	146	29	0	10	1	0	0	0	40
7:15	137	0	20	3	1	0	0	161	38	0	16	5	0	0	0	59
7:30	169	0	22	7	0	2	0	200	47	0	11	2	0	0	1	61
7:45	182	0	20	4	0	0	0	206	53	1	5	1	0	0	0	60
<b>8:00</b>	<b>147</b>	<b>1</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>174</b>	<b>54</b>	<b>0</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67</b>
<b>8:15</b>	<b>145</b>	<b>0</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>164</b>	<b>61</b>	<b>1</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>77</b>
<b>8:30</b>	<b>117</b>	<b>1</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>134</b>	<b>70</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>79</b>
<b>8:45</b>	<b>93</b>	<b>2</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>109</b>	<b>59</b>	<b>1</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>74</b>
9:00	77	0	9	7	1	1	0	95	51	0	3	4	1	0	0	59
9:15	79	1	8	3	0	0	0	91	60	0	1	1	0	0	0	62
9:30	57	2	4	2	0	0	0	65	40	1	5	8	3	0	1	58
9:45	49	1	2	3	0	0	0	55	38	0	3	8	0	0	0	49
10:00	34	1	7	5	0	0	1	48	22	0	6	4	0	0	0	32
10:15	29	0	5	4	0	0	1	39	41	1	4	4	0	0	0	50
10:30	29	1	9	2	0	0	0	41	23	0	5	2	0	0	0	30
10:45	34	0	7	3	0	0	0	44	44	1	5	3	0	0	0	53
11:00	32	0	5	5	0	0	1	43	35	0	3	4	0	0	0	42
11:15	44	0	5	3	0	0	7	59	39	0	3	5	0	0	0	47
11:30	27	0	4	3	0	0	0	34	43	0	5	4	1	0	0	53
11:45	36	0	3	3	0	0	0	42	43	1	8	2	0	0	0	54
12:00	53	0	7	2	0	0	3	65	33	0	6	3	0	0	0	42
12:15	36	1	5	4	0	0	0	46	42	0	4	2	0	0	0	48
12:30	37	2	3	4	0	0	0	46	39	0	4	4	0	0	3	50
12:45	36	0	1	4	0	1	0	42	25	0	5	4	0	1	0	35
13:00	40	0	5	5	0	0	0	50	36	0	5	1	0	0	0	42
13:15	42	1	4	6	0	0	0	53	38	0	10	1	0	0	0	49
13:30	41	1	6	7	1	0	0	56	41	1	7	4	0	0	0	53
13:45	34	0	8	3	2	3	0	50	48	1	5	2	0	0	0	56
14:00	43	2	5	3	0	0	1	54	39	0	8	3	1	0	0	51
14:15	50	0	4	1	0	0	0	55	46	0	9	4	0	0	1	60
14:30	41	1	2	1	0	0	0	45	56	0	2	4	0	0	0	62
14:45	43	0	3	2	2	0	0	50	55	0	3	3	0	1	0	62
15:00	46	0	7	1	0	0	0	54	46	1	1	3	0	0	0	51
15:15	54	0	7	5	0	0	1	67	56	1	7	2	0	0	0	66
15:30	51	1	8	1	0	1	0	62	64	2	5	2	1	0	1	75
15:45	38	1	6	2	0	0	0	47	75	1	7	1	0	0	0	84
16:00	42	0	10	2	0	0	0	54	80	0	19	9	0	1	0	109
16:15	68	0	6	0	0	0	2	76	89	0	14	3	0	1	0	107
16:30	61	1	10	0	0	0	1	73	107	2	13	2	0	2	0	126
16:45	48	0	11	0	0	0	0	59	122	0	17	0	1	0	0	140
17:00	71	0	9	2	0	0	0	82	100	1	20	2	0	1	1	125
17:15	70	0	5	3	0	0	0	78	124	0	21	1	0	1	0	147
17:30	80	0	6	2	0	0	0	88	145	0	15	1	1	0	0	162
17:45	58	0	8	0	0	0	0	66	136	3	15	0	0	0	0	154
18:00	55	2	11	2	0	0	0	70	104	1	19	2	0	0	0	126
18:15	51	2	4	0	0	0	0	57	112	0	11	3	0	0	0	126
18:30	56	0	3	1	0	0	1	61	84	1	4	0	0	1	1	91
18:45	39	0	4	2	2	0	1	48	83	0	14	0	0	0	1	98
<b>25.75</b>	<b>3017</b>	<b>26</b>	<b>366</b>	<b>153</b>	<b>11</b>	<b>9</b>	<b>22</b>	<b>3604</b>	<b>2915</b>	<b>22</b>	<b>395</b>	<b>141</b>	<b>11</b>	<b>9</b>	<b>10</b>	<b>3503</b>



Site No. 4  
Location R157(N) / Moygaddy / R157(S)  
Date Tuesday 28 May 2019

Time	To Arm B - Moygaddy							Veh. Total	From Arm B - Moygaddy							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	18	0	5	1	0	0	0	24	92	0	15	2	0	0	0	109
7:15	14	0	5	3	0	0	0	22	106	1	19	3	0	0	0	129
7:30	24	0	5	0	0	0	1	30	113	0	15	2	0	0	0	130
7:45	35	0	5	1	1	0	0	42	119	0	12	1	0	0	0	132
<b>8:00</b>	<b>26</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>125</b>	<b>1</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>141</b>
<b>8:15</b>	<b>48</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>112</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>121</b>
<b>8:30</b>	<b>58</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>107</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>122</b>
<b>8:45</b>	<b>60</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>117</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>126</b>
9:00	66	0	4	6	0	0	0	76	70	1	6	4	1	0	0	82
9:15	54	2	5	1	0	0	0	62	79	1	6	2	0	0	0	88
9:30	30	2	2	1	1	0	1	37	74	3	5	3	1	0	0	86
9:45	19	0	2	4	1	0	0	26	44	1	3	3	0	0	0	51
10:00	22	0	3	2	0	0	0	27	36	0	5	4	2	0	0	47
10:15	20	1	7	0	0	0	0	28	21	0	5	3	0	0	0	29
10:30	25	0	3	3	0	0	0	31	18	2	2	0	0	0	0	22
10:45	29	1	3	2	0	0	0	35	37	0	4	2	0	0	0	43
11:00	20	0	5	2	0	0	0	27	36	0	8	3	0	0	1	48
11:15	28	0	3	1	0	0	0	32	38	0	4	1	0	0	1	44
11:30	37	1	5	3	0	0	1	47	21	0	3	0	0	0	0	24
11:45	43	0	6	3	0	0	0	52	37	2	2	2	0	0	0	43
12:00	44	0	5	2	0	0	0	51	34	0	6	2	0	0	0	42
12:15	45	0	5	2	0	0	0	52	20	1	7	2	0	0	0	30
12:30	27	0	5	2	0	0	3	37	34	1	2	0	0	0	0	37
12:45	25	1	7	2	0	0	0	35	32	0	3	1	0	0	0	36
13:00	32	0	7	2	0	0	0	41	25	0	4	2	0	0	0	31
13:15	38	0	5	2	0	0	0	45	25	0	2	2	0	0	0	29
13:30	37	2	7	1	0	0	0	47	37	0	5	5	0	0	0	47
13:45	45	1	3	1	0	0	0	50	20	0	5	0	0	3	0	28
14:00	41	0	10	0	0	0	0	51	37	2	4	4	0	0	1	48
14:15	42	0	5	2	0	0	1	50	57	0	0	0	0	0	0	57
14:30	50	1	1	1	0	0	0	53	38	0	2	2	0	0	0	42
14:45	89	1	2	6	1	0	0	99	32	1	2	0	2	0	0	37
15:00	48	2	4	1	0	0	0	55	39	0	6	1	0	0	0	46
15:15	57	2	6	1	2	0	0	68	60	2	4	1	0	0	1	68
15:30	70	4	5	1	1	0	1	82	29	1	4	1	0	0	0	35
15:45	68	1	6	0	0	0	0	75	38	0	3	0	2	0	0	43
16:00	77	0	14	3	0	0	0	94	41	0	6	0	0	0	1	48
16:15	87	0	10	3	0	1	0	101	62	0	5	0	0	0	2	69
16:30	101	1	13	2	0	1	0	118	52	0	8	0	0	0	1	61
16:45	108	0	14	0	1	0	0	123	41	0	6	1	0	0	0	48
17:00	110	1	18	3	0	0	1	133	52	0	4	0	0	0	0	56
17:15	103	0	12	1	0	0	0	116	54	0	4	1	0	0	0	59
17:30	132	0	11	1	0	0	0	144	56	0	7	0	0	0	0	63
17:45	109	2	13	0	0	0	1	125	42	0	7	0	0	0	0	49
18:00	126	0	17	2	0	0	1	146	37	2	2	0	0	0	0	41
18:15	112	0	12	1	0											



10084 / Moygaddy  
May 2019  
Junction Turning Count

Site No. 4  
Location R157(N) / Moygaddy / R157(S)  
Date Tuesday 28 May 2019

Time	To Arm C - R157(S)							Veh. Total	From Arm C - R157(S)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	58	0	10	1	0	0	0	69	71	1	17	1	0	0	0	90
7:15	71	1	18	4	0	0	0	94	78	0	8	2	1	0	0	89
7:30	74	0	16	2	0	0	0	92	107	0	17	5	0	2	0	131
7:45	73	1	9	2	0	0	0	85	118	0	17	5	1	0	0	141
8:00	90	0	8	3	0	0	0	101	84	0	9	6	0	0	0	99
8:15	67	1	9	2	0	0	0	79	87	0	3	10	0	0	0	100
8:30	94	0	11	4	0	0	0	109	92	2	12	3	0	0	0	109
8:45	104	1	6	6	0	0	0	117	81	1	8	8	1	0	0	99
9:00	51	1	5	3	1	0	0	61	73	0	9	8	0	1	0	91
9:15	58	0	1	1	0	0	0	60	52	2	7	2	0	0	0	63
9:30	61	2	8	8	4	0	0	83	34	2	4	0	1	0	0	41
9:45	49	0	4	6	0	0	0	59	35	0	2	2	1	0	0	40
10:00	33	0	5	3	2	0	0	43	31	1	4	2	0	0	1	39
10:15	45	0	7	5	0	0	0	57	32	0	10	2	0	0	1	45
10:30	22	1	4	1	0	0	0	28	35	0	9	4	0	0	0	48
10:45	48	0	4	1	0	0	0	53	30	0	5	1	0	0	0	36
11:00	43	0	7	3	0	0	0	53	24	0	6	3	0	0	0	33
11:15	46	0	5	4	0	0	0	55	41	0	6	2	0	0	6	55
11:30	32	0	4	2	1	0	0	39	32	1	5	4	0	0	1	43
11:45	44	3	5	1	0	0	0	53	43	0	4	3	0	0	0	50
12:00	34	0	6	2	0	0	0	42	64	0	6	1	0	0	3	74
12:15	27	0	7	4	0	0	0	38	46	0	6	6	0	0	0	58
12:30	52	0	6	3	0	0	0	61	43	1	8	5	0	0	0	57
12:45	33	0	3	3	0	1	0	40	37	1	3	4	0	1	0	46
13:00	35	0	3	1	0	0	0	39	46	0	6	5	0	0	0	57
13:15	38	0	7	0	0	0	0	45	55	1	4	5	0	0	0	65
13:30	44	0	5	5	0	0	0	54	44	2	6	4	1	0	0	57
13:45	36	0	6	1	0	0	0	43	47	0	7	3	2	0	0	59
14:00	48	0	5	5	1	0	0	59	56	0	8	1	0	0	0	65
14:15	51	0	7	3	0	0	1	62	40	0	7	2	0	0	1	50
14:30	51	0	4	5	0	0	0	60	48	2	3	1	0	0	0	54
14:45	43	1	3	0	0	1	0	48	88	1	3	5	1	0	0	98
15:00	53	0	2	4	0	0	0	59	62	1	6	2	0	0	0	71
15:15	56	2	6	2	0	0	1	67	51	1	8	5	2	0	1	68
15:30	39	1	5	3	0	0	0	48	67	3	9	2	0	1	0	82
15:45	73	0	8	1	2	0	0	84	66	1	10	2	0	0	0	79
16:00	70	0	13	6	0	1	1	91	68	0	12	2	0	0	0	82
16:15	72	0	12	1	0	0	0	85	76	0	9	1	0	0	0	86
16:30	83	1	13	0	0	1	0	98	86	1	15	0	0	0	0	102
16:45	91	0	9	1	0	0	0	101	84	0	11	0	0	0	0	95
17:00	62	0	17	1	0	1	0	81	91	0	20	4	0	0	0	115
17:15	94	0	17	1	0	1	0	113	89	0	9	3	0	0	0	101
17:30	101	0	15	1	1	0	0	118	112	0	10	3	0	0	0	125
17:45	99	1	6	0	0	0	0	106	88	0	5	0	0	0	1	94
18:00	70	1	15	1	0	0	0	87	110	0	22	3	0	0	1	136
18:15	70	1	8	3	0	0	0	82	88	2	6	1	0	0	0	97
18:30	73	0	5	0	0	1	0	79	73	0	5	2	0	0	1	81
18:45	63	0	4	0	0	0	1	68	57	0	8	2	0	1	2	70
25.75	2824	19	363	119	12	7	4	3348	3062	27	394	147	11	6	19	3666



10084 / Moygaddy  
May 2019  
Junction Turning Count

Site No. 4  
Location R157(N) / Moygaddy / R157(S)  
Date Tuesday 28 May 2019

Time	A to C - R157(N) to R157(S)							Veh. Total	A to B - R157(N) to Moygaddy							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	23	0	6	2.3	0	0	0	31.3	6	0	4	0	0	0	0	10
7:15	28	0	13	6.9	0	0	0	47.9	10	0	3	4.6	0	0	0	17.6
7:30	33	0	9	4.6	0	0	0	46.6	14	0	2	0	0	0	0.2	16.2
7:45	30	1	4	2.3	0	0	0	37.3	23	0	1	0	0	0	0	24
8:00	37	0	5	6.9	0	0	0	48.9	17	0	2	6.9	0	0	0	25.9
8:15	26	1	7	4.6	0	0	0	38.6	35	0	5	2.3	0	0	0	42.3
8:30	35	0	4	6.9	0	0	0	45.9	35	0	1	0	2	0	0	38
8:45	32	1	3	9.2	0	0	0	45.2	27	0	5	2.3	2	0	0	36.3
9:00	22	0	2	4.6	2	0	0	30.6	29	0	1	4.6	0	0	0	34.6
9:15	18	0	0	2.3	0	0	0	20.3	42	0	1	0	0	0	0	43
9:30	19	0	4	16.1	6	0	0	45.1	21	1	1	2.3	0	0	0.2	25.5
9:45	27	0	3	9.2	0	0	0	39.2	11	0	0	9.2	0	0	0	20.2
10:00	11	0	3	4.6	0	0	0	18.6	11	0	3	4.6	0	0	0	18.6
10:15	29	0	4	9.2	0	0	0	42.2	12	1	0	0	0	0	0	13
10:30	14	0	4	2.3	0	0	0	20.3	9	0	1	2.3	0	0	0	12.3
10:45	29	0	2	2.3	0	0	0	33.3	15	1	3	4.6	0	0	0	23.6
11:00	25	0	1	4.6	0	0	0	30.6	10	0	2	4.6	0	0	0	16.6
11:15	28	0	3	9.2	0	0	0	40.2	11	0	0	2.3	0	0	0	13.3
11:30	24	0	2	4.6	2	0	0	32.6	19	0	3	4.6	0	0	0	26.6
11:45	20	1	5	0	0	0	0	26	23	0	3	4.6	0	0	0	30.6
12:00	19	0	4	2.3	0	0	0	25.3	14	0	2	4.6	0	0	0	20.6
12:15	20	0	2	4.6	0	0	0	26.6	22	0	2	0	0	0	0	24
12:30	30	0	4	6.9	0	0	0	40.9	9	0	0	2.3	0	0	0.6	11.9
12:45	16	0	1	4.6	0	0.4	0	22	9	0	4	4.6	0	0	0	17.6
13:00	24	0	2	0	0	0	0	26	12	0	3	2.3	0	0	0	17.3
13:15	28	0	6	0	0	0	0	34	10	0	4	2.3	0	0	0	16.3
13:30	25	0	3	9.2	0	0	0	37.2	16	1	4	0	0	0	0	21
13:45	27	0	4	2.3	0	0	0	33.3	21	1	1	2.3	0	0	0	25.3
14:00	25	0	3	6.9	2	0	0	36.9	14	0	5	0	0	0	0	19
14:15	28	0	7	6.9	0	0	0.2	42.1	18	0	2	2.3	0	0	0	22.3
14:30	32	0	2	9.2	0	0	0	43.2	24	0	0	0	0	0	0	24
14:45	26	0	2	0	0	0.4	0	28.4	29	0	1	6.9	0	0	0	36.9
15:00	31	0	0	6.9	0	0	0	37.9	15	1	1	0	0	0	0	17
15:15	28	0	5	4.6	0	0	0	37.6	28	1	2	0	0	0	0	31
15:30	28	0	3	4.6	0	0	0	35.6	36	2	2	0	2	0	0.2	42.2
15:45	46	0	6	2.3	0	0	0	54.3	29	1	1	0	0	0	0	31
16:00	43	0	12	13.8	0	0.4	0	69.2	37	0	7	6.9	0	0	0	50.9
16:15	47	0	8	2.3	0	0	0	57.3	42	0	6	4.6	0	0.4	0	53
16:30	59	1	10	0	0	0.4	0	70.4	48	1	3	4.6	0	0.4	0	57
16:45	71	0	7	0	0	0	0	78	51	0	10	0	2	0	0	63
17:00	52	0	15	2.3	0	0.4	0	69.7	48	1	5	2.3	0	0	0.2	56.5
17:15	74	0	14	2.3	0	0.4	0	90.7	50	0	7	0	0	0	0	57
17:30	84	0	11	2.3	2	0	0	99.3	61	0	4	0	0	0	0	65
17:45	80	1	5	0	0	0	0	86	56	2	10	0	0	0	0	68
18:00	53	1	14	2.3	0	0	0	70.3	51	0	5	2.3	0	0	0	58.3
18:15	54	0	3	6.9	0	0	0	63.9	58	0	8	0	0	0	0	66
18:30	50	0	2	0	0	0.4	0	52.4	34	1	2	0	0	0	0.2	37.2
18:45	44	0	3	0	0	0	0.2	47.2	39	0	11	0	0	0	0	50
Total	1654	7	242	216.2	14											



Site No. 4  
Location R157(N) / Moygaddy / R157(S)  
Date Tuesday 28 May 2019

Time	B to A - Moygaddy to R157(N)							Veh. Total	B to C - Moygaddy to R157(S)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	57	0	11	4.6	0	0	0	72.6	35	0	4	0	0	0	0	39
7:15	63	0	14	4.6	0	0	0	81.6	43	1	5	2.3	0	0	0	51.3
7:30	72	0	8	4.6	0	0	0	84.6	41	0	7	0	0	0	0	48
7:45	76	0	7	0	0	0	0	83	43	0	5	2.3	0	0	0	50.3
8:00	72	1	10	2.3	0	0	0.2	85.5	53	0	3	0	0	0	0	56
8:15	71	0	3	6.9	0	0	0.2	81.1	41	0	2	0	0	0	0	43
8:30	48	0	5	2.3	2	0	0	57.3	59	0	7	2.3	0	0	0	68.3
8:45	45	1	2	0	0	0.4	0	48.4	72	0	3	4.6	0	0	0	79.6
9:00	41	0	3	6.9	2	0	0	52.9	29	1	3	2.3	0	0	0	35.3
9:15	39	1	5	4.6	0	0	0	49.6	40	0	1	0	0	0	0	41
9:30	32	1	1	4.6	0	0	0	38.6	42	2	4	2.3	2	0	0	52.3
9:45	22	1	2	2.3	0	0	0	27.3	22	0	1	4.6	0	0	0	27.6
10:00	14	0	3	6.9	0	0	0	23.9	22	0	2	2.3	4	0	0	30.3
10:15	5	0	2	4.6	0	0	0	11.6	16	0	3	2.3	0	0	0	21.3
10:30	10	1	2	0	0	0	0	13	8	1	0	0	0	0	0	9
10:45	18	0	2	4.6	0	0	0	24.6	19	0	2	0	0	0	0	21
11:00	18	0	2	4.6	0	0	0.2	24.8	18	0	6	2.3	0	0	0	26.3
11:15	20	0	2	2.3	0	0	0.2	24.5	18	0	2	0	0	0	0	20
11:30	13	0	1	0	0	0	0	14	8	0	2	0	0	0	0	10
11:45	13	0	2	2.3	0	0	0	17.3	24	2	0	2.3	0	0	0	28.3
12:00	19	0	4	2.3	0	0	0	25.3	15	0	2	2.3	0	0	0	19.3
12:15	13	1	2	0	0	0	0	16	7	0	5	4.6	0	0	0	16.6
12:30	12	1	0	0	0	0	0	13	22	0	2	0	0	0	0	24
12:45	15	0	1	0	0	0	0	16	17	0	2	2.3	0	0	0	21.3
13:00	14	0	3	2.3	0	0	0	19.3	11	0	1	2.3	0	0	0	14.3
13:15	15	0	1	4.6	0	0	0	20.6	10	0	1	0	0	0	0	11
13:30	18	0	3	9.2	0	0	0	30.2	19	0	2	2.3	0	0	0	23.3
13:45	11	0	3	0	0	1.2	0	15.2	9	0	2	0	0	0	0	11
14:00	14	2	2	4.6	0	0	0.2	22.8	23	0	2	4.6	0	0	0	29.6
14:15	34	0	0	0	0	0	0	34	23	0	0	0	0	0	0	23
14:30	19	0	0	2.3	0	0	0	21.3	19	0	2	2.3	0	0	0	23.3
14:45	15	0	1	0	4	0	0	20	17	1	1	0	0	0	0	19
15:00	17	0	4	0	0	0	0	21	22	0	2	2.3	0	0	0	26.3
15:15	32	0	3	2.3	0	0	0	37.3	28	2	1	0	0	0	0.2	31.2
15:30	18	0	2	0	0	0	0	20	11	1	2	2.3	0	0	0	16.3
15:45	11	0	1	0	0	0	0	12	27	0	2	0	4	0	0	33
16:00	14	0	5	0	0	0	0	19	27	0	1	0	0	0	0.2	28.2
16:15	37	0	1	0	0	0	0.4	38.4	25	0	4	0	0	0	0	29
16:30	28	0	5	0	0	0	0.2	33.2	24	0	3	0	0	0	0	27
16:45	21	0	4	0	0	0	0	25	20	0	2	2.3	0	0	0	24.3
17:00	42	0	2	0	0	0	0	44	10	0	2	0	0	0	0	12
17:15	34	0	1	2.3	0	0	0	37.3	20	0	3	0	0	0	0	23
17:30	39	0	3	0	0	0	0	42	17	0	4	0	0	0	0	21
17:45	23	0	6	0	0	0	0	29	19	0	1	0	0	0	0	20
18:00	20	2	1	0	0	0	0	23	17	0	1	0	0	0	0	18
18:15	17	0	2	0	0	0	0	19	16	1	5	0	0	0	0	22
18:30	21	0	1	2.3	0	0	0	24.3	23	0	3	0	0	0	0	26
18:45	21	0	1	0	4	0	0.2	26.2	19	0	1	0	0	0	0	20
25:75	1343	12	149	101.2	12	1.6	1.8	1620.6	1170	12	121	57.5	10	0	0.4	1370.9



Site No. 4  
Location R157(N) / Moygaddy / R157(S)  
Date Tuesday 28 May 2019

Time	C to B - R157(S) to Moygaddy							Veh. Total	C to A - R157(S) to R157(N)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	12	0	1	2.3	0	0	0	15.3	59	1	16	0	0	0	0	76
7:15	4	0	2	2.3	0	0	0	8.3	74	0	6	2.3	2	0	0	84.3
7:30	10	0	3	0	0	0	0	13	97	0	14	11.5	0	0.8	0	123.3
7:45	12	0	4	2.3	2	0	0	20.3	106	0	13	9.2	0	0	0	128.2
8:00	9	0	1	0	0	0	0	10	75	0	8	13.8	0	0	0	96.8
8:15	13	0	0	2.3	0	0	0	15.3	74	0	3	20.7	0	0	0	97.7
8:30	23	1	5	2.3	0	0	0	31.3	69	1	7	4.6	0	0	0	81.6
8:45	33	0	5	2.3	0	0	0	40.3	48	1	3	16.1	2	0	0	70.1
9:00	37	0	3	9.2	0	0	0	49.2	36	0	6	9.2	0	0.4	0	51.6
9:15	12	2	4	2.3	0	0	0	20.3	40	0	3	2.3	0	0	0	45.3
9:30	9	1	1	0	2	0	0	13	25	1	3	0	0	0	0	29
9:45	8	0	2	0	2	0	0	12	27	0	0	4.6	0	0	0	31.6
10:00	11	0	0	0	0	0	0	11	20	1	4	4.6	0	0	0.2	29.8
10:15	8	0	7	0	0	0	0	15	24	0	3	4.6	0	0	0.2	31.8
10:30	16	0	2	4.6	0	0	0	22.6	19	0	7	4.6	0	0	0	30.6
10:45	14	0	0	0	0	0	0	14	16	0	5	2.3	0	0	0	23.3
11:00	10	0	3	0	0	0	0	13	14	0	3	6.9	0	0	0	23.9
11:15	17	0	3	0	0	0	0	20	24	0	3	4.6	0	0	1.2	32.8
11:30	18	1	2	2.3	0	0	0.2	23.5	14	0	3	6.9	0	0	0	23.9
11:45	20	0	3	2.3	0	0	0	25.3	23	0	1	4.6	0	0	0	28.6
12:00	30	0	3	0	0	0	0	33	34	0	3	2.3	0	0	0.6	39.9
12:15	23	0	3	4.6	0	0	0	30.6	23	0	3	9.2	0	0	0	35.2
12:30	18	0	5	2.3	0	0	0	25.3	25	1	3	9.2	0	0	0	38.2
12:45	16	1	3	0	0	0	0	20	21	0	0	9.2	0	0.4	0	30.6
13:00	20	0	4	2.3	0	0	0	26.3	26	0	2	9.2	0	0	0	37.2
13:15	28	0	1	2.3	0	0	0	31.3	27	1	3	9.2	0	0	0	40.2
13:30	21	1	3	2.3	0	0	0	27.3	23	1	3	6.9	2	0	0	35.9
13:45	24	0	2	0	0	0	0	26	23	0	5	6.9	4	0	0	38.9
14:00	27	0	5	0	0	0	0	32	29	0	3	2.3	0	0	0	34.3
14:15	24	0	3	2.3	0	0	0.2	29.5	16	0	4	2.3	0	0	0	22.3
14:30	26	1	1	2.3	0	0	0	30.3	22	1	2	0	0	0	0	25
14:45	60	1	1	6.9	2	0	0	70.9	28	0	2	4.6	0	0	0	34.6
15:00	33	1	3	2.3	0	0	0	39.3	29	0	3	2.3	0	0	0	34.3
15:15	29	1	4	2.3	4	0	0	40.3	22	0	4	9.2	0	0	0.2	35.4
15:30	34	2	3	2.3	0	0	0	41.3	33	1	6	2.3	0	0.4	0	42.7
15:45	39	0	5	0	0	0	0	44	27	1	5	4.6	0	0	0	37.6
16:00	40	0	7	0	0	0	0	47	28	0	5	4.6	0	0	0	37.6
16:15	45	0	4	2.3	0	0	0	51.3	31	0	5	0	0	0	0	36
16:30	53	0	10	0	0	0	0	63	33	1	5	0	0	0	0	39
16:45	57	0	4	0	0	0	0	61	27	0	7	0	0	0	0	34
17:00	62	0	13	4.6	0	0	0	79.6	29	0	7	4.6	0	0	0	40.6
17:15	53	0	5	2.3	0	0	0	60.3	36	0	4	4.6	0	0	0	44.6
17:30	71	0	7	2.3	0	0	0	80.3	41	0	3	4.6	0	0	0	48.6
17:45	53	0	3	0	0	0	0.2	56.2	35	0	2	0	0	0	0	37
18:00	75	0	12	2.3	0	0	0.2	89.5	35	0	10	4.6	0	0	0	49.6
18:15	54	0	4	2.3	0	0	0	60.3	34	2	2	0	0	0	0	38
18:30	39	0	3	4.6	0	0	0	45.6	35	0	2	0	0</			



Site No. 4  
Location R157(N) / Moygaddy / R157(S)  
Date Tuesday 28 May 2019

Time	To Arm A - R157(N)							Veh. Total	From Arm A - R157(N)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	116	1	27	4.6	0	0	0	148.6	29	0	10	2.3	0	0	0	41.3
7:15	137	0	20	6.9	2	0	0	165.9	38	0	16	11.5	0	0	0	65.5
7:30	169	0	22	16.1	0	0.8	0	207.9	47	0	11	4.6	0	0	0.2	62.8
7:45	182	0	20	9.2	0	0	0	211.2	53	1	5	2.3	0	0	0	61.3
8:00	147	1	18	16.1	0	0	0.2	182.3	54	0	7	13.8	0	0	0	74.8
8:15	145	0	6	27.6	0	0	0.2	178.8	61	1	12	6.9	0	0	0	80.9
8:30	117	1	12	6.9	2	0	0	138.9	70	0	5	6.9	2	0	0	83.9
8:45	93	2	5	16.1	2	0.4	0	118.5	59	1	8	11.5	2	0	0	81.5
9:00	77	0	9	16.1	2	0.4	0	104.5	51	0	3	9.2	2	0	0	65.2
9:15	79	1	8	6.9	0	0	0	94.9	60	0	1	2.3	0	0	0	63.3
9:30	57	2	4	4.6	0	0	0	67.6	40	1	5	18.4	6	0	0.2	70.6
9:45	49	1	2	6.9	0	0	0	58.9	38	0	3	18.4	0	0	0	59.4
10:00	34	1	7	11.5	0	0	0.2	53.7	22	0	6	9.2	0	0	0	37.2
10:15	29	0	5	9.2	0	0	0.2	43.4	41	1	4	9.2	0	0	0	55.2
10:30	29	1	9	4.6	0	0	0	43.6	23	0	5	4.6	0	0	0	32.6
10:45	34	0	7	6.9	0	0	0	47.9	44	1	5	6.9	0	0	0	56.9
11:00	32	0	5	11.5	0	0	0.2	48.7	35	0	3	9.2	0	0	0	47.2
11:15	44	0	5	6.9	0	0	1.4	57.3	39	0	3	11.5	0	0	0	53.5
11:30	27	0	4	6.9	0	0	0	37.9	43	0	5	9.2	2	0	0	59.2
11:45	36	0	3	6.9	0	0	0	45.9	43	1	8	4.6	0	0	0	56.6
12:00	53	0	7	4.6	0	0	0.6	65.2	33	0	6	6.9	0	0	0	45.9
12:15	36	1	5	9.2	0	0	0	51.2	42	0	4	4.6	0	0	0	50.6
12:30	37	2	3	9.2	0	0	0	51.2	39	0	4	9.2	0	0	0.6	52.8
12:45	36	0	1	9.2	0	0.4	0	46.6	25	0	5	9.2	0	0.4	0	39.6
13:00	40	0	5	11.5	0	0	0	56.5	36	0	5	2.3	0	0	0	43.3
13:15	42	1	4	13.8	0	0	0	60.8	38	0	10	2.3	0	0	0	50.3
13:30	41	1	6	16.1	2	0	0	66.1	41	1	7	9.2	0	0	0	58.2
13:45	34	0	8	6.9	4	1.2	0	54.1	48	1	5	4.6	0	0	0	58.6
14:00	43	2	5	6.9	0	0	0.2	57.1	39	0	8	6.9	2	0	0	55.9
14:15	50	0	4	2.3	0	0	0	56.3	46	0	9	9.2	0	0	0.2	64.4
14:30	41	1	2	2.3	0	0	0	46.3	56	0	2	9.2	0	0	0	67.2
14:45	43	0	3	4.6	4	0	0	54.6	55	0	3	6.9	0	0.4	0	65.3
15:00	46	0	7	2.3	0	0	0	55.3	46	1	1	6.9	0	0	0	54.9
15:15	54	0	7	11.5	0	0	0.2	72.7	56	1	7	4.6	0	0	0	68.6
15:30	51	1	8	2.3	0	0.4	0	62.7	64	2	5	4.6	2	0	0.2	77.8
15:45	38	1	6	4.6	0	0	0	49.6	75	1	7	2.3	0	0	0	85.3
16:00	42	0	10	4.6	0	0	0	56.6	80	0	19	20.7	0	0.4	0	120.1
16:15	68	0	6	0	0	0	0.4	74.4	89	0	14	6.9	0	0.4	0	110.3
16:30	61	1	10	0	0	0	0.2	72.2	107	2	13	4.6	0	0.8	0	127.4
16:45	48	0	11	0	0	0	0	59	122	0	17	0	2	0	0	141
17:00	71	0	9	4.6	0	0	0	84.6	100	1	20	4.6	0	0.4	0.2	126.2
17:15	70	0	5	6.9	0	0	0	81.9	124	0	21	2.3	0	0.4	0	147.7
17:30	80	0	6	4.6	0	0	0	90.6	145	0	15	2.3	2	0	0	164.3
17:45	58	0	8	0	0	0	0	66	136	3	15	0	0	0	0	154
18:00	55	2	11	4.6	0	0	0	72.6	104	1	19	4.6	0	0	0	128.6
18:15	51	2	4	0	0	0	0	57	112	0	11	6.9	0	0	0	129.9
18:30	56	0	3	2.3	0	0	0.2	61.5	84	1	4	0	0	0.4	0.2	89.6
18:45	39	0	4	4.6	4	0	0.2	51.8	83	0	14	0	0	0	0.2	97.2
25:75	3017	26	366	351.9	22	3.6	4.4	3790.9	2915	22	395	324.3	22	3.6	2	3683.9



Site No. 4  
Location R157(N) / Moygaddy / R157(S)  
Date Tuesday 28 May 2019

Time	To Arm B - Moygaddy							Veh. Total	From Arm B - Moygaddy							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	18	0	5	2.3	0	0	0	25.3	92	0	15	4.6	0	0	0	111.6
7:15	14	0	5	6.9	0	0	0	25.9	106	1	19	6.9	0	0	0	132.9
7:30	24	0	5	0	0	0	0.2	29.2	113	0	15	4.6	0	0	0	132.6
7:45	35	0	5	2.3	2	0	0	44.3	119	0	12	2.3	0	0	0	133.3
8:00	26	0	3	6.9	0	0	0	35.9	125	1	13	2.3	0	0	0.2	141.5
8:15	48	0	5	4.6	0	0	0	57.6	112	0	5	6.9	0	0	0.2	124.1
8:30	58	1	6	2.3	2	0	0	69.3	107	0	12	4.6	2	0	0	125.6
8:45	60	0	10	4.6	2	0	0	76.6	117	1	5	4.6	0	0.4	0	128
9:00	66	0	4	13.8	0	0	0	83.8	70	1	6	9.2	2	0	0	88.2
9:15	54	2	5	2.3	0	0	0	63.3	79	1	6	4.6	0	0	0	90.6
9:30	30	2	2	2.3	2	0	0.2	38.5	74	3	5	6.9	2	0	0	90.9
9:45	19	0	2	9.2	2	0	0	29.4	44	1	3	6.9	0	0	0	54.9
10:00	22	0	3	4.6	0	0	0	29.6	36	0	5	9.2	4	0	0	54.2
10:15	20	1	7	0	0	0	0	28	21	0	5	6.9	0	0	0	32.9
10:30	25	0	3	6.9	0	0	0	34.9	18	2	2	0	0	0	0	22
10:45	29	1	3	4.6	0	0	0	37.6	37	0	4	4.6	0	0	0	45.6
11:00	20	0	5	4.6	0	0	0	29.6	36	0	8	6.9	0	0	0.2	51.1
11:15	28	0	3	2.3	0	0	0	33.3	38	0	4	2.3	0	0	0.2	44.5
11:30	37	1	5	6.9	0	0	0.2	50.1	21	0	3	0	0	0	0	24
11:45	43	0	6	6.9	0	0	0	55.9	37	2	2	4.6	0	0	0	45.6
12:00	44	0	5	4.6	0	0	0	53.6	34	0	6	4.6	0	0	0	44.6
12:15	45	0	5	4.6	0	0	0	54.6	20	1	7	4.6	0	0	0	32.6
12:30	27	0	5	4.6	0	0	0.6	37.2	34	1	2	0	0	0	0	37
12:45	25	1	7	4.6	0	0	0	37.6	32	0	3	2.3	0	0	0	37.3
13:00	32	0	7	4.6	0	0	0	43.6	25	0	4	4.6	0	0	0	33.6
13:15	38	0	5	4.6	0	0	0	47.6	25	0	2	4.6	0	0	0	31.6
13:30	37	2	7	2.3	0	0	0	48.3	37	0	5	11.5	0	0	0	53.5
13:45	45	1	3	2.3	0	0	0	51.3	20	0	5	0	0	1.2	0	26.2
14:00	41	0	10	0	0	0	0	51	37	2	4	9.2	0	0	0.2	52.4
14:15	42	0	5	4.6	0	0	0.2	51.8	57	0	0	0	0	0	0	57
14:30	50	1	1	2.3	0	0	0	54.3	38	0	2	4.6	0	0	0	44.6
14:45	89	1	2	13.8	2	0	0	107.8	32	1	2	0	4	0	0	39
15:00	48	2	4	2.3	0	0	0	56.3	39	0	6	2.3	0	0	0	47.3
15:15	57	2	6	2.3	4	0	0	71.3	60	2	4	2.3	0	0	0.2	68.5
15:30	70	4	5	2.3	2	0	0.2	83.5	29	1	4	2.3	0	0	0	36.3
15:45	68	1	6	0	0	0	0	75	38	0	3	0	4	0	0	45
16:00	77	0	14	6.9	0	0	0	97.9	41	0	6	0	0	0	0.2	47.2
16:15	87	0	10	6.9	0	0.4	0	104.3	62	0	5	0	0	0	0.4	67.4
16:30	101	1	13	4.6	0	0.4	0	120	52	0	8	0	0	0	0.2	60.2
16:45	108	0	14	0	2	0	0	124	41	0	6	2.3	0	0	0	49.3
17:00	110	1	18	6.9	0	0	0.2	136.1	52	0	4	0	0	0	0	56
17:15	103	0	12	2.3	0	0	0	117.3	54	0	4	2.3	0	0	0	60.3
17:30	132	0	11	2.3	0	0	0	145.3	56	0	7	0	0	0	0	63
17:45	109	2	13	0	0	0	0.2	124.2	42	0	7	0	0	0	0	



Site No. 4  
Location R157(N) / Moygaddy / R157(S)  
Date Tuesday 28 May 2019

Time	To Arm C - R157(S)							Veh. Total	From Arm C - R157(S)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	58	0	10	2.3	0	0	0	70.3	71	1	17	2.3	0	0	0	91.3
7:15	71	1	18	9.2	0	0	0	99.2	78	0	8	4.6	2	0	0	92.6
7:30	74	0	16	4.6	0	0	0	94.6	107	0	17	11.5	0	0.8	0	136.3
7:45	73	1	9	4.6	0	0	0	87.6	118	0	17	11.5	2	0	0	148.5
8:00	90	0	8	6.9	0	0	0	104.9	84	0	9	13.8	0	0	0	106.8
8:15	67	1	9	4.6	0	0	0	81.6	87	0	3	2.3	0	0	0	113
8:30	94	0	11	9.2	0	0	0	114.2	92	2	12	6.9	0	0	0	112.9
8:45	104	1	6	13.8	0	0	0	124.8	81	1	8	18.4	2	0	0	110.4
9:00	51	1	5	6.9	2	0	0	65.9	73	0	9	18.4	0	0.4	0	100.8
9:15	58	0	1	2.3	0	0	0	61.3	52	2	7	4.6	0	0	0	65.6
9:30	61	2	8	18.4	8	0	0	97.4	34	2	4	0	2	0	0	42
9:45	49	0	4	13.8	0	0	0	66.8	35	0	2	4.6	2	0	0	43.6
10:00	33	0	5	6.9	4	0	0	48.9	31	1	4	4.6	0	0	0.2	40.8
10:15	45	0	7	11.5	0	0	0	63.5	32	0	10	4.6	0	0	0.2	46.8
10:30	22	1	4	2.3	0	0	0	29.3	35	0	9	9.2	0	0	0	53.2
10:45	48	0	4	2.3	0	0	0	54.3	30	0	5	2.3	0	0	0	37.3
11:00	43	0	7	6.9	0	0	0	56.9	24	0	6	6.9	0	0	0	36.9
11:15	46	0	5	9.2	0	0	0	60.2	41	0	6	4.6	0	0	1.2	52.8
11:30	32	0	4	4.6	2	0	0	42.6	32	1	5	9.2	0	0	0.2	47.4
11:45	44	3	5	2.3	0	0	0	54.3	43	0	4	6.9	0	0	0	53.9
12:00	34	0	6	4.6	0	0	0	44.6	64	0	6	2.3	0	0	0.6	72.9
12:15	27	0	7	9.2	0	0	0	43.2	46	0	6	13.8	0	0	0	65.8
12:30	52	0	6	6.9	0	0	0	64.9	43	1	8	11.5	0	0	0	63.5
12:45	33	0	3	6.9	0	0.4	0	43.3	37	1	3	9.2	0	0.4	0	50.6
13:00	35	0	3	2.3	0	0	0	40.3	46	0	6	11.5	0	0	0	63.5
13:15	38	0	7	0	0	0	0	45	55	1	4	11.5	0	0	0	71.5
13:30	44	0	5	11.5	0	0	0	60.5	44	2	6	9.2	2	0	0	63.2
13:45	36	0	6	2.3	0	0	0	44.3	47	0	7	6.9	4	0	0	64.9
14:00	48	0	5	11.5	2	0	0	66.5	56	0	8	2.3	0	0	0	66.3
14:15	51	0	7	6.9	0	0	0.2	65.1	40	0	7	4.6	0	0	0.2	51.8
14:30	51	0	4	11.5	0	0	0	66.5	48	2	3	2.3	0	0	0	55.3
14:45	43	1	3	0	0	0.4	0	47.4	88	1	3	11.5	2	0	0	105.5
15:00	53	0	2	9.2	0	0	0	64.2	62	1	6	4.6	0	0	0	73.6
15:15	56	2	6	4.6	0	0	0.2	68.8	51	1	8	11.5	4	0	0.2	75.7
15:30	39	1	5	6.9	0	0	0	51.9	67	3	9	4.6	0	0.4	0	84
15:45	73	0	8	2.3	4	0	0	87.3	66	1	10	4.6	0	0	0	81.6
16:00	70	0	13	13.8	0	0.4	0.2	97.4	68	0	12	4.6	0	0	0	84.6
16:15	72	0	12	2.3	0	0	0	86.3	76	0	9	2.3	0	0	0	87.3
16:30	83	1	13	0	0	0.4	0	97.4	86	1	15	0	0	0	0	102
16:45	91	0	9	2.3	0	0	0	102.3	84	0	11	0	0	0	0	95
17:00	62	0	17	2.3	0	0.4	0	81.7	91	0	20	9.2	0	0	0	120.2
17:15	94	0	17	2.3	0	0.4	0	113.7	89	0	9	6.9	0	0	0	104.9
17:30	101	0	15	2.3	2	0	0	120.3	112	0	10	6.9	0	0	0	128.9
17:45	99	1	6	0	0	0	0	106	88	0	5	0	0	0	0.2	93.2
18:00	70	1	15	2.3	0	0	0	88.3	110	0	22	6.9	0	0	0.2	139.1
18:15	70	1	8	6.9	0	0	0	85.9	88	2	6	2.3	0	0	0	98.3
18:30	73	0	5	0	0	0.4	0	78.4	73	0	5	4.6	0	0	0.2	82.8
18:45	63	0	4	0	0	0	0.2	67.2	57	0	8	4.6	0	0.4	0.4	70.4
25:75	2824	19	363	273.7	24	2.8	0.8	3507.3	3062	27	394	338.1	22	2.4	3.8	3849.3



Site No. 5  
Location R157(N) / Dillow's Road / R157(S)  
Date Tuesday 28 May 2019

Time	A to C - R157(N) to R157(S)							Veh. Total	A to B - R157(N) to Dillow's Road							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	39	0	6	1	0	0	1	47	19	0	5	0	0	0	0	24
7:15	48	1	6	2	0	0	0	57	19	0	12	1	0	0	0	32
7:30	45	0	6	1	0	0	0	52	30	0	8	1	0	0	0	39
7:45	58	0	3	1	0	0	0	62	19	1	5	0	0	0	0	25
8:00	58	0	7	3	0	0	0	68	28	0	2	1	0	0	0	31
8:15	47	0	4	2	0	0	0	53	25	0	5	0	0	0	0	30
8:30	68	0	9	3	0	0	0	80	27	0	2	0	0	0	0	29
8:45	59	0	3	2	0	0	0	64	47	1	3	1	0	0	0	52
9:00	39	1	2	5	0	0	0	47	12	0	1	0	1	0	0	14
9:15	40	0	2	1	0	0	0	43	17	0	0	0	0	0	0	17
9:30	47	1	4	6	3	0	0	61	14	0	4	1	1	0	0	20
9:45	36	0	3	7	0	0	0	46	12	0	0	0	0	0	0	12
10:00	29	0	5	2	2	0	0	38	6	0	1	0	0	0	0	7
10:15	29	0	6	3	0	0	0	38	13	0	1	2	0	0	0	16
10:30	17	0	0	0	0	0	0	17	11	0	3	1	0	0	0	15
10:45	33	0	3	0	0	0	0	36	14	0	2	0	0	0	0	16
11:00	24	0	5	2	0	0	0	31	18	0	2	1	0	0	0	21
11:15	33	0	3	4	0	0	0	40	16	0	1	0	0	0	0	17
11:30	19	0	2	2	1	0	0	24	11	0	3	0	0	0	0	14
11:45	25	1	2	1	0	0	0	29	21	0	3	0	0	0	0	24
12:00	22	0	2	2	0	0	0	26	11	0	2	0	0	0	0	13
12:15	18	0	2	4	0	0	0	24	12	0	3	0	0	0	0	15
12:30	38	0	3	2	0	0	0	43	14	0	4	1	0	0	0	19
12:45	22	0	2	3	0	0	0	27	11	0	0	0	0	0	0	11
13:00	22	0	3	1	0	0	0	26	10	0	1	0	0	0	0	11
13:15	27	0	1	1	0	0	0	29	11	1	3	0	0	0	0	15
13:30	26	1	2	3	0	0	0	32	16	0	4	2	0	0	0	22
13:45	20	0	3	1	0	0	0	24	17	0	2	0	0	0	0	19
14:00	34	0	1	5	1	0	0	41	12	0	4	0	0	0	0	16
14:15	29	0	3	2	0	0	1	35	19	0	3	1	0	0	0	23
14:30	29	0	2	4	0	0	0	35	22	0	6	1	0	0	0	29
14:45	27	0	2	0	0	1	0	30	17	0	1	0	0	0	0	18
15:00	34	0	2	2	0	0	0	38	18	0	1	1	0	0	0	20
15:15	35	1	2	2	0	0	0	40	25	0	4	0	0	0	0	29
15:30	15	1	1	4	0	0	0	21	20	0	2	0	0	0	0	22
15:45	52	0	5	1	2	0	0	60	22	0	7	0	0	0	0	29
16:00	39	0	5	4	0	1	2	51	31	0	4	3	0	0	0	38
16:15	42	0	7	1	0	0	0	50	26	0	6	0	0	0	0	32
16:30	45	0	4	0	0	1	0	50	30	1	7	0	1	0	0	39
16:45	46	0	3	1	0	0	0	50	50	0	7	0	0	0	0	57
17:00	25	0	4	1	0	0	1	31	29	0	10	0	0	0	0	39
17:15	57	0	9	1	0	0	0	67	37	0	10	0	0	1	0	48
17:30	55	0	2	0	0	0	0	57	57	1	8	1	1	0	0	68
17:45	55	0	4	0	0	0	0	59	34	1	6	0	0	0	0	41
18:00	34	0	7	1	0	0	0	42	41	1	6	0	0	0	0	48
18:15	29	0	5	2	0	0	0	36	39	0	3	0	0	0	0	42
18:30	38	1	2	0	0	0	0	41	34	0	2	0	0	1	0	37
18:45	30	1</														



Site No. 5  
Location R157(N) / Dillow's Road / R157(S)  
Date Tuesday 28 May 2019

Time	A to A - R157(N) to R157(N)							Veh. Total	B to A - Dillow's Road to R157(N)							Veh. Total	
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C		
7:00	0	0	0	0	0	0	0	0	48	1	11	0	0	0	0	0	60
7:15	0	0	0	0	0	0	0	0	58	0	4	1	0	0	0	0	63
7:30	2	0	1	0	0	0	0	3	65	0	15	0	0	2	0	0	82
7:45	0	0	0	0	0	0	0	0	71	0	9	2	0	0	0	0	82
8:00	0	0	0	0	0	0	0	0	52	0	7	0	0	0	0	0	59
8:15	0	0	0	0	0	0	0	0	47	0	3	1	0	0	0	0	51
8:30	0	0	0	0	0	0	0	0	51	1	6	1	0	0	0	0	59
8:45	0	0	0	1	0	0	0	1	42	0	4	0	0	0	0	0	46
9:00	1	0	0	0	0	0	0	1	36	0	5	1	0	0	0	0	42
9:15	0	0	0	0	0	0	0	0	23	0	5	0	0	0	0	0	28
9:30	0	0	0	0	0	0	0	0	16	1	2	0	0	0	0	0	19
9:45	0	0	0	0	0	0	0	0	17	0	1	0	0	0	0	0	18
10:00	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	17
10:15	0	0	0	0	0	0	0	0	14	0	3	0	0	0	0	0	17
10:30	0	0	0	0	0	0	0	0	15	0	4	2	0	0	0	0	21
10:45	0	0	0	0	0	0	0	0	11	0	3	1	0	0	0	0	15
11:00	1	0	0	0	0	0	0	1	10	0	3	0	0	0	0	0	13
11:15	0	0	0	0	0	0	0	0	16	0	6	0	0	0	0	6	28
11:30	0	0	0	0	0	0	0	0	4	0	4	1	0	0	0	1	10
11:45	0	0	0	0	0	0	0	0	20	0	1	0	0	0	0	3	24
12:00	1	0	0	0	0	0	0	1	28	0	3	1	0	0	0	0	32
12:15	0	0	0	0	0	0	0	0	13	0	3	1	0	0	0	0	17
12:30	0	0	0	0	0	0	0	0	19	0	5	1	0	0	0	0	25
12:45	0	0	0	0	0	1	0	1	9	0	1	2	0	0	0	0	12
13:00	0	0	0	0	0	0	0	0	12	0	3	1	0	0	0	0	16
13:15	0	0	0	0	0	0	0	0	18	0	2	0	0	0	0	0	20
13:30	0	0	0	0	0	0	0	0	13	0	2	0	0	0	0	0	15
13:45	0	0	0	0	0	0	0	0	16	0	2	0	0	0	0	0	18
14:00	1	0	0	0	0	0	0	1	15	0	3	0	0	0	0	1	19
14:15	0	0	0	0	0	0	0	0	10	0	1	0	0	0	0	0	11
14:30	0	0	0	0	0	0	0	0	14	1	1	0	0	0	0	0	16
14:45	0	0	0	0	0	0	0	0	19	0	2	0	0	0	0	0	21
15:00	0	0	0	0	0	0	0	0	14	0	4	1	0	0	0	0	19
15:15	0	0	0	0	0	0	0	0	18	0	1	1	0	0	0	1	21
15:30	0	0	0	0	0	0	0	0	29	2	5	0	0	0	0	0	36
15:45	0	0	0	0	0	0	0	0	21	0	3	0	0	0	0	0	24
16:00	0	0	0	0	0	0	0	0	22	0	1	0	0	0	0	0	23
16:15	1	0	0	0	0	0	0	1	23	0	2	0	0	0	0	0	25
16:30	0	0	0	0	0	0	0	0	18	0	2	0	0	0	0	0	20
16:45	0	0	0	0	0	0	0	0	18	0	5	0	0	0	0	0	23
17:00	0	0	0	0	0	0	0	0	21	0	8	0	0	0	0	0	29
17:15	0	0	0	0	0	0	0	0	22	0	4	0	0	0	0	0	26
17:30	2	0	0	0	0	0	0	2	19	0	4	0	0	0	0	0	23
17:45	0	0	0	0	0	0	0	0	20	0	2	0	0	0	0	0	22
18:00	1	0	0	0	0	0	0	1	25	0	7	1	0	0	0	0	33
18:15	0	0	0	1	0	0	0	1	20	2	1	0	0	0	0	0	23
18:30	1	0	0	0	0	0	0	1	25	0	1	0	0	0	0	0	26
18:45	0	0	0	0	0	0	0	0	15	0	1	0	0	0	0	0	16
25.75	11	0	1	2	0	1	0	15	1149	8	175	19	0	2	12	0	1365



Site No. 5  
Location R157(N) / Dillow's Road / R157(S)  
Date Tuesday 28 May 2019

Time	B to C - Dillow's Road to R157(S)							Veh. Total	B to B - Dillow's Road to Dillow's Road							Veh. Total	
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C		
7:00	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0
7:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0
7:30	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
7:45	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0
8:00	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0
8:15	9	0	0	1	0	0	0	10	0	0	0	0	0	0	0	0	0
8:30	9	0	1	0	0	0	0	10	0	0	0	0	0	0	0	0	0
8:45	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0
9:00	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0
9:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
9:30	6	0	0	1	0	0	0	7	0	0	0	0	0	0	0	0	0
9:45	7	0	0	1	0	0	0	8	0	0	0	0	0	0	0	0	0
10:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
10:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
10:30	2	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0
10:45	1	0	1	2	0	0	0	4	0	0	0	0	0	0	0	0	0
11:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
11:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
11:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1
11:45	3	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0
12:00	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0
12:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0
12:30	2	2	0	3	0	0	0	7	0	0	0	0	0	0	0	0	0
12:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
13:00	0	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0
13:15	3	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0
13:30	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0
13:45	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0
14:00	3	1	1	0	0	0	0	5	0	0	0	0	0	0	0	0	0
14:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
14:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
14:45	2	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0
15:00	3	0	0	2	0	0	0	5	0	0	0	0	0	0	0	0	0
15:15	6	0	1	1	0	0	0	8	0	0	0	0	0	0	0	0	0
15:30	3	0	0	1	0	0	0	4	0	0	0	1	0	0	0	0	1
15:45	10	0	2	0	0	0	0	12	0	0	0	0	0	0	0	0	0
16:00	3	0	3	0	0	0	0	6	0	0	0	0	0	0	0	0	0
16:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0
16:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
16:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
17:00	5	0	2	0	0	0	0	7	0	0	0	0	0	0	0	0	0
17:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0
17:30	7	0	1	0	0	0	0	8	0	0	0	0	0	0	0	0	0
17:45	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0
18:00	4	0	2	0	0	0	0	6	0	0	0	0	0	0	0	0	0
18:15	5	0	2	0	0	0	0	7	0	0	0	0	0	0	0	0	0
18:30	6	0	2	0	0	0	0	8	0	0	0	0	0	0	0	0	0
18:45	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0
25.75	231	3	20	17	0	0	0	271	1	0	0	1	0				



10084 / Moygaddy  
May 2019  
Junction Turning Count

Site No. 5  
Location R157(N) / Dillow's Road / R157(S)  
Date Tuesday 28 May 2019

Time	C to B - R157(S) to Dillow's Road							Veh. Total	C to A - R157(S) to R157(N)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	0	0	0	0	0	0	0	0	23	0	4	2	0	0	0	29
7:15	1	0	0	0	0	0	0	1	24	0	5	2	1	0	0	32
7:30	1	0	0	0	0	0	0	1	35	0	2	4	0	0	0	41
7:45	2	0	0	0	0	0	0	2	46	0	7	3	1	0	0	57
8:00	1	0	0	0	0	0	0	1	37	0	3	6	0	0	0	46
8:15	1	0	0	1	0	0	0	2	37	0	1	9	0	0	0	47
8:30	3	0	0	0	0	0	0	3	42	1	7	2	0	0	0	52
8:45	8	0	0	1	0	0	0	9	37	1	4	7	1	0	0	50
9:00	4	0	0	1	0	0	0	5	35	0	5	7	0	1	0	48
9:15	3	0	0	0	0	0	0	3	25	2	4	2	0	0	0	33
9:30	9	0	0	0	0	0	0	9	17	1	1	1	1	0	0	21
9:45	1	0	0	0	0	0	0	1	17	0	1	2	1	0	1	22
10:00	2	0	0	0	0	0	0	2	14	1	4	2	0	0	0	21
10:15	1	0	0	0	0	0	0	1	19	0	8	3	0	0	1	31
10:30	3	0	0	1	0	0	0	4	19	0	4	2	0	0	0	25
10:45	2	0	0	0	0	0	0	2	19	0	2	0	0	0	0	21
11:00	1	0	0	0	0	0	0	1	16	0	2	3	0	0	0	21
11:15	2	0	0	0	0	0	0	2	25	1	1	2	0	0	0	29
11:30	6	0	0	1	0	0	0	7	24	1	0	3	0	0	0	28
11:45	3	0	0	0	0	0	0	3	25	0	2	3	0	0	0	30
12:00	4	0	0	1	0	0	0	5	40	0	1	0	0	0	0	41
12:15	1	0	0	4	0	0	0	5	31	0	3	5	0	0	0	39
12:30	10	1	0	1	0	0	0	12	24	1	2	4	0	0	0	31
12:45	4	0	0	0	0	0	0	4	29	1	3	2	0	0	0	35
13:00	3	0	1	3	0	0	0	7	36	0	2	4	0	0	0	42
13:15	5	0	0	1	0	0	0	6	35	1	2	5	0	0	0	43
13:30	5	0	2	0	0	0	0	7	31	2	3	4	1	0	0	41
13:45	4	0	1	0	0	0	0	5	31	0	5	4	2	0	0	42
14:00	3	0	0	0	0	0	0	3	40	0	6	1	0	0	0	47
14:15	7	0	0	0	0	0	0	7	27	0	6	1	0	0	0	34
14:30	5	0	0	0	0	0	0	5	35	1	2	1	0	0	0	39
14:45	11	0	0	1	0	0	0	12	69	1	2	5	1	0	0	78
15:00	11	0	1	2	0	0	0	14	48	1	2	1	0	0	0	52
15:15	13	0	1	0	0	0	0	14	32	1	7	4	2	0	0	46
15:30	5	0	0	0	0	0	0	5	43	1	4	2	0	1	0	51
15:45	9	0	3	0	0	0	0	12	43	0	7	2	0	0	0	52
16:00	6	0	1	0	0	0	0	7	50	0	11	2	0	0	0	63
16:15	17	0	3	0	0	0	0	20	49	0	8	1	0	0	0	58
16:30	8	0	1	0	0	0	0	9	74	1	12	0	0	0	0	87
16:45	15	0	0	0	0	0	0	15	63	0	5	0	0	0	0	68
17:00	12	0	1	0	0	0	0	13	71	0	13	4	0	0	0	88
17:15	15	0	0	0	0	0	0	15	69	0	5	3	0	0	0	77
17:30	17	0	2	0	0	0	0	19	87	0	5	3	0	0	0	95
17:45	21	0	2	0	0	0	0	23	67	0	4	0	0	0	1	72
18:00	10	0	1	0	0	0	0	11	84	0	15	2	0	0	1	102
18:15	15	0	1	0	0	0	0	16	70	0	4	0	0	0	0	74
18:30	6	0	1	0	0	0	0	7	51	0	4	1	0	0	1	57
18:45	9	0	0	0	0	0	0	9	43	0	7	2	0	1	2	55
25.75	305	1	22	18	0	0	0	346	1908	19	217	128	11	3	7	2293



10084 / Moygaddy  
May 2019  
Junction Turning Count

Site No. 5  
Location R157(N) / Dillow's Road / R157(S)  
Date Tuesday 28 May 2019

Time	C to C - R157(S) to R157(S)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0
8:15	0	0	1	0	0	0	0	1
8:30	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0
9:00	1	0	0	0	0	0	0	1
9:15	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
15:00	0	0	0	1	0	0	0	1
15:15	0	0	0	0	0	0	0	0
15:30	1	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	1
17:45	1	0	0	0	0	0	0	1
18:00	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
25.75	5	0	1	1	0	0	0	7







Site No. 5  
Location R157(N) / Dillow's Road / R157(S)  
Date Tuesday 28 May 2019

Time	To Arm C - R157(S)							Veh. Total	From Arm C - R157(S)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	50	0	6	1	0	0	1	58	23	0	4	2	0	0	0	29
7:15	53	1	6	2	0	0	0	62	25	0	5	2	1	0	0	33
7:30	54	0	6	1	0	0	0	61	36	0	2	4	0	0	0	42
7:45	70	0	3	1	0	0	0	74	48	0	7	3	1	0	0	59
8:00	66	0	7	3	0	0	0	76	38	0	3	6	0	0	0	47
8:15	56	0	5	3	0	0	0	64	38	0	2	10	0	0	0	50
8:30	77	0	10	3	0	0	0	90	45	1	7	2	0	0	0	55
8:45	67	0	3	2	0	0	0	72	45	1	4	8	1	0	0	59
9:00	46	1	2	5	0	0	0	54	40	0	5	8	0	1	0	54
9:15	43	0	2	1	0	0	0	46	28	2	4	2	0	0	0	36
9:30	53	1	4	7	3	0	0	68	26	1	1	1	1	0	0	30
9:45	43	0	3	8	0	0	0	54	18	0	1	2	1	0	1	23
10:00	33	0	5	2	2	0	0	42	16	1	4	2	0	0	0	23
10:15	30	0	6	3	0	0	0	39	20	0	8	3	0	0	1	32
10:30	19	0	0	1	0	0	0	20	22	0	4	3	0	0	0	29
10:45	34	0	4	2	0	0	0	40	21	0	2	0	0	0	0	23
11:00	25	0	5	2	0	0	0	32	17	0	2	3	0	0	0	22
11:15	36	0	3	4	0	0	0	43	27	1	1	2	0	0	0	31
11:30	21	0	2	2	1	0	0	26	30	1	0	4	0	0	0	35
11:45	28	1	2	2	0	0	0	33	28	0	2	3	0	0	0	33
12:00	29	0	2	2	0	0	0	33	44	0	1	1	0	0	0	46
12:15	23	0	2	4	0	0	0	29	32	0	3	9	0	0	0	44
12:30	40	2	3	5	0	0	0	50	34	2	2	5	0	0	0	43
12:45	23	0	2	3	0	0	0	28	33	1	3	2	0	0	0	39
13:00	22	0	4	3	0	0	0	29	39	0	3	7	0	0	0	49
13:15	30	0	1	2	0	0	0	33	40	1	2	6	0	0	0	49
13:30	34	1	2	3	0	0	0	40	36	2	5	4	1	0	0	48
13:45	26	0	3	1	0	0	0	30	35	0	6	4	2	0	0	47
14:00	37	1	2	5	1	0	0	46	43	0	6	1	0	0	0	50
14:15	30	0	3	2	0	0	1	36	34	0	6	1	0	0	0	41
14:30	32	0	2	4	0	0	0	38	40	1	2	1	0	0	0	44
14:45	29	0	3	0	0	1	0	33	80	1	2	6	1	0	0	90
15:00	37	0	2	5	0	0	0	44	59	1	3	4	0	0	0	67
15:15	41	1	3	3	0	0	0	48	45	1	8	4	2	0	0	60
15:30	19	1	1	5	0	0	0	26	49	1	4	2	0	1	0	57
15:45	62	0	7	1	2	0	0	72	52	0	10	2	0	0	0	64
16:00	42	0	8	4	0	1	2	57	56	0	12	2	0	0	0	70
16:15	47	0	7	1	0	0	0	55	66	0	11	1	0	0	0	78
16:30	48	0	4	0	0	1	0	53	82	1	13	0	0	0	0	96
16:45	49	0	3	1	0	0	0	53	78	0	5	0	0	0	0	83
17:00	30	0	6	1	0	1	0	38	83	0	14	4	0	0	0	101
17:15	62	0	9	1	0	0	0	72	84	0	5	3	0	0	0	92
17:30	63	0	3	0	0	0	0	66	105	0	7	3	0	0	0	115
17:45	63	0	4	0	0	0	0	67	89	0	6	0	0	0	1	96
18:00	39	0	9	1	0	0	0	49	95	0	16	2	0	0	1	114
18:15	34	0	7	2	0	0	0	43	85	0	5	0	0	0	0	90
18:30	44	1	4	0	0	0	0	49	57	0	5	1	0	0	1	64
18:45	35	1	6	0	0	0	0	42	52	0	7	2	0	1	2	64



Site No. 5  
Location R157(N) / Dillow's Road / R157(S)  
Date Tuesday 28 May 2019

Time	A to C - R157(N) to R157(S)							Veh. Total	A to B - R157(N) to Dillow's Road							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	39	0	6	2.3	0	0	0.2	47.5	19	0	5	0	0	0	0	24
7:15	48	1	6	4.6	0	0	0	59.6	19	0	12	2.3	0	0	0	33.3
7:30	45	0	6	2.3	0	0	0	53.3	30	0	8	2.3	0	0	0	40.3
7:45	58	0	3	2.3	0	0	0	63.3	19	1	5	0	0	0	0	25
8:00	58	0	7	6.9	0	0	0	71.9	28	0	2	2.3	0	0	0	32.3
8:15	47	0	4	4.6	0	0	0	55.6	25	0	5	0	0	0	0	30
8:30	68	0	9	6.9	0	0	0	83.9	27	0	2	0	0	0	0	29
8:45	59	0	3	4.6	0	0	0	66.6	47	1	3	2.3	0	0	0	53.3
9:00	39	1	2	11.5	0	0	0	53.5	12	0	1	0	2	0	0	15
9:15	40	0	2	2.3	0	0	0	44.3	17	0	0	0	0	0	0	17
9:30	47	1	4	13.8	6	0	0	71.8	14	0	4	2.3	2	0	0	22.3
9:45	36	0	3	16.1	0	0	0	55.1	12	0	0	0	0	0	0	12
10:00	29	0	5	4.6	4	0	0	42.6	6	0	1	0	0	0	0	7
10:15	29	0	6	6.9	0	0	0	41.9	13	0	1	4.6	0	0	0	18.6
10:30	17	0	0	0	0	0	0	17	11	0	3	2.3	0	0	0	16.3
10:45	33	0	3	0	0	0	0	36	14	0	2	0	0	0	0	16
11:00	24	0	5	4.6	0	0	0	33.6	18	0	2	2.3	0	0	0	22.3
11:15	33	0	3	9.2	0	0	0	45.2	16	0	1	0	0	0	0	17
11:30	19	0	2	4.6	2	0	0	27.6	11	0	3	0	0	0	0	14
11:45	25	1	2	2.3	0	0	0	30.3	21	0	3	0	0	0	0	24
12:00	22	0	2	4.6	0	0	0	28.6	11	0	2	0	0	0	0	13
12:15	18	0	2	9.2	0	0	0	29.2	12	0	3	0	0	0	0	15
12:30	38	0	3	4.6	0	0	0	45.6	14	0	4	2.3	0	0	0	20.3
12:45	22	0	2	6.9	0	0	0	30.9	11	0	0	0	0	0	0	11
13:00	22	0	3	2.3	0	0	0	27.3	10	0	1	0	0	0	0	11
13:15	27	0	1	2.3	0	0	0	30.3	11	1	3	0	0	0	0	15
13:30	26	1	2	6.9	0	0	0	35.9	16	0	4	4.6	0	0	0	24.6
13:45	20	0	3	2.3	0	0	0	25.3	17	0	2	0	0	0	0	19
14:00	34	0	1	11.5	2	0	0	48.5	12	0	4	0	0	0	0	16
14:15	29	0	3	4.6	0	0	0.2	36.8	19	0	3	2.3	0	0	0	24.3
14:30	29	0	2	9.2	0	0	0	40.2	22	0	6	2.3	0	0	0	30.3
14:45	27	0	2	0	0	0.4	0	29.4	17	0	1	0	0	0	0	18
15:00	34	0	2	4.6	0	0	0	40.6	18	0	1	2.3	0	0	0	21.3
15:15	35	1	2	4.6	0	0	0	42.6	25	0	4	0	0	0	0	29
15:30	15	1	1	9.2	0	0	0	26.2	20	0	2	0	0	0	0	22
15:45	52	0	5	2.3	4	0	0	63.3	22	0	7	0	0	0	0	29
16:00	39	0	5	9.2	0	0.4	0.4	54	31	0	4	6.9	0	0	0	41.9
16:15	42	0	7	2.3	0	0	0	51.3	26	0	6	0	0	0	0	32
16:30	45	0	4	0	0	0.4	0	49.4	30	1	7	0	2	0	0	40
16:45	46	0	3	2.3	0	0	0	51.3	50	0	7	0	0	0	0	57
17:00	25	0	4	2.3	0	0.4	0	31.7	29	0	10	0	0	0	0	39
17:15	57	0	9	2.3	0	0	0	68.3	37	0	10	0	0	0.4	0	47.4
17:30	55	0	2	0	0	0	0	57	57	1	8	2.3	2	0	0	70.3
17:45	55	0	4	0	0	0	0	59	34	1	6	0	0	0	0	41
18:00	34	0	7	2.3	0	0	0	43.3	41	1	6	0	0	0	0	48
18:15	29	0	5	4.6	0	0	0	38.6	39	0	3	0	0	0	0	42
18:30	38	1	2	0	0	0	0	41	34	0	2	0	0	0.4	0	36.4
18:45	30	1	6	0	0	0	0	37	30	0	2	0	0	0	0	32
Total	1738	9	175	220.8	18	1.6	0.8	2163.2	1074	7	181	43.7	8	0.8	0	1314.5

CAR TAXI LGV HGV PSV M/C P/C  
1 1 1 2.3 2 0.4 0.2



10084 / Moygaddy  
May 2019  
Junction Turning Count

Site No. 5  
Location R157(N) / Dillow's Road / R157(S)  
Date Tuesday 28 May 2019

Time	A to A - R157(N) to R157(N)							Veh. Total	B to A - Dillow's Road to R157(N)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	0	0	0	0	0	0	0	0	48	1	11	0	0	0	0	60
7:15	0	0	0	0	0	0	0	0	58	0	4	2.3	0	0	0	64.3
7:30	2	0	1	0	0	0	0	3	65	0	15	0	0	0.8	0	80.8
7:45	0	0	0	0	0	0	0	0	71	0	9	4.6	0	0	0	84.6
8:00	0	0	0	0	0	0	0	0	52	0	7	0	0	0	0	59
8:15	0	0	0	0	0	0	0	0	47	0	3	2.3	0	0	0	52.3
8:30	0	0	0	0	0	0	0	0	51	1	6	2.3	0	0	0	60.3
8:45	0	0	0	2.3	0	0	0	2.3	42	0	4	0	0	0	0	46
9:00	1	0	0	0	0	0	0	1	36	0	5	2.3	0	0	0	43.3
9:15	0	0	0	0	0	0	0	0	23	0	5	0	0	0	0	28
9:30	0	0	0	0	0	0	0	0	16	1	2	0	0	0	0	19
9:45	0	0	0	0	0	0	0	0	17	0	1	0	0	0	0	18
10:00	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	17
10:15	0	0	0	0	0	0	0	0	14	0	3	0	0	0	0	17
10:30	0	0	0	0	0	0	0	0	15	0	4	4.6	0	0	0	23.6
10:45	0	0	0	0	0	0	0	0	11	0	3	2.3	0	0	0	16.3
11:00	1	0	0	0	0	0	0	1	10	0	3	0	0	0	0	13
11:15	0	0	0	0	0	0	0	0	16	0	6	0	0	0	1.2	23.2
11:30	0	0	0	0	0	0	0	0	4	0	4	2.3	0	0	0.2	10.5
11:45	0	0	0	0	0	0	0	0	20	0	1	0	0	0	0.6	21.6
12:00	1	0	0	0	0	0	0	1	28	0	3	2.3	0	0	0	33.3
12:15	0	0	0	0	0	0	0	0	13	0	3	2.3	0	0	0	18.3
12:30	0	0	0	0	0	0	0	0	19	0	5	2.3	0	0	0	26.3
12:45	0	0	0	0	0	0.4	0	0.4	9	0	1	4.6	0	0	0	14.6
13:00	0	0	0	0	0	0	0	0	12	0	3	2.3	0	0	0	17.3
13:15	0	0	0	0	0	0	0	0	18	0	2	0	0	0	0	20
13:30	0	0	0	0	0	0	0	0	13	0	2	0	0	0	0	15
13:45	0	0	0	0	0	0	0	0	16	0	2	0	0	0	0	18
14:00	1	0	0	0	0	0	0	1	15	0	3	0	0	0	0.2	18.2
14:15	0	0	0	0	0	0	0	0	10	0	1	0	0	0	0	11
14:30	0	0	0	0	0	0	0	0	14	1	1	0	0	0	0	16
14:45	0	0	0	0	0	0	0	0	19	0	2	0	0	0	0	21
15:00	0	0	0	0	0	0	0	0	14	0	4	2.3	0	0	0	20.3
15:15	0	0	0	0	0	0	0	0	18	0	1	2.3	0	0	0.2	21.5
15:30	0	0	0	0	0	0	0	0	29	2	5	0	0	0	0	36
15:45	0	0	0	0	0	0	0	0	21	0	3	0	0	0	0	24
16:00	0	0	0	0	0	0	0	0	22	0	1	0	0	0	0	23
16:15	1	0	0	0	0	0	0	1	23	0	2	0	0	0	0	25
16:30	0	0	0	0	0	0	0	0	18	0	2	0	0	0	0	20
16:45	0	0	0	0	0	0	0	0	18	0	5	0	0	0	0	23
17:00	0	0	0	0	0	0	0	0	21	0	8	0	0	0	0	29
17:15	0	0	0	0	0	0	0	0	22	0	4	0	0	0	0	26
17:30	2	0	0	0	0	0	0	2	19	0	4	0	0	0	0	23
17:45	0	0	0	0	0	0	0	0	20	0	2	0	0	0	0	22
18:00	1	0	0	0	0	0	0	1	25	0	7	2.3	0	0	0	34.3
18:15	0	0	0	2.3	0	0	0	2.3	20	2	1	0	0	0	0	23
18:30	1	0	0	0	0	0	0	1	25	0	1	0	0	0	0	26
18:45	0	0	0	0	0	0	0	0	15	0	1	0	0	0	0	16
25:75	11	0	1	4.6	0	0.4	0	17	1149	8	175	43.7	0	0.8	2.4	1378.9



10084 / Moygaddy  
May 2019  
Junction Turning Count

Site No. 5  
Location R157(N) / Dillow's Road / R157(S)  
Date Tuesday 28 May 2019

Time	B to C - Dillow's Road to R157(S)							Veh. Total	B to B - Dillow's Road to Dillow's Road							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
7:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
7:30	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
7:45	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0
8:00	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
8:15	9	0	0	2.3	0	0	0	11.3	0	0	0	0	0	0	0	0
8:30	9	0	1	0	0	0	0	10	0	0	0	0	0	0	0	0
8:45	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
9:00	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
9:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
9:30	6	0	0	2.3	0	0	0	8.3	0	0	0	0	0	0	0	0
9:45	7	0	0	2.3	0	0	0	9.3	0	0	0	0	0	0	0	0
10:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
10:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10:30	2	0	0	2.3	0	0	0	4.3	0	0	0	0	0	0	0	0
10:45	1	0	1	4.6	0	0	0	6.6	0	0	0	0	0	0	0	0
11:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
11:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
11:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
11:45	3	0	0	2.3	0	0	0	5.3	0	0	0	0	0	0	0	0
12:00	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
12:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
12:30	2	2	0	6.9	0	0	0	10.9	0	0	0	0	0	0	0	0
12:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
13:00	0	0	1	4.6	0	0	0	5.6	0	0	0	0	0	0	0	0
13:15	3	0	0	2.3	0	0	0	5.3	0	0	0	0	0	0	0	0
13:30	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
13:45	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
14:00	3	1	1	0	0	0	0	5	0	0	0	0	0	0	0	0
14:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
14:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
14:45	2	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0
15:00	3	0	0	4.6	0	0	0	7.6	0	0	0	0	0	0	0	0
15:15	6	0	1	2.3	0	0	0	9.3	0	0	0	0	0	0	0	0
15:30	3	0	0	2.3	0	0	0	5.3	0	0	0	2.3	0	0	0	2.3
15:45	10	0	2	0	0	0	0	12	0	0	0	0	0	0	0	0
16:00	3	0	3	0	0	0	0	6	0	0	0	0	0	0	0	0
16:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
16:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
16:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:00	5	0	2	0	0	0	0	7	0	0	0	0	0	0	0	0
17:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
17:30	7	0	1	0	0	0	0	8	0	0	0	0	0	0	0	0
17:45	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
18:00	4	0	2	0	0	0	0	6	0	0	0	0	0	0	0	0
18:15	5	0	2	0	0	0	0	7	0	0	0	0	0	0	0	0
18:30	6	0	2	0	0	0	0	8	0	0	0	0	0	0	0	0
18:45	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
25:75	231	3	20	39.1	0	0	0	293.1	1	0	0	2.3	0	0	0	3.3



Site No. 5  
Location R157(N) / Dillow's Road / R157(S)  
Date Tuesday 28 May 2019

Time	C to B - R157(S) to Dillow's Road							Veh. Total	C to A - R157(S) to R157(N)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	0	0	0	0	0	0	0	0	23	0	4	4.6	0	0	0	31.6
7:15	1	0	0	0	0	0	0	1	24	0	5	4.6	2	0	0	35.6
7:30	1	0	0	0	0	0	0	1	35	0	2	9.2	0	0	0	46.2
7:45	2	0	0	0	0	0	0	2	46	0	7	6.9	2	0	0	61.9
8:00	1	0	0	0	0	0	0	1	37	0	3	13.8	0	0	0	53.8
8:15	1	0	0	2.3	0	0	0	3.3	37	0	1	20.7	0	0	0	58.7
8:30	3	0	0	0	0	0	0	3	42	1	7	4.6	0	0	0	54.6
8:45	8	0	0	2.3	0	0	0	10.3	37	1	4	16.1	2	0	0	60.1
9:00	4	0	0	2.3	0	0	0	6.3	35	0	5	16.1	0	0.4	0	56.5
9:15	3	0	0	0	0	0	0	3	25	2	4	4.6	0	0	0	35.6
9:30	9	0	0	0	0	0	0	9	17	1	1	2.3	2	0	0	23.3
9:45	1	0	0	0	0	0	0	1	17	0	1	4.6	2	0	0.2	24.8
10:00	2	0	0	0	0	0	0	2	14	1	4	4.6	0	0	0	23.6
10:15	1	0	0	0	0	0	0	1	19	0	8	6.9	0	0	0.2	34.1
10:30	3	0	0	2.3	0	0	0	5.3	19	0	4	4.6	0	0	0	27.6
10:45	2	0	0	0	0	0	0	2	19	0	2	0	0	0	0	21
11:00	1	0	0	0	0	0	0	1	16	0	2	6.9	0	0	0	24.9
11:15	2	0	0	0	0	0	0	2	25	1	1	4.6	0	0	0	31.6
11:30	6	0	0	2.3	0	0	0	8.3	24	1	0	6.9	0	0	0	31.9
11:45	3	0	0	0	0	0	0	3	25	0	2	6.9	0	0	0	33.9
12:00	4	0	0	2.3	0	0	0	6.3	40	0	1	0	0	0	0	41
12:15	1	0	0	9.2	0	0	0	10.2	31	0	3	11.5	0	0	0	45.5
12:30	10	1	0	2.3	0	0	0	13.3	24	1	2	9.2	0	0	0	36.2
12:45	4	0	0	0	0	0	0	4	29	1	3	4.6	0	0	0	37.6
13:00	3	0	1	6.9	0	0	0	10.9	36	0	2	9.2	0	0	0	47.2
13:15	5	0	0	2.3	0	0	0	7.3	35	1	2	11.5	0	0	0	49.5
13:30	5	0	2	0	0	0	0	7	31	2	3	9.2	2	0	0	47.2
13:45	4	0	1	0	0	0	0	5	31	0	5	9.2	4	0	0	49.2
14:00	3	0	0	0	0	0	0	3	40	0	6	2.3	0	0	0	48.3
14:15	7	0	0	0	0	0	0	7	27	0	6	2.3	0	0	0	35.3
14:30	5	0	0	0	0	0	0	5	35	1	2	2.3	0	0	0	40.3
14:45	11	0	0	2.3	0	0	0	13.3	69	1	2	11.5	2	0	0	85.5
15:00	11	0	1	4.6	0	0	0	16.6	48	1	2	2.3	0	0	0	53.3
15:15	13	0	1	0	0	0	0	14	32	1	7	9.2	4	0	0	53.2
15:30	5	0	0	0	0	0	0	5	43	1	4	4.6	0	0.4	0	53
15:45	9	0	3	0	0	0	0	12	43	0	7	4.6	0	0	0	54.6
16:00	6	0	1	0	0	0	0	7	50	0	11	4.6	0	0	0	65.6
16:15	17	0	3	0	0	0	0	20	49	0	8	2.3	0	0	0	59.3
16:30	8	0	1	0	0	0	0	9	74	1	12	0	0	0	0	87
16:45	15	0	0	0	0	0	0	15	63	0	5	0	0	0	0	68
17:00	12	0	1	0	0	0	0	13	71	0	13	9.2	0	0	0	93.2
17:15	15	0	0	0	0	0	0	15	69	0	5	6.9	0	0	0	80.9
17:30	17	0	2	0	0	0	0	19	87	0	5	6.9	0	0	0	98.9
17:45	21	0	2	0	0	0	0	23	67	0	4	0	0	0	0.2	71.2
18:00	10	0	1	0	0	0	0	11	84	0	15	4.6	0	0	0.2	103.8
18:15	15	0	1	0	0	0	0	16	70	0	4	0	0	0	0	74
18:30	6	0	1	0	0	0	0	7	51	0	4	2.3	0	0	0.2	57.5
18:45	9	0	0	0	0	0	0	9	43	0	7	4.6	0	0.4	0.4	55.4
25:75	305	1	22	41.4	0	0	0	369.4	1908	19	217	294.4	22	1.2	1.4	2463



Site No. 5  
Location R157(N) / Dillow's Road / R157(S)  
Date Tuesday 28 May 2019

Time	C to C - R157(S) to R157(S)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0
8:15	0	0	1	0	0	0	0	1
8:30	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0
9:00	1	0	0	0	0	0	0	1
9:15	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
15:00	0	0	0	2.3	0	0	0	2.3
15:15	1	0	0	0	0	0	0	1
15:30	1	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	1
17:45	1	0	0	0	0	0	0	1
18:00	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
25:75	5	0	1	2.3	0	0	0	8.3



Site No. 5  
Location R157(N) / Dillow's Road / R157(S)  
Date Tuesday 28 May 2019

Time	To Arm A - R157(N)							Veh. Total	From Arm A - R157(N)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	71	1	15	4.6	0	0	0	91.6	58	0	11	2.3	0	0	0.2	71.5
7:15	82	0	9	6.9	2	0	0	99.9	67	1	18	6.9	0	0	0	92.9
7:30	102	0	18	9.2	0	0.8	0	130	77	0	15	4.6	0	0	0	96.6
7:45	117	0	16	11.5	2	0	0	146.5	77	1	8	2.3	0	0	0	88.3
8:00	89	0	10	13.8	0	0	0	112.8	86	0	9	9.2	0	0	0	104.2
8:15	84	0	4	2.3	0	0	0	111	72	0	9	4.6	0	0	0	85.6
8:30	93	2	13	6.9	0	0	0	111.9	95	0	11	6.9	0	0	0	112.9
8:45	79	1	8	18.4	2	0	0	108.4	106	1	6	9.2	0	0	0	122.2
9:00	72	0	10	18.4	0	0.4	0	100.8	52	1	3	11.5	2	0	0	69.5
9:15	48	2	9	4.6	0	0	0	63.6	57	0	2	2.3	0	0	0	61.3
9:30	33	2	3	2.3	2	0	0	42.3	61	1	8	16.1	8	0	0	94.1
9:45	34	0	2	4.6	2	0	0.2	42.8	48	0	3	16.1	0	0	0	67.1
10:00	31	1	4	4.6	0	0	0	40.6	35	0	6	4.6	4	0	0	49.6
10:15	33	0	11	6.9	0	0	0.2	51.1	42	0	7	11.5	0	0	0	60.5
10:30	34	0	8	9.2	0	0	0	51.2	28	0	3	2.3	0	0	0	33.3
10:45	30	0	5	2.3	0	0	0	37.3	47	0	5	0	0	0	0	52
11:00	27	0	5	6.9	0	0	0	38.9	43	0	7	6.9	0	0	0	56.9
11:15	41	1	7	4.6	0	0	1.2	54.8	49	0	4	9.2	0	0	0	62.2
11:30	28	1	4	9.2	0	0	0.2	42.4	30	0	5	4.6	2	0	0	41.6
11:45	45	0	3	6.9	0	0	0.6	55.5	46	1	5	2.3	0	0	0	54.3
12:00	69	0	4	2.3	0	0	0	75.3	34	0	4	4.6	0	0	0	42.6
12:15	44	0	6	13.8	0	0	0	63.8	30	0	5	9.2	0	0	0	44.2
12:30	43	1	7	11.5	0	0	0	62.5	52	0	7	6.9	0	0	0	65.9
12:45	38	1	4	9.2	0	0.4	0	52.6	33	0	2	6.9	0	0.4	0	42.3
13:00	48	0	5	11.5	0	0	0	64.5	32	0	4	2.3	0	0	0	38.3
13:15	53	1	4	11.5	0	0	0	69.5	38	1	4	2.3	0	0	0	45.3
13:30	44	2	5	9.2	2	0	0	62.2	42	1	6	11.5	0	0	0	60.5
13:45	47	0	7	9.2	4	0	0	67.2	37	0	5	2.3	0	0	0	44.3
14:00	56	0	9	2.3	0	0	0.2	67.5	47	0	5	11.5	2	0	0	65.5
14:15	37	0	7	2.3	0	0	0	46.3	48	0	6	6.9	0	0	0.2	61.1
14:30	49	2	3	2.3	0	0	0	56.3	51	0	8	11.5	0	0	0	70.5
14:45	88	1	4	11.5	2	0	0	106.5	44	0	3	0	0	0.4	0	47.4
15:00	62	1	6	4.6	0	0	0	73.6	52	0	3	6.9	0	0	0	61.9
15:15	50	1	8	11.5	4	0	0.2	74.7	60	1	6	4.6	0	0	0	71.6
15:30	72	3	9	4.6	0	0.4	0	89	35	1	3	9.2	0	0	0	48.2
15:45	64	0	10	4.6	0	0	0	78.6	74	0	12	2.3	4	0	0	92.3
16:00	72	0	12	4.6	0	0	0	88.6	70	0	9	16.1	0	0.4	0.4	95.9
16:15	73	0	10	2.3	0	0	0	85.3	69	0	13	2.3	0	0	0	84.3
16:30	92	1	14	0	0	0	0	107	75	1	11	0	2	0.4	0	89.4
16:45	81	0	10	0	0	0	0	91	96	0	10	2.3	0	0	0	108.3
17:00	92	0	21	9.2	0	0	0	122.2	54	0	14	2.3	0	0.4	0	70.7
17:15	91	0	9	6.9	0	0	0	106.9	94	0	19	2.3	0	0.4	0	115.7
17:30	108	0	9	6.9	0	0	0	123.9	114	1	10	2.3	2	0	0	129.3
17:45	87	0	6	0	0	0	0.2	93.2	89	1	10	0	0	0	0	100
18:00	110	0	22	6.9	0	0	0.2	139.1	76	1	13	2.3	0	0	0	92.3
18:15	90	2	5	2.3	0	0	0	99.3	68	0	8	6.9	0	0	0	82.9
18:30	77	0	5	2.3	0	0	0.2	84.5	73	1	4	0	0	0.4	0	78.4
18:45	58	0	8	4.6	0	0.4	0.4	71.4	60	1	8	0	0	0	0	69
25:75	3068	27	393	342.7	22	2.4	3.8	3858.9	2823	16	357	269.1	26	2.8	0.8	3494.7



Site No. 5  
Location R157(N) / Dillow's Road / R157(S)  
Date Tuesday 28 May 2019

Time	To Arm B - Dillow's Road							Veh. Total	From Arm B - Dillow's Road							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	19	0	5	0	0	0	0	24	59	1	11	0	0	0	0	71
7:15	20	0	12	2.3	0	0	0	34.3	63	0	4	2.3	0	0	0	69.3
7:30	31	0	8	2.3	0	0	0	41.3	74	0	15	0	0	0.8	0	89.8
7:45	21	1	5	0	0	0	0	27	83	0	9	4.6	0	0	0	96.6
8:00	29	0	2	2.3	0	0	0	33.3	60	0	7	0	0	0	0	67
8:15	26	0	5	2.3	0	0	0	33.3	56	0	3	4.6	0	0	0	63.6
8:30	30	0	2	0	0	0	0	32	60	1	7	2.3	0	0	0	70.3
8:45	55	1	3	4.6	0	0	0	63.6	50	0	4	0	0	0	0	54
9:00	16	0	1	2.3	2	0	0	21.3	42	0	5	2.3	0	0	0	49.3
9:15	20	0	0	0	0	0	0	20	26	0	5	0	0	0	0	31
9:30	23	0	4	2.3	2	0	0	31.3	22	1	2	2.3	0	0	0	27.3
9:45	13	0	0	0	0	0	0	13	24	0	1	2.3	0	0	0	27.3
10:00	8	0	1	0	0	0	0	9	21	0	0	0	0	0	0	21
10:15	14	0	1	4.6	0	0	0	19.6	15	0	3	0	0	0	0	18
10:30	14	0	3	4.6	0	0	0	21.6	17	0	4	6.9	0	0	0	27.9
10:45	16	0	2	0	0	0	0	18	12	0	4	6.9	0	0	0	22.9
11:00	19	0	2	2.3	0	0	0	23.3	11	0	3	0	0	0	0	14
11:15	18	0	1	0	0	0	0	19	19	0	6	0	0	0	1.2	26.2
11:30	18	0	3	2.3	0	0	0	23.3	7	0	4	2.3	0	0	0.2	13.5
11:45	24	0	3	0	0	0	0	27	23	0	1	2.3	0	0	0.6	26.9
12:00	15	0	2	2.3	0	0	0	19.3	35	0	3	2.3	0	0	0	40.3
12:15	13	0	3	9.2	0	0	0	25.2	18	0	3	2.3	0	0	0	23.3
12:30	24	1	4	4.6	0	0	0	33.6	21	2	5	9.2	0	0	0	37.2
12:45	15	0	0	0	0	0	0	15	10	0	1	4.6	0	0	0	15.6
13:00	13	0	2	6.9	0	0	0	21.9	12	0	4	6.9	0	0	0	22.9
13:15	16	1	3	2.3	0	0	0	22.3	21	0	2	2.3	0	0	0	25.3
13:30	21	0	6	4.6	0	0	0	31.6	21	0	2	0	0	0	0	23
13:45	21	0	3	0	0	0	0	24	22	0	2	0	0	0	0	24
14:00	15	0	4	0	0	0	0	19	18	1	4	0	0	0	0.2	23.2
14:15	26	0	3	2.3	0	0	0	31.3	11	0	1	0	0	0	0	12
14:30	27	0	6	2.3	0	0	0	35.3	17	1	1	0	0	0	0	19
14:45	28	0	1	2.3	0	0	0	31.3	21	0	3	0	0	0	0	24
15:00	29	0	2	6.9	0	0	0	37.9	17	0	4	6.9	0	0	0	27.9
15:15	38	0	5	0	0	0	0	43	24	0	2	4.6	0	0	0.2	30.8
15:30	25	0	2	2.3	0	0	0	29.3	32	2	5	4.6	0	0	0	43.6
15:45	31	0	10	0	0	0	0	41	31	0	5	0	0	0	0	36
16:00	37	0	5	6.9	0	0	0	48.9	25	0	4	0	0	0	0	29
16:15	43	0	9	0	0	0	0	52	28	0	2	0	0	0	0	30
16:30	38	1	8	0	2	0	0	49	21	0	2	0	0	0	0	23
16:45	65	0	7	0	0	0	0	72	21	0	5	0	0	0	0	26
17:00	41	0	11	0	0	0	0	52	26	0	10	0	0	0	0	36
17:15	52	0	10	0	0	0.4	0	62.4	27	0	4	0	0	0	0	31
17:30	74	1	10	2.3	2	0	0	89.3	26	0	5	0	0	0	0	31
17:45	55	1	8	0	0	0	0	64	27	0	2	0	0	0	0	29
18:00	51	1	7	0	0	0	0	59	29	0	9	2.3	0	0	0	40.3
18:15	54	0	4	0	0	0	0	5								



10084 / Moygaddy  
May 2019  
Junction Turning Count

Site No. 5  
Location R157(N) / Dillow's Road / R157(S)  
Date Tuesday 28 May 2019

Time	To Arm C - R157(S)							Veh. Total	From Arm C - R157(S)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	50	0	6	2.3	0	0	0.2	58.5	23	0	4	4.6	0	0	0	31.6
7:15	53	1	6	4.6	0	0	0	64.6	25	0	5	4.6	2	0	0	36.6
7:30	54	0	6	2.3	0	0	0	62.3	36	0	2	9.2	0	0	0	47.2
7:45	70	0	3	2.3	0	0	0	75.3	48	0	7	6.9	2	0	0	63.9
8:00	66	0	7	6.9	0	0	0	79.9	38	0	3	13.8	0	0	0	54.8
8:15	56	0	5	6.9	0	0	0	67.9	38	0	2	2.3	0	0	0	63
8:30	77	0	10	6.9	0	0	0	93.9	45	1	7	4.6	0	0	0	57.6
8:45	67	0	3	4.6	0	0	0	74.6	45	1	4	18.4	2	0	0	70.4
9:00	46	1	2	11.5	0	0	0	60.5	40	0	5	18.4	0	0.4	0	63.8
9:15	43	0	2	2.3	0	0	0	47.3	28	2	4	4.6	0	0	0	38.6
9:30	53	1	4	16.1	6	0	0	80.1	26	1	1	2.3	2	0	0	32.3
9:45	43	0	3	18.4	0	0	0	64.4	18	0	1	4.6	2	0	0.2	25.8
10:00	33	0	5	4.6	4	0	0	46.6	16	1	4	4.6	0	0	0	25.6
10:15	30	0	6	6.9	0	0	0	42.9	20	0	8	6.9	0	0	0.2	35.1
10:30	19	0	0	2.3	0	0	0	21.3	22	0	4	6.9	0	0	0	32.9
10:45	34	0	4	4.6	0	0	0	42.6	21	0	2	0	0	0	0	23
11:00	25	0	5	4.6	0	0	0	34.6	17	0	2	6.9	0	0	0	25.9
11:15	36	0	3	9.2	0	0	0	48.2	27	1	1	4.6	0	0	0	33.6
11:30	21	0	2	4.6	2	0	0	29.6	30	1	0	9.2	0	0	0	40.2
11:45	28	1	2	4.6	0	0	0	35.6	28	0	2	6.9	0	0	0	36.9
12:00	29	0	2	4.6	0	0	0	35.6	44	0	1	2.3	0	0	0	47.3
12:15	23	0	2	9.2	0	0	0	34.2	32	0	3	20.7	0	0	0	55.7
12:30	40	2	3	11.5	0	0	0	56.5	34	2	2	11.5	0	0	0	49.5
12:45	23	0	2	6.9	0	0	0	31.9	33	1	3	4.6	0	0	0	41.6
13:00	22	0	4	6.9	0	0	0	32.9	39	0	3	16.1	0	0	0	58.1
13:15	30	0	1	4.6	0	0	0	35.6	40	1	2	13.8	0	0	0	56.8
13:30	34	1	2	6.9	0	0	0	43.9	36	2	5	9.2	2	0	0	54.2
13:45	26	0	3	2.3	0	0	0	31.3	35	0	6	9.2	4	0	0	54.2
14:00	37	1	2	11.5	2	0	0	53.5	43	0	6	2.3	0	0	0	51.3
14:15	30	0	3	4.6	0	0	0.2	37.8	34	0	6	2.3	0	0	0	42.3
14:30	32	0	2	9.2	0	0	0	43.2	40	1	2	2.3	0	0	0	45.3
14:45	29	0	3	0	0	0.4	0	32.4	80	1	2	13.8	2	0	0	98.8
15:00	37	0	2	11.5	0	0	0	50.5	59	1	3	9.2	0	0	0	72.2
15:15	41	1	3	6.9	0	0	0	51.9	45	1	8	9.2	4	0	0	67.2
15:30	19	1	1	11.5	0	0	0	32.5	49	1	4	4.6	0	0.4	0	59
15:45	62	0	7	2.3	4	0	0	75.3	52	0	10	4.6	0	0	0	66.6
16:00	42	0	8	9.2	0	0.4	0.4	60	56	0	12	4.6	0	0	0	72.6
16:15	47	0	7	2.3	0	0	0	56.3	66	0	11	2.3	0	0	0	79.3
16:30	48	0	4	0	0	0.4	0	52.4	82	1	13	0	0	0	0	96
16:45	49	0	3	2.3	0	0	0	54.3	78	0	5	0	0	0	0	83
17:00	30	0	6	2.3	0	0.4	0	38.7	83	0	14	9.2	0	0	0	106.2
17:15	62	0	9	2.3	0	0	0	73.3	84	0	5	6.9	0	0	0	95.9
17:30	63	0	3	0	0	0	0	66	105	0	7	6.9	0	0	0	118.9
17:45	63	0	4	0	0	0	0	67	89	0	6	0	0	0	0.2	95.2
18:00	39	0	9	2.3	0	0	0	50.3	95	0	16	4.6	0	0	0.2	115.8
18:15	34	0	7	4.6	0	0	0	45.6	85	0	5	0	0	0	0	90
18:30	44	1	4	0	0	0	0	49	57	0	5	2.3	0	0	0.2	64.5
18:45	35	1	6	0	0	0	0	42	52	0	7	4.6	0	0.4	0.4	64.4



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Site No. 6  
Location R157 / R148(W) / R148(E)  
Date Tuesday 28 May 2019

Time	A to C - R157 to R148(E)							Veh. Total	A to B - R157 to R148(W)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	41	0	5	1	0	0	1	48	10	0	1	0	0	0	0	11
7:15	47	1	2	2	0	0	1	53	8	0	3	1	0	0	1	13
7:30	42	0	5	0	0	0	0	47	12	0	4	0	0	0	0	16
7:45	52	0	1	1	0	0	0	54	18	0	2	1	0	0	0	21
8:00	42	0	4	1	0	0	0	47	20	0	1	2	0	0	0	23
8:15	44	0	1	3	0	0	0	48	12	0	4	1	0	0	0	17
8:30	58	0	8	4	0	0	0	70	19	0	3	0	0	0	0	22
8:45	35	0	1	2	0	0	0	38	31	0	2	0	0	0	0	33
9:00	27	1	5	1	0	0	0	34	22	0	1	0	0	0	0	23
9:15	22	0	0	1	0	0	0	23	21	0	2	0	0	0	0	23
9:30	36	2	3	6	0	0	0	47	16	0	1	0	1	0	0	18
9:45	21	0	2	2	7	0	0	32	24	0	1	0	2	0	1	28
10:00	18	0	2	2	2	0	0	24	16	0	3	0	0	0	0	19
10:15	12	0	5	2	0	0	0	19	18	0	1	1	0	0	0	20
10:30	4	0	0	1	0	0	0	5	15	0	0	0	0	0	0	15
10:45	10	0	1	1	0	0	0	12	18	0	3	0	0	0	1	22
11:00	10	0	4	1	0	0	0	15	21	0	1	0	0	0	0	22
11:15	18	0	2	4	0	0	0	24	18	1	0	0	0	0	0	19
11:30	5	0	2	1	0	0	0	8	12	0	0	1	1	0	0	14
11:45	11	1	1	1	0	0	0	14	18	1	1	1	0	0	0	21
12:00	14	0	0	2	0	0	0	16	15	0	2	0	0	0	0	17
12:15	13	0	1	1	0	0	0	15	14	0	1	1	0	0	0	16
12:30	11	1	3	5	0	0	0	20	22	0	1	2	0	0	0	25
12:45	6	0	1	1	0	0	0	8	19	0	1	1	0	0	0	21
13:00	5	0	2	1	3	0	0	11	18	0	2	0	0	0	0	20
13:15	11	0	0	2	0	0	0	13	21	0	1	0	0	0	0	22
13:30	17	1	2	3	0	0	0	23	16	0	0	0	0	0	0	16
13:45	8	0	0	1	0	0	0	9	21	0	1	0	0	0	0	22
14:00	14	0	3	4	0	0	0	21	21	1	1	0	1	0	0	24
14:15	7	0	1	3	0	0	1	12	22	0	2	0	0	0	0	24
14:30	14	0	2	4	0	0	0	20	17	0	0	0	0	0	0	17
14:45	14	1	0	0	0	1	0	16	15	0	3	0	0	0	0	18
15:00	15	0	0	4	0	0	0	19	23	0	0	1	0	0	0	24
15:15	19	2	4	3	0	0	0	28	24	0	1	0	0	0	0	25
15:30	7	1	0	2	0	0	0	10	10	0	1	1	0	0	0	12
15:45	22	0	6	1	2	0	0	31	38	0	0	1	0	0	0	39
16:00	21	0	5	3	0	0	1	30	17	0	3	2	0	1	1	24
16:15	16	0	6	1	0	0	0	23	31	0	2	0	0	0	0	33
16:30	27	1	2	0	0	0	0	30	24	0	2	0	0	1	0	27
16:45	15	0	2	1	0	0	0	18	35	0	0	0	0	0	0	35
17:00	20	0	6	1	0	0	0	27	11	0	1	0	0	0	0	12
17:15	28	0	8	0	0	0	0	36	29	0	2	0	0	0	0	31
17:30	37	0	3	1	0	0	0	41	27	0	0	0	0	0	0	27
17:45	30	0	0	0	0	0	0	30	32	0	3	0	0	0	0	35
18:00	17	0	2	0	0	0	0	19	19	0	6	2	0	0	0	27
18:15	20	5	1	0	0	0	0	26	14	0	3	1	0	0	0	18
18:30	24	1	2	0	0	0	0	27	18	0	1	0	0	0	0	19
18:45	23	1	5	0	0	0	0	29	12	0	2	0	0	0	0	14
Total	1030	19	121	81	14	1	4	1270	934	3	76	20	5	2	4	1044



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Site No. 6  
Location R157 / R148(W) / R148(E)  
Date Tuesday 28 May 2019

Time	B to A - R148(W) to R157							Veh. Total	B to C - R148(W) to R148(E)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	9	0	2	0	0	0	0	11	92	0	8	1	5	2	0	108
7:15	15	0	3	0	1	0	0	19	80	2	6	0	4	0	2	94
7:30	18	0	1	0	0	0	0	19	86	1	8	1	5	0	0	101
7:45	17	0	0	1	1	0	0	19	78	2	3	1	2	0	4	90
8:00	19	0	1	1	0	0	0	21	57	0	3	1	3	0	3	67
8:15	14	0	1	4	0	0	0	19	62	0	3	0	2	0	2	69
8:30	16	0	3	0	0	0	0	19	60	2	5	0	1	0	1	69
8:45	17	1	0	2	0	0	0	20	50	0	3	1	1	1	0	56
9:00	20	0	2	1	0	0	0	23	59	1	4	0	1	0	0	65
9:15	14	0	1	0	0	0	0	15	34	0	6	0	1	1	0	42
9:30	10	0	1	0	0	0	0	11	51	0	6	1	2	1	0	61
9:45	10	0	1	0	0	0	1	12	47	1	5	1	1	0	0	55
10:00	9	0	2	0	0	0	0	11	33	0	2	0	3	1	0	39
10:15	12	0	2	0	0	0	1	15	51	0	5	3	0	0	0	59
10:30	13	0	1	0	0	0	0	14	56	1	3	1	2	0	0	63
10:45	16	0	0	0	0	0	0	16	78	2	1	1	0	0	2	84
11:00	13	0	0	3	0	0	0	16	53	1	5	2	3	1	0	65
11:15	18	1	0	1	0	0	0	20	60	1	6	0	0	0	0	67
11:30	16	0	0	0	0	0	0	16	63	1	8	1	2	0	0	75
11:45	19	0	0	0	0	0	0	19	51	1	4	3	1	0	1	61
12:00	22	0	0	0	0	0	0	22	58	1	5	1	3	1	0	69
12:15	19	0	2	2	0	0	1	24	53	1	6	3	0	0	1	64
12:30	24	0	1	0	0	0	0	25	63	1	9	0	2	0	0	75
12:45	28	0	0	1	0	0	0	29	63	0	11	2	0	0	0	76
13:00	25	1	0	2	0	0	0	28	88	0	6	0	3	0	0	97
13:15	22	0	1	2	0	0	0	25	64	1	7	1	0	0	0	73
13:30	17	1	3	1	1	0	0	23	58	1	3	2	0	0	2	66
13:45	25	0	3	1	2	0	0	31	89	0	2	2	3	1	0	97
14:00	29	0	1	0	0	0	0	30	71	0	9	3	3	7	1	94
14:15	15	0	6	0	0	0	0	21	74	0	8	3	0	0	0	85
14:30	27	0	1	1	1	0	0	30	65	0	7	0	1	0	0	73
14:45	54	0	2	1	0	0	0	57	82	1	5	2	0	0	0	90
15:00	39	0	1	1	0	0	0	41	70	1	7	1	3	0	0	82
15:15	24	2	3	2	0	0	0	31	70	3	3	0	0	1	1	78
15:30	27	0	3	2	0	1	0	33	62	0	3	3	1	0	0	69
15:45	22	0	5	1	0	0	0	28	65	0	3	0	1	0	0	69
16:00	30	0	4	0	0	0	0	34	59	1	2	0	0	0	0	62
16:15	26	0	3	0	0	0	0	29	60	0	5	0	0	1	1	67
16:30	38	0	2	0	0	0	0	40	59	0	7	0	2	1	0	69
16:45	20	0	1	0	0	0	0	21	79	5	5	0	0	0	1	90
17:00	31	0	5	1	0	0	0	37	101	0	9	1	2	3	1	117
17:15	39	0	2	0	0	0	0	41	94	0	2	0	0	0	0	96
17:30	49	0	1	1	0	0	0	51	79	1	2	0	0	1	2	85
17:45	51	0	2	0	0	0	0	53	83	1	4	0	3	0	0	91
18:00	45	0	4	0	0	0	1	50	76	0	6	0	2	2	0	86
18:15	38	0	2	0	0	0	0	40	71	0	2	1	0	0	0	74
18:30	25	0	2	0	0	0	1	28	68	0	3	1	1	0	1	74
18:45	22	0	4	1	0	0	0	27	59	1	4	0	0	0	2	66
25:75	1128	6	85	33	6	1	5	1264	3184	35	239	44	69	25	28	3624



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Site No. 6  
Location R157 / R148(W) / R148(E)  
Date Tuesday 28 May 2019

Time	C to B - R148(E) to R148(W)							Veh. Total	C to A - R148(E) to R157							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	26	0	4	2	1	0	0	33	11	0	2	2	0	0	0	15
7:15	22	1	4	0	1	1	0	29	13	0	3	2	0	0	0	18
7:30	27	0	2	1	2	0	0	32	16	0	1	0	0	0	0	17
7:45	33	0	5	1	0	0	1	40	31	0	6	3	0	0	0	40
8:00	27	0	4	3	1	0	0	35	13	0	2	6	0	0	0	21
8:15	59	0	4	0	1	0	0	64	20	0	2	4	0	0	0	26
8:30	62	1	0	2	2	0	1	68	19	1	3	3	1	0	0	27
8:45	83	2	5	2	1	0	0	93	21	0	3	4	0	0	0	28
9:00	50	1	1	1	0	0	0	53	16	0	3	4	0	0	0	23
9:15	49	1	7	1	0	0	1	59	13	2	0	2	0	0	0	17
9:30	61	0	7	0	2	0	1	71	8	1	0	1	1	0	0	11
9:45	57	1	6	2	0	0	1	67	8	0	1	2	1	0	0	12
10:00	53	0	2	1	1	0	0	57	4	0	2	2	0	0	0	8
10:15	52	0	6	0	0	0	1	59	9	0	2	3	0	0	0	14
10:30	40	0	5	0	2	0	6	53	10	0	3	3	0	0	0	16
10:45	52	0	4	2	0	0	0	58	6	0	2	0	0	0	0	8
11:00	46	0	2	1	1	1	0	51	4	0	1	1	0	0	0	6
11:15	57	0	4	1	1	1	0	64	13	0	1	1	0	0	0	15
11:30	58	4	4	0	2	0	0	68	9	1	0	4	0	0	0	14
11:45	61	2	7	2	0	0	0	72	15	0	3	2	0	0	0	20
12:00	52	0	7	2	1	0	0	62	15	0	2	2	0	0	0	19
12:15	55	0	4	0	1	1	0	61	11	0	1	6	0	0	0	18
12:30	81	0	8	1	2	0	1	93	11	1	2	4	0	0	0	18
12:45	58	0	1	1	1	7	1	69	7	0	3	3	0	0	0	13
13:00	66	0	4	1	1	0	0	72	16	0	2	4	0	0	0	22
13:15	73	2	4	0	0	0	0	79	16	0	1	3	0	0	0	20
13:30	56	2	2	4	4	0	0	68	17	1	3	4	0	0	0	25
13:45	51	0	3	0	1	0	1	56	9	0	2	2	0	0	0	13
14:00	55	0	6	3	0	1	0	65	16	0	3	1	0	0	0	20
14:15	76	0	5	0	1	0	1	83	18	0	0	1	0	0	0	19
14:30	49	1	9	1	3	0	0	63	11	1	0	0	0	0	0	12
14:45	55	1	8	3	0	0	0	67	31	2	0	4	0	0	0	37
15:00	75	2	3	1	1	0	0	82	10	0	1	2	0	0	0	13
15:15	76	0	7	2	0	0	1	86	12	0	0	1	2	0	0	15
15:30	67	0	4	1	2	0	0	74	12	1	0	1	0	0	0	14
15:45	61	1	2	0	1	0	1	66	32	0	6	0	0	0	0	38
16:00	69	1	7	0	1	2	0	80	30	0	6	2	0	0	0	38
16:15	72	0	7	0	1	1	1	82	33	0	8	1	0	0	0	42
16:30	75	1	4	0	2	0	1	83	43	0	7	1	0	0	0	51
16:45	83	0	4	0	1	0	2	90	57	0	3	0	0	0	0	60
17:00	85	0	4	0	0	0	1	90	52	0	9	3	0	0	0	64
17:15	74	2	5	1	2	0	0	84	50	0	3	4	0	0	0	57
17:30	80	2	6	1	1	0	1	91	64	0	4	1	0	0	0	69
17:45	81	0	6	0	4	0	1	92	35	0	3	0	0	0	2	40
18:00	70	0	5	0	0	1	2	78	55	0	12	2	0	0	0	69
18:15	63	0	2	0	1	1	2	69	42	0	3	0	0	0	0	45
18:30	78	0	5	0	3	0	1	87	36	0	4	1	0	0	0	41
18:45	68	0	4	0	1	2	4	79	28	0	3	1	0	1	2	35
25:75	2879	28	219	44	54	19	34	3277	1028	11	131	103	5	1	4	1283



Site No. 6  
Location R157 / R148(W) / R148(E)  
Date Tuesday 28 May 2019

Time	To Arm A - R157							Veh. Total	From Arm A - R157							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	20	0	4	2	0	0	0	26	51	0	6	1	0	0	1	59
7:15	28	0	6	2	1	0	0	37	55	1	5	3	0	0	2	66
7:30	34	0	2	0	0	0	0	36	54	0	9	0	0	0	0	63
7:45	48	0	6	4	1	0	0	59	70	0	3	2	0	0	0	75
8:00	32	0	3	7	0	0	0	42	62	0	5	3	0	0	0	70
8:15	34	0	3	8	0	0	0	45	56	0	5	4	0	0	0	65
8:30	35	1	6	3	1	0	0	46	77	0	11	4	0	0	0	92
8:45	38	1	3	6	0	0	0	48	66	0	3	2	0	0	0	71
9:00	36	0	5	5	0	0	0	46	49	1	6	1	0	0	0	57
9:15	27	2	1	2	0	0	0	32	43	0	2	1	0	0	0	46
9:30	18	1	1	1	1	0	0	22	52	2	4	6	1	0	0	65
9:45	18	0	2	2	1	0	1	24	45	0	3	2	9	0	1	60
10:00	13	0	4	2	0	0	0	19	34	0	5	2	2	0	0	43
10:15	21	0	4	3	0	0	1	29	30	0	6	3	0	0	0	39
10:30	23	0	4	3	0	0	0	30	19	0	0	1	0	0	0	20
10:45	22	0	2	0	0	0	0	24	28	0	4	1	0	0	1	34
11:00	17	0	1	4	0	0	0	22	31	0	5	1	0	0	0	37
11:15	31	1	1	2	0	0	0	35	36	1	2	4	0	0	0	43
11:30	25	1	0	4	0	0	0	30	17	0	2	2	1	0	0	22
11:45	34	0	3	2	0	0	0	39	29	2	2	2	0	0	0	35
12:00	37	0	2	2	0	0	0	41	29	0	2	2	0	0	0	33
12:15	30	0	3	8	0	0	1	42	27	0	2	2	0	0	0	31
12:30	35	1	3	4	0	0	0	43	33	1	4	7	0	0	0	45
12:45	35	0	3	4	0	0	0	42	25	0	2	2	0	0	0	29
13:00	41	1	2	6	0	0	0	50	23	0	4	1	3	0	0	31
13:15	38	0	2	5	0	0	0	45	32	0	1	2	0	0	0	35
13:30	34	2	6	5	1	0	0	48	33	1	2	3	0	0	0	39
13:45	34	0	5	3	2	0	0	44	29	0	1	1	0	0	0	31
14:00	45	0	4	1	0	0	0	50	35	1	4	4	1	0	0	45
14:15	33	0	6	1	0	0	0	40	29	0	3	3	0	0	1	36
14:30	38	1	1	1	1	0	0	42	31	0	2	4	0	0	0	37
14:45	85	2	2	5	0	0	0	94	29	1	3	0	0	1	0	34
15:00	49	0	2	3	0	0	0	54	38	0	0	5	0	0	0	43
15:15	36	2	3	3	2	0	0	46	43	2	5	3	0	0	0	53
15:30	39	1	3	3	0	1	0	47	17	1	1	3	0	0	0	22
15:45	54	0	11	1	0	0	0	66	60	0	6	2	2	0	0	70
16:00	60	0	10	2	0	0	0	72	38	0	8	5	0	1	2	54
16:15	59	0	11	1	0	0	0	71	47	0	8	1	0	0	0	56
16:30	81	0	9	1	0	0	0	91	51	1	4	0	0	1	0	57
16:45	77	0	4	0	0	0	0	81	50	0	2	1	0	0	0	53
17:00	83	0	14	4	0	0	0	101	31	0	7	1	0	0	0	39
17:15	89	0	5	4	0	0	0	98	57	0	10	0	0	0	0	67
17:30	113	0	5	2	0	0	0	120	64	0	3	1	0	0	0	68
17:45	86	0	5	0	0	0	2	93	62	0	3	0	0	0	0	65
18:00	100	0	16	2	0	0	1	119	36	0	8	2	0	0	0	46
18:15	80	0	5	0	0	0	0	85	34	5	4	1	0	0	0	44
18:30	61	0	6	1	0	0	1	69	42	1	3	0	0	0	0	46
18:45	50	0	7	2	0	1	2	62	35	1	7	0	0	0	0	43
25:75	2156	17	216	136	11	2	9	2547	1964	22	197	101	19	3	8	2314



Site No. 6  
Location R157 / R148(W) / R148(E)  
Date Tuesday 28 May 2019

Time	To Arm B - R148(W)							Veh. Total	From Arm B - R148(W)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	36	0	5	2	1	0	0	44	101	0	10	1	5	2	0	119
7:15	30	1	7	1	1	1	1	42	95	2	9	0	5	0	2	113
7:30	39	0	6	1	2	0	0	48	104	1	9	1	5	0	0	120
7:45	51	0	7	2	0	0	1	61	95	2	3	2	3	0	4	109
8:00	47	0	5	5	1	0	0	58	76	0	4	2	3	0	3	88
8:15	71	0	8	1	1	0	0	81	76	0	4	4	2	0	2	88
8:30	81	1	3	2	2	0	1	90	76	2	8	0	1	0	1	88
8:45	114	2	7	2	1	0	0	126	67	1	3	3	1	1	0	76
9:00	72	1	2	1	0	0	0	76	79	1	6	1	1	0	0	88
9:15	70	1	9	1	0	0	1	82	48	0	7	0	1	1	0	57
9:30	77	0	8	0	3	0	1	89	61	0	7	1	2	1	0	72
9:45	81	1	7	2	2	0	2	95	57	1	6	1	1	0	1	67
10:00	69	0	5	1	1	0	0	76	42	0	4	0	3	1	0	50
10:15	70	0	7	1	0	0	1	79	63	0	7	3	0	0	1	74
10:30	55	0	5	0	2	0	6	68	69	1	4	1	2	0	0	77
10:45	70	0	7	2	0	0	1	80	94	2	1	1	0	0	2	100
11:00	67	0	3	1	1	1	0	73	66	1	5	5	3	1	0	81
11:15	75	1	4	1	1	1	0	83	78	2	6	1	0	0	0	87
11:30	70	4	4	1	3	0	0	82	79	1	8	1	2	0	0	91
11:45	79	3	8	3	0	0	0	93	70	1	4	3	1	0	1	80
12:00	67	0	9	2	1	0	0	79	80	1	5	1	3	1	0	91
12:15	69	0	5	1	1	1	0	77	72	1	8	5	0	0	2	88
12:30	103	0	9	3	2	0	1	118	87	1	10	0	2	0	0	100
12:45	77	0	2	2	1	7	1	90	91	0	11	3	0	0	0	105
13:00	84	0	6	1	1	0	0	92	113	1	6	2	3	0	0	125
13:15	94	2	5	0	0	0	0	101	86	1	8	3	0	0	0	98
13:30	72	2	2	4	4	0	0	84	75	2	6	3	1	0	2	89
13:45	72	0	4	0	1	0	1	78	114	0	5	3	5	1	0	128
14:00	76	1	7	3	1	1	0	89	100	0	10	3	3	7	1	124
14:15	98	0	7	0	1	0	1	107	89	0	14	3	0	0	0	106
14:30	66	1	9	1	3	0	0	80	92	0	8	1	2	0	0	103
14:45	70	1	11	3	0	0	0	85	136	1	7	3	0	0	0	147
15:00	98	2	3	2	1	0	0	106	109	1	8	2	3	0	0	123
15:15	100	0	8	2	0	0	1	111	94	5	6	2	0	1	1	109
15:30	77	0	5	2	2	0	0	86	89	0	6	5	1	1	0	102
15:45	99	1	2	1	1	0	1	105	87	0	8	1	1	0	0	97
16:00	86	1	10	2	1	3	1	104	89	1	6	0	0	0	0	96
16:15	103	0	9	0	1	1	1	115	86	0	8	0	0	1	1	96
16:30	99	1	6	0	2	1	1	110	97	0	9	0	2	1	0	109
16:45	118	0	4	0	1	0	2	125	99	5	6	0	0	0	1	111
17:00	96	0	5	0	0	0	1	102	132	0	14	2	2	3	1	154
17:15	103	2	7	1	2	0	0	115	133	0	4	0	0	0	0	137
17:30	107	2	6	1	1	0	1	118	128	1	3	1	0	1	2	136
17:45	113	0	9	0	4	0	1	127	134	1	6	0	3	0	0	144
18:00	89	0	11	2	0	1	2	105	121	0	10	0	2	2	1	136
18:15	77	0	5	1	1	1	2	87	109	0	4	1	0	0	0	114
18:30	96	0	6	0	3	0	1	106	93	0	5	1	1	0	2	102
18:45	80	0	6	0	1	2	4	93	81	1	8	1	0	0	2	93
25:75	3813	31	295	64	59	21	38	4321	4312	41	324	77	75	26	33	4888



Site No. 6  
Location R157 / R148(W) / R148(E)  
Date Tuesday 28 May 2019

Time	To Arm C - R148(E)							Veh. Total	From Arm C - R148(E)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	133	0	13	2	5	2	1	156	37	0	6	4	1	0	0	48
7:15	127	3	8	2	4	0	3	147	35	1	7	2	1	1	0	47
7:30	128	1	13	1	5	0	0	148	43	0	3	1	2	0	0	49
7:45	130	2	4	2	2	0	4	144	64	0	11	4	0	0	1	80
8:00	99	0	7	2	3	0	3	114	40	0	6	9	1	0	0	56
8:15	106	0	4	3	2	0	2	117	79	0	6	4	1	0	0	90
8:30	118	2	13	4	1	0	1	139	81	2	3	5	3	0	1	95
8:45	85	0	4	3	1	1	0	94	104	2	8	6	1	0	0	121
9:00	86	2	9	1	1	0	0	99	66	1	4	5	0	0	0	76
9:15	56	0	6	1	1	1	0	65	62	3	7	3	0	0	1	76
9:30	87	2	9	7	2	1	0	108	69	1	7	1	3	0	1	82
9:45	68	1	7	3	8	0	0	87	65	1	7	4	1	0	1	79
10:00	51	0	4	2	5	1	0	63	57	0	4	3	1	0	0	65
10:15	63	0	10	5	0	0	0	78	61	0	8	3	0	0	1	73
10:30	60	1	3	2	2	0	0	68	50	0	8	3	2	0	6	69
10:45	88	2	2	2	0	0	2	96	58	0	6	2	0	0	0	66
11:00	63	1	9	3	3	1	0	80	50	0	3	2	1	1	0	57
11:15	78	1	8	4	0	0	0	91	70	0	5	2	1	1	0	79
11:30	68	1	10	2	2	0	0	83	67	5	4	4	2	0	0	82
11:45	62	2	5	4	1	0	1	75	76	2	10	4	0	0	0	92
12:00	72	1	5	3	3	1	0	85	67	0	9	4	1	0	0	81
12:15	66	1	7	4	0	0	1	79	66	0	5	6	1	1	0	79
12:30	74	2	12	5	2	0	0	95	92	1	10	5	2	0	1	111
12:45	69	0	12	3	0	0	0	84	65	0	4	4	1	7	1	82
13:00	93	0	8	1	6	0	0	108	82	0	6	5	1	0	0	94
13:15	75	1	7	3	0	0	0	86	89	2	5	3	0	0	0	99
13:30	75	2	5	5	0	0	2	89	73	3	5	8	4	0	0	93
13:45	97	0	2	3	3	1	0	106	60	0	5	2	1	0	1	69
14:00	85	0	12	7	3	7	1	115	71	0	9	4	0	1	0	85
14:15	81	0	9	6	0	0	1	97	94	0	5	1	1	0	1	102
14:30	79	0	9	4	1	0	0	93	60	2	9	1	3	0	0	75
14:45	96	2	5	2	0	1	0	106	86	3	8	7	0	0	0	104
15:00	85	1	7	5	3	0	0	101	85	2	4	3	1	0	0	95
15:15	89	5	7	3	0	1	1	106	88	0	7	3	2	0	1	101
15:30	69	1	3	5	1	0	0	79	79	1	4	2	2	0	0	88
15:45	87	0	9	1	3	0	0	100	93	1	8	0	1	0	1	104
16:00	80	1	7	3	0	0	1	92	99	1	13	2	1	2	0	118
16:15	76	0	11	1	0	1	1	90	105	0	15	1	1	1	1	124
16:30	86	1	9	0	2	1	0	99	118	1	11	1	2	0	1	134
16:45	94	5	7	1	0	0	1	108	140	0	7	0	1	0	2	150
17:00	121	0	15	2	2	3	1	144	137	0	13	3	0	0	1	154
17:15	122	0	10	0	0	0	0	132	124	2	8	5	2	0	0	141
17:30	116	1	5	1	0	1	2	126	144	2	10	2	1	0	1	160
17:45	113	1	4	0	3	0	0	121	116	0	9	0	4	0	3	132
18:00	93	0	8	0	2	2	0	105	125	0	17	2	0	1	2	147
18:15	91	5	3	1	0	0	0	100	105	0	5	0	1	1	2	114
18:30	92	1	5	1	1	0	1	101	114	0	9	1	3	0	1	128
18:45	82	2	9	0	0	0	2	95	96	0	7	1	1	3	6	114
25:75	4214	54	360	125	83	26	32	4894	3907	39	350	147	59	20	38	4560



Site No. 6  
Location R157 / R148(W) / R148(E)  
Date Tuesday 28 May 2019

Time	A to C - R157 to R148(E)							Veh. Total	A to B - R157 to R148(W)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	41	0	5	2.3	0	0	0.2	48.5	10	0	1	0	0	0	0	11
7:15	47	1	2	4.6	0	0	0.2	54.8	8	0	3	2.3	0	0	0.2	13.5
7:30	42	0	5	0	0	0	0	47	12	0	4	0	0	0	0	16
7:45	52	0	1	2.3	0	0	0	55.3	18	0	2	2.3	0	0	0	22.3
8:00	42	0	4	2.3	0	0	0	48.3	20	0	1	4.6	0	0	0	25.6
8:15	44	0	1	6.9	0	0	0	51.9	12	0	4	2.3	0	0	0	18.3
8:30	58	0	8	9.2	0	0	0	75.2	19	0	3	0	0	0	0	22
8:45	35	0	1	4.6	0	0	0	40.6	31	0	2	0	0	0	0	33
9:00	27	1	5	2.3	0	0	0	35.3	22	0	1	0	0	0	0	23
9:15	22	0	0	2.3	0	0	0	24.3	21	0	2	0	0	0	0	23
9:30	36	2	3	13.8	0	0	0	54.8	16	0	1	0	2	0	0	19
9:45	21	0	2	4.6	14	0	0	41.6	24	0	1	0	4	0	0.2	29.2
10:00	18	0	2	4.6	4	0	0	28.6	16	0	3	0	0	0	0	19
10:15	12	0	5	4.6	0	0	0	21.6	18	0	1	2.3	0	0	0	21.3
10:30	4	0	0	2.3	0	0	0	6.3	15	0	0	0	0	0	0	15
10:45	10	0	1	2.3	0	0	0	13.3	18	0	3	0	0	0	0.2	21.2
11:00	10	0	4	2.3	0	0	0	16.3	21	0	1	0	0	0	0	22
11:15	18	0	2	9.2	0	0	0	29.2	18	1	0	0	0	0	0	19
11:30	5	0	2	2.3	0	0	0	9.3	12	0	0	2.3	2	0	0	16.3
11:45	11	1	1	2.3	0	0	0	15.3	18	1	1	2.3	0	0	0	22.3
12:00	14	0	0	4.6	0	0	0	18.6	15	0	2	0	0	0	0	17
12:15	13	0	1	2.3	0	0	0	16.3	14	0	1	2.3	0	0	0	17.3
12:30	11	1	3	11.5	0	0	0	26.5	22	0	1	4.6	0	0	0	27.6
12:45	6	0	1	2.3	0	0	0	9.3	19	0	1	2.3	0	0	0	22.3
13:00	5	0	2	2.3	6	0	0	15.3	18	0	2	0	0	0	0	20
13:15	11	0	0	4.6	0	0	0	15.6	21	0	1	0	0	0	0	22
13:30	17	1	2	6.9	0	0	0	26.9	16	0	0	0	0	0	0	16
13:45	8	0	0	2.3	0	0	0	10.3	21	0	1	0	0	0	0	22
14:00	14	0	3	9.2	0	0	0	26.2	21	1	1	0	2	0	0	25
14:15	7	0	1	6.9	0	0	0.2	15.1	22	0	2	0	0	0	0	24
14:30	14	0	2	9.2	0	0	0	25.2	17	0	0	0	0	0	0	17
14:45	14	1	0	0	0	0.4	0	15.4	15	0	3	0	0	0	0	18
15:00	15	0	0	9.2	0	0	0	24.2	23	0	0	2.3	0	0	0	25.3
15:15	19	2	4	6.9	0	0	0	31.9	24	0	1	0	0	0	0	25
15:30	7	1	0	4.6	0	0	0	12.6	10	0	1	2.3	0	0	0	13.3
15:45	22	0	6	2.3	4	0	0	34.3	38	0	0	2.3	0	0	0	40.3
16:00	21	0	5	6.9	0	0	0.2	33.1	17	0	3	4.6	0	0.4	0.2	25.2
16:15	16	0	6	2.3	0	0	0	24.3	31	0	2	0	0	0	0	33
16:30	27	1	2	0	0	0	0	30	24	0	2	0	0	0.4	0	26.4
16:45	15	0	2	2.3	0	0	0	19.3	35	0	0	0	0	0	0	35
17:00	20	0	6	2.3	0	0	0	28.3	11	0	1	0	0	0	0	12
17:15	28	0	8	0	0	0	0	36	29	0	2	0	0	0	0	31
17:30	37	0	3	2.3	0	0	0	42.3	27	0	0	0	0	0	0	27
17:45	30	0	0	0	0	0	0	30	32	0	3	0	0	0	0	35
18:00	17	0	2	0	0	0	0	19	19	0	6	4.6	0	0	0	29.6
18:15	20	5	1	0	0	0	0	26	14	0	3	2.3	0	0	0	19.3
18:30	24	1	2	0	0	0	0	27	18	0	1	0	0	0	0	19
18:45	23	1	5	0	0	0	0	29	12	0	2	0	0	0	0	14
Total	1030	19	121	186.3	28	0.4	0.8	1385.5</								





Site No. 6  
Location R157 / R148(W) / R148(E)  
Date Tuesday 28 May 2019

Time	B to A - R148(W) to R157							Veh. Total	B to C - R148(W) to R148(E)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	9	0	2	0	0	0	0	11	92	0	8	2.3	10	0.8	0	113.1
7:15	15	0	3	0	2	0	0	20	80	2	6	0	8	0	0.4	96.4
7:30	18	0	1	0	0	0	0	19	86	1	8	2.3	10	0	0	107.3
7:45	17	0	0	2.3	2	0	0	21.3	78	2	3	2.3	4	0	0.8	90.1
8:00	19	0	1	2.3	0	0	0	22.3	57	0	3	2.3	6	0	0.6	68.9
8:15	14	0	1	9.2	0	0	0	24.2	62	0	3	0	4	0	0.4	69.4
8:30	16	0	3	0	0	0	0	19	60	2	5	0	2	0	0.2	69.2
8:45	17	1	0	4.6	0	0	0	22.6	50	0	3	2.3	2	0.4	0	57.7
9:00	20	0	2	2.3	0	0	0	24.3	59	1	4	0	2	0	0	66
9:15	14	0	1	0	0	0	0	15	34	0	6	0	2	0.4	0	42.4
9:30	10	0	1	0	0	0	0	11	51	0	6	2.3	4	0.4	0	63.7
9:45	10	0	1	0	0	0	0.2	11.2	47	1	5	2.3	2	0	0	57.3
10:00	9	0	2	0	0	0	0	11	33	0	2	0	6	0.4	0	41.4
10:15	12	0	2	0	0	0	0.2	14.2	51	0	5	6.9	0	0	0	62.9
10:30	13	0	1	0	0	0	0	14	56	1	3	2.3	4	0	0	66.3
10:45	16	0	0	0	0	0	0	16	78	2	1	2.3	0	0	0.4	83.7
11:00	13	0	0	6.9	0	0	0	19.9	53	1	5	4.6	6	0.4	0	70
11:15	18	1	0	2.3	0	0	0	21.3	60	1	6	0	0	0	0	67
11:30	16	0	0	0	0	0	0	16	63	1	8	2.3	4	0	0	78.3
11:45	19	0	0	0	0	0	0	19	51	1	4	6.9	2	0	0.2	65.1
12:00	22	0	0	0	0	0	0	22	58	1	5	2.3	6	0.4	0	72.7
12:15	19	0	2	4.6	0	0	0.2	25.8	53	1	6	6.9	0	0	0.2	67.1
12:30	24	0	1	0	0	0	0	25	63	1	9	0	4	0	0	77
12:45	28	0	0	2.3	0	0	0	30.3	63	0	11	4.6	0	0	0	78.6
13:00	25	1	0	4.6	0	0	0	30.6	88	0	6	0	6	0	0	100
13:15	22	0	1	4.6	0	0	0	27.6	64	1	7	2.3	0	0	0	74.3
13:30	17	1	3	2.3	2	0	0	25.3	58	1	3	4.6	0	0	0.4	67
13:45	25	0	3	2.3	4	0	0	34.3	89	0	2	4.6	6	0.4	0	102
14:00	29	0	1	0	0	0	0	30	71	0	9	6.9	6	2.8	0.2	95.9
14:15	15	0	6	0	0	0	0	21	74	0	8	6.9	0	0	0	88.9
14:30	27	0	1	2.3	2	0	0	32.3	65	0	7	0	2	0	0	74
14:45	54	0	2	2.3	0	0	0	58.3	82	1	5	4.6	0	0	0	92.6
15:00	39	0	1	2.3	0	0	0	42.3	70	1	7	2.3	6	0	0	86.3
15:15	24	2	3	4.6	0	0	0	33.6	70	3	3	0	0	0.4	0.2	76.6
15:30	27	0	3	4.6	0	0.4	0	35	62	0	3	6.9	2	0	0	73.9
15:45	22	0	5	2.3	0	0	0	29.3	65	0	3	0	2	0	0	70
16:00	30	0	4	0	0	0	0	34	59	1	2	0	0	0	0	62
16:15	26	0	3	0	0	0	0	29	60	0	5	0	0	0.4	0.2	65.6
16:30	38	0	2	0	0	0	0	40	59	0	7	0	4	0.4	0	70.4
16:45	20	0	1	0	0	0	0	21	79	5	5	0	0	0	0.2	89.2
17:00	31	0	5	2.3	0	0	0	38.3	101	0	9	2.3	4	1.2	0.2	117.7
17:15	39	0	2	0	0	0	0	41	94	0	2	0	0	0	0	96
17:30	49	0	1	2.3	0	0	0	52.3	79	1	2	0	0	0.4	0.4	82.8
17:45	51	0	2	0	0	0	0	53	83	1	4	0	6	0	0	94
18:00	45	0	4	0	0	0	0.2	49.2	76	0	6	0	4	0.8	0	86.8
18:15	38	0	2	0	0	0	0	40	71	0	2	2.3	0	0	0	75.3
18:30	25	0	2	0	0	0	0.2	27.2	68	0	3	2.3	2	0	0.2	75.5
18:45	22	0	4	2.3	0	0	0	28.3	59	1	4	0	0	0	0.4	64.4
25:75	1128	6	85	75.9	12	0.4	1	1308.3	3184	35	239	101.2	138	10	5.6	3712.8



Site No. 6  
Location R157 / R148(W) / R148(E)  
Date Tuesday 28 May 2019

Time	C to B - R148(E) to R148(W)							Veh. Total	C to A - R148(E) to R157							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	26	0	4	4.6	2	0	0	36.6	11	0	2	4.6	0	0	0	17.6
7:15	22	1	4	0	2	0.4	0	29.4	13	0	3	4.6	0	0	0	20.6
7:30	27	0	2	2.3	4	0	0	35.3	16	0	1	0	0	0	0	17
7:45	33	0	5	2.3	0	0	0.2	40.5	31	0	6	6.9	0	0	0	43.9
8:00	27	0	4	6.9	2	0	0	39.9	13	0	2	13.8	0	0	0	28.8
8:15	59	0	4	0	2	0	0	65	20	0	2	9.2	0	0	0	31.2
8:30	62	1	0	4.6	4	0	0.2	71.8	19	1	3	6.9	2	0	0	31.9
8:45	83	2	5	4.6	2	0	0	96.6	21	0	3	9.2	0	0	0	33.2
9:00	50	1	1	2.3	0	0	0	54.3	16	0	3	9.2	0	0	0	28.2
9:15	49	1	7	2.3	0	0	0.2	59.5	13	2	0	4.6	0	0	0	19.6
9:30	61	0	7	0	4	0	0.2	72.2	8	1	0	2.3	2	0	0	13.3
9:45	57	1	6	4.6	0	0	0.2	68.8	8	0	1	4.6	2	0	0	15.6
10:00	53	0	2	2.3	2	0	0	59.3	4	0	2	4.6	0	0	0	10.6
10:15	52	0	6	0	0	0	0.2	58.2	9	0	2	6.9	0	0	0	17.9
10:30	40	0	5	0	4	0	1.2	50.2	10	0	3	6.9	0	0	0	19.9
10:45	52	0	4	4.6	0	0	0	60.6	6	0	2	0	0	0	0	8
11:00	46	0	2	2.3	2	0.4	0	52.7	4	0	1	2.3	0	0	0	7.3
11:15	57	0	4	2.3	2	0.4	0	65.7	13	0	1	2.3	0	0	0	16.3
11:30	58	4	4	0	4	0	0	70	9	1	0	9.2	0	0	0	19.2
11:45	61	2	7	4.6	0	0	0	74.6	15	0	3	4.6	0	0	0	22.6
12:00	52	0	7	4.6	2	0	0	65.6	15	0	2	4.6	0	0	0	21.6
12:15	55	0	4	0	2	0.4	0	61.4	11	0	1	13.8	0	0	0	25.8
12:30	81	0	8	2.3	4	0	0.2	95.5	11	1	2	9.2	0	0	0	23.2
12:45	58	0	1	2.3	2	2.8	0.2	66.3	7	0	3	6.9	0	0	0	16.9
13:00	66	0	4	2.3	2	0	0	74.3	16	0	2	9.2	0	0	0	27.2
13:15	73	2	4	0	0	0	0	79	16	0	1	6.9	0	0	0	23.9
13:30	56	2	2	9.2	8	0	0	77.2	17	1	3	9.2	0	0	0	30.2
13:45	51	0	3	0	2	0	0.2	56.2	9	0	2	4.6	0	0	0	15.6
14:00	55	0	6	6.9	0	0.4	0	68.3	16	0	3	2.3	0	0	0	21.3
14:15	76	0	5	0	2	0	0.2	83.2	18	0	0	2.3	0	0	0	20.3
14:30	49	1	9	2.3	6	0	0	67.3	11	1	0	0	0	0	0	12
14:45	55	1	8	6.9	0	0	0	70.9	31	2	0	9.2	0	0	0	42.2
15:00	75	2	3	2.3	2	0	0	84.3	10	0	1	4.6	0	0	0	15.6
15:15	76	0	7	4.6	0	0	0.2	87.8	12	0	0	2.3	4	0	0	18.3
15:30	67	0	4	2.3	4	0	0	77.3	12	1	0	2.3	0	0	0	15.3
15:45	61	1	2	0	2	0	0.2	66.2	32	0	6	0	0	0	0	38
16:00	69	1	7	0	2	0.8	0	79.8	30	0	6	4.6	0	0	0	40.6
16:15	72	0	7	0	2	0.4	0.2	81.6	33	0	8	2.3	0	0	0	43.3
16:30	75	1	4	0	4	0	0.2	84.2	43	0	7	2.3	0	0	0	52.3
16:45	83	0	4	0	2	0	0.4	89.4	57	0	3	0	0	0	0	60
17:00	85	0	4	0	0	0	0.2	89.2	52	0	9	6.9	0	0	0	67.9
17:15	74	2	5	2.3	4	0	0	87.3	50	0	3	9.2	0	0	0	62.2
17:30	80	2	6	2.3	2	0	0.2	92.5	64	0	4	2.3	0	0	0	70.3
17:45	81	0	6	0	8	0	0.2	95.2	35	0	3	0	0	0	0.4	38.4
18:00	70	0	5	0	0	0.4	0.4	75.8	55	0	12	4.6	0	0	0	71.6
18:15	63	0	2	0	2	0.4	0.4	67.8	42							



Site No. 6  
Location R157 / R148(W) / R148(E)  
Date Tuesday 28 May 2019

Time	To Arm A - R157							Veh. Total	From Arm A - R157							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	20	0	4	4.6	0	0	0	28.6	51	0	6	2.3	0	0	0.2	59.5
7:15	28	0	6	4.6	2	0	0	40.6	55	1	5	6.9	0	0	0.4	68.3
7:30	34	0	2	0	0	0	0	36	54	0	9	0	0	0	0	63
7:45	48	0	6	9.2	2	0	0	65.2	70	0	3	4.6	0	0	0	77.6
8:00	32	0	3	16.1	0	0	0	51.1	62	0	5	6.9	0	0	0	73.9
8:15	34	0	3	18.4	0	0	0	55.4	56	0	5	9.2	0	0	0	70.2
8:30	35	1	6	6.9	2	0	0	50.9	77	0	11	9.2	0	0	0	97.2
8:45	38	1	3	13.8	0	0	0	55.8	66	0	3	4.6	0	0	0	73.6
9:00	36	0	5	11.5	0	0	0	52.5	49	1	6	2.3	0	0	0	58.3
9:15	27	2	1	4.6	0	0	0	34.6	43	0	2	2.3	0	0	0	47.3
9:30	18	1	1	2.3	2	0	0	24.3	52	2	4	13.8	2	0	0	73.8
9:45	18	0	2	4.6	2	0	0.2	26.8	45	0	3	4.6	18	0	0.2	70.8
10:00	13	0	4	4.6	0	0	0	21.6	34	0	5	4.6	4	0	0	47.6
10:15	21	0	4	6.9	0	0	0.2	32.1	30	0	6	6.9	0	0	0	42.9
10:30	23	0	4	6.9	0	0	0	33.9	19	0	0	2.3	0	0	0	21.3
10:45	22	0	2	0	0	0	0	24	28	0	4	2.3	0	0	0.2	34.5
11:00	17	0	1	9.2	0	0	0	27.2	31	0	5	2.3	0	0	0	38.3
11:15	31	1	1	4.6	0	0	0	37.6	36	1	2	9.2	0	0	0	48.2
11:30	25	1	0	9.2	0	0	0	35.2	17	0	2	4.6	2	0	0	25.6
11:45	34	0	3	4.6	0	0	0	41.6	29	2	2	4.6	0	0	0	37.6
12:00	37	0	2	4.6	0	0	0	43.6	29	0	2	4.6	0	0	0	35.6
12:15	30	0	3	18.4	0	0	0.2	51.6	27	0	2	4.6	0	0	0	33.6
12:30	35	1	3	9.2	0	0	0	48.2	33	1	4	16.1	0	0	0	54.1
12:45	35	0	3	9.2	0	0	0	47.2	25	0	2	4.6	0	0	0	31.6
13:00	41	1	2	13.8	0	0	0	57.8	23	0	4	2.3	6	0	0	35.3
13:15	38	0	2	11.5	0	0	0	51.5	32	0	1	4.6	0	0	0	37.6
13:30	34	2	6	11.5	2	0	0	55.5	33	1	2	6.9	0	0	0	42.9
13:45	34	0	5	6.9	4	0	0	49.9	29	0	1	2.3	0	0	0	32.3
14:00	45	0	4	2.3	0	0	0	51.3	35	1	4	9.2	2	0	0	51.2
14:15	33	0	6	2.3	0	0	0	41.3	29	0	3	6.9	0	0	0.2	39.1
14:30	38	1	1	2.3	2	0	0	44.3	31	0	2	9.2	0	0	0	42.2
14:45	85	2	2	11.5	0	0	0	100.5	29	1	3	0	0	0.4	0	33.4
15:00	49	0	2	6.9	0	0	0	57.9	38	0	0	11.5	0	0	0	49.5
15:15	36	2	3	6.9	4	0	0	51.9	43	2	5	6.9	0	0	0	56.9
15:30	39	1	3	6.9	0	0.4	0	50.3	17	1	1	6.9	0	0	0	25.9
15:45	54	0	11	2.3	0	0	0	67.3	60	0	6	4.6	4	0	0	74.6
16:00	60	0	10	4.6	0	0	0	74.6	38	0	8	11.5	0	0.4	0.4	58.3
16:15	59	0	11	2.3	0	0	0	72.3	47	0	8	2.3	0	0	0	57.3
16:30	81	0	9	2.3	0	0	0	92.3	51	1	4	0	0	0.4	0	56.4
16:45	77	0	4	0	0	0	0	81	50	0	2	2.3	0	0	0	54.3
17:00	83	0	14	9.2	0	0	0	106.2	31	0	7	2.3	0	0	0	40.3
17:15	89	0	5	9.2	0	0	0	103.2	57	0	10	0	0	0	0	67
17:30	113	0	5	4.6	0	0	0	122.6	64	0	3	2.3	0	0	0	69.3
17:45	86	0	5	0	0	0	0.4	91.4	62	0	3	0	0	0	0	65
18:00	100	0	16	4.6	0	0	0.2	120.8	36	0	8	4.6	0	0	0	48.6
18:15	80	0	5	0	0	0	0	85	34	5	4	2.3	0	0	0	45.3
18:30	61	0	6	2.3	0	0	0.2	69.5	42	1	3	0	0	0	0	46
18:45	50	0	7	4.6	0	0.4	0.4	62.4	35	1	7	0	0	0	0	43
25:75	2156	17	216	312.8	22	0.8	1.8	2726.4	1964	22	197	232.3	38	1.2	1.6	2456.1



Site No. 6  
Location R157 / R148(W) / R148(E)  
Date Tuesday 28 May 2019

Time	To Arm B - R148(W)							Veh. Total	From Arm B - R148(W)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	36	0	5	4.6	2	0	0	47.6	101	0	10	2.3	10	0.8	0	124.1
7:15	30	1	7	2.3	2	0.4	0.2	42.9	95	2	9	0	10	0	0.4	116.4
7:30	39	0	6	2.3	4	0	0	51.3	104	1	9	2.3	10	0	0	126.3
7:45	51	0	7	4.6	0	0	0.2	62.8	95	2	3	4.6	6	0	0.8	111.4
8:00	47	0	5	11.5	2	0	0	65.5	76	0	4	4.6	6	0	0.6	91.2
8:15	71	0	8	2.3	2	0	0	83.3	76	0	4	9.2	4	0	0.4	93.6
8:30	81	1	3	4.6	4	0	0.2	93.8	76	2	8	0	2	0	0.2	88.2
8:45	114	2	7	4.6	2	0	0	129.6	67	1	3	6.9	2	0.4	0	80.3
9:00	72	1	2	2.3	0	0	0	77.3	79	1	6	2.3	2	0	0	90.3
9:15	70	1	9	2.3	0	0	0.2	82.5	48	0	7	0	2	0.4	0	57.4
9:30	77	0	8	0	6	0	0.2	91.2	61	0	7	2.3	4	0.4	0	74.7
9:45	81	1	7	4.6	4	0	0.4	98	57	1	6	2.3	2	0	0.2	68.5
10:00	69	0	5	2.3	2	0	0	78.3	42	0	4	0	6	0.4	0	52.4
10:15	70	0	7	2.3	0	0	0.2	79.5	63	0	7	6.9	0	0	0.2	77.1
10:30	55	0	5	0	4	0	1.2	65.2	69	1	4	2.3	4	0	0	80.3
10:45	70	0	7	4.6	0	0	0.2	81.8	94	2	1	2.3	0	0	0.4	99.7
11:00	67	0	3	2.3	2	0.4	0	74.7	66	1	5	11.5	6	0.4	0	89.9
11:15	75	1	4	2.3	2	0.4	0	84.7	78	2	6	2.3	0	0	0	88.3
11:30	70	4	4	2.3	6	0	0	86.3	79	1	8	2.3	4	0	0	94.3
11:45	79	3	8	6.9	0	0	0	96.9	70	1	4	6.9	2	0	0.2	84.1
12:00	67	0	9	4.6	2	0	0	82.6	80	1	5	2.3	6	0.4	0	94.7
12:15	69	0	5	2.3	2	0.4	0	78.7	72	1	8	11.5	0	0	0.4	92.9
12:30	103	0	9	6.9	4	0	0.2	123.1	87	1	10	0	4	0	0	102
12:45	77	0	2	4.6	2	2.8	0.2	88.6	91	0	11	6.9	0	0	0	108.9
13:00	84	0	6	2.3	2	0	0	94.3	113	1	6	4.6	6	0	0	130.6
13:15	94	2	5	0	0	0	0	101	86	1	8	6.9	0	0	0	101.9
13:30	72	2	2	9.2	8	0	0	93.2	75	2	6	6.9	2	0	0.4	92.3
13:45	72	0	4	0	2	0	0.2	78.2	114	0	5	6.9	10	0.4	0	136.3
14:00	76	1	7	6.9	2	0.4	0	93.3	100	0	10	6.9	6	2.8	0.2	125.9
14:15	98	0	7	0	2	0	0.2	107.2	89	0	14	6.9	0	0	0	109.9
14:30	66	1	9	2.3	6	0	0	84.3	92	0	8	2.3	4	0	0	106.3
14:45	70	1	11	6.9	0	0	0	88.9	136	1	7	6.9	0	0	0	150.9
15:00	98	2	3	4.6	2	0	0	109.6	109	1	8	4.6	6	0	0	128.6
15:15	100	0	8	4.6	0	0	0.2	112.8	94	5	6	4.6	0	0.4	0.2	110.2
15:30	77	0	5	4.6	4	0	0	90.6	89	0	6	11.5	2	0.4	0	108.9
15:45	99	1	2	2.3	2	0	0.2	106.5	87	0	8	2.3	2	0	0	99.3
16:00	86	1	10	4.6	2	1.2	0.2	105	89	1	6	0	0	0	0	96
16:15	103	0	9	0	2	0.4	0.2	114.6	86	0	8	0	0	0.4	0.2	94.6
16:30	99	1	6	0	4	0.4	0.2	110.6	97	0	9	0	4	0.4	0	110.4
16:45	118	0	4	0	2	0	0.4	124.4	99	5	6	0	0	0	0.2	110.2
17:00	96	0	5	0	0	0	0.2	101.2	132	0	14	4.6	4	1.2	0.2	156
17:15	103	2	7	2.3	4	0	0	118.3	133	0	4	0	0	0	0	137
17:30	107	2	6	2.3	2	0	0.2	119.5	128	1	3	2.3	0	0.4	0.4	135.1
17:45	113	0	9	0	8	0	0.2	130.2	134	1	6</					

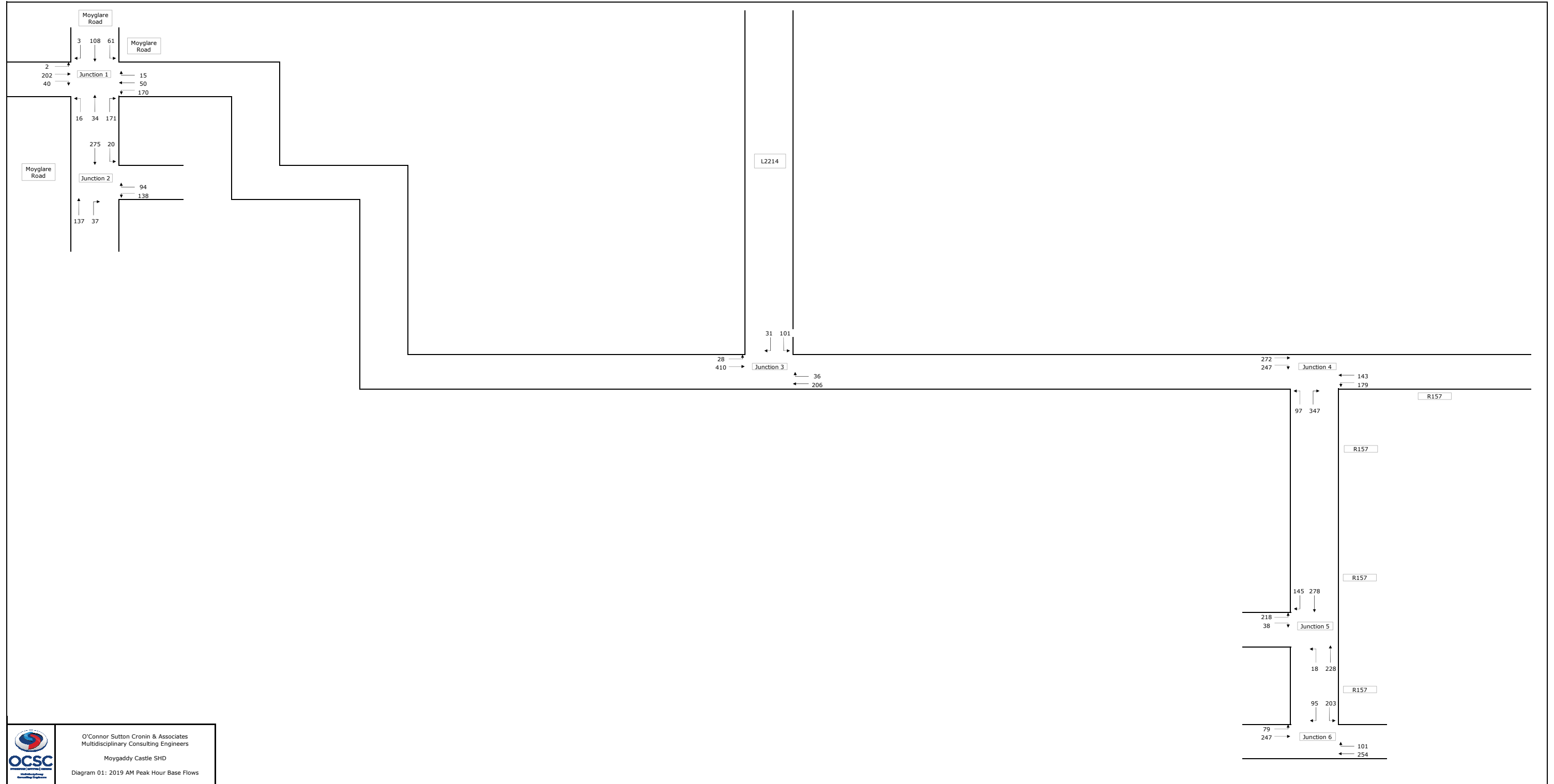


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May 2019  
Junction Turning Count

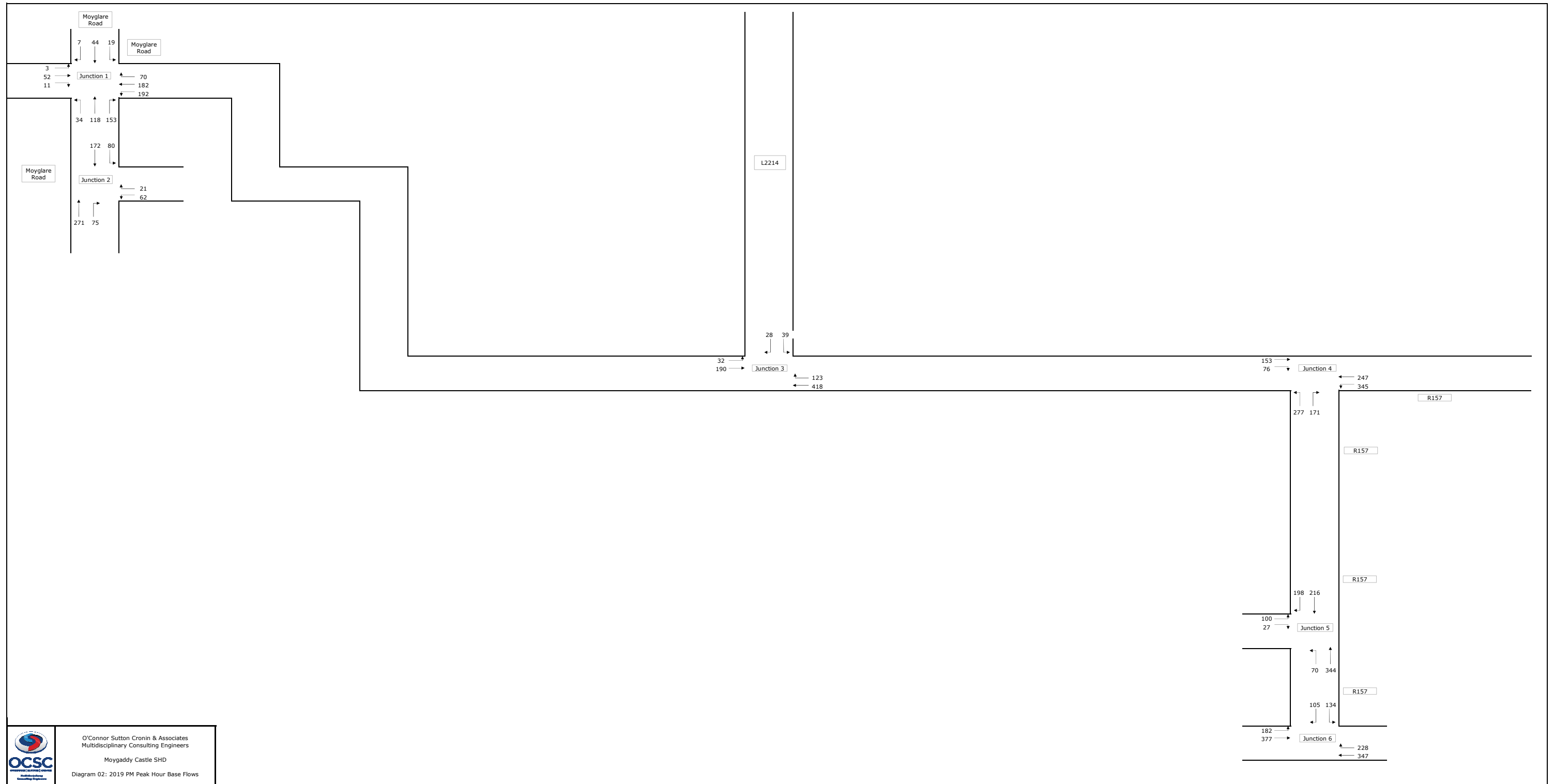
Site No. 6  
Location R157 / R148(W) / R148(E)  
Date Tuesday 28 May 2019

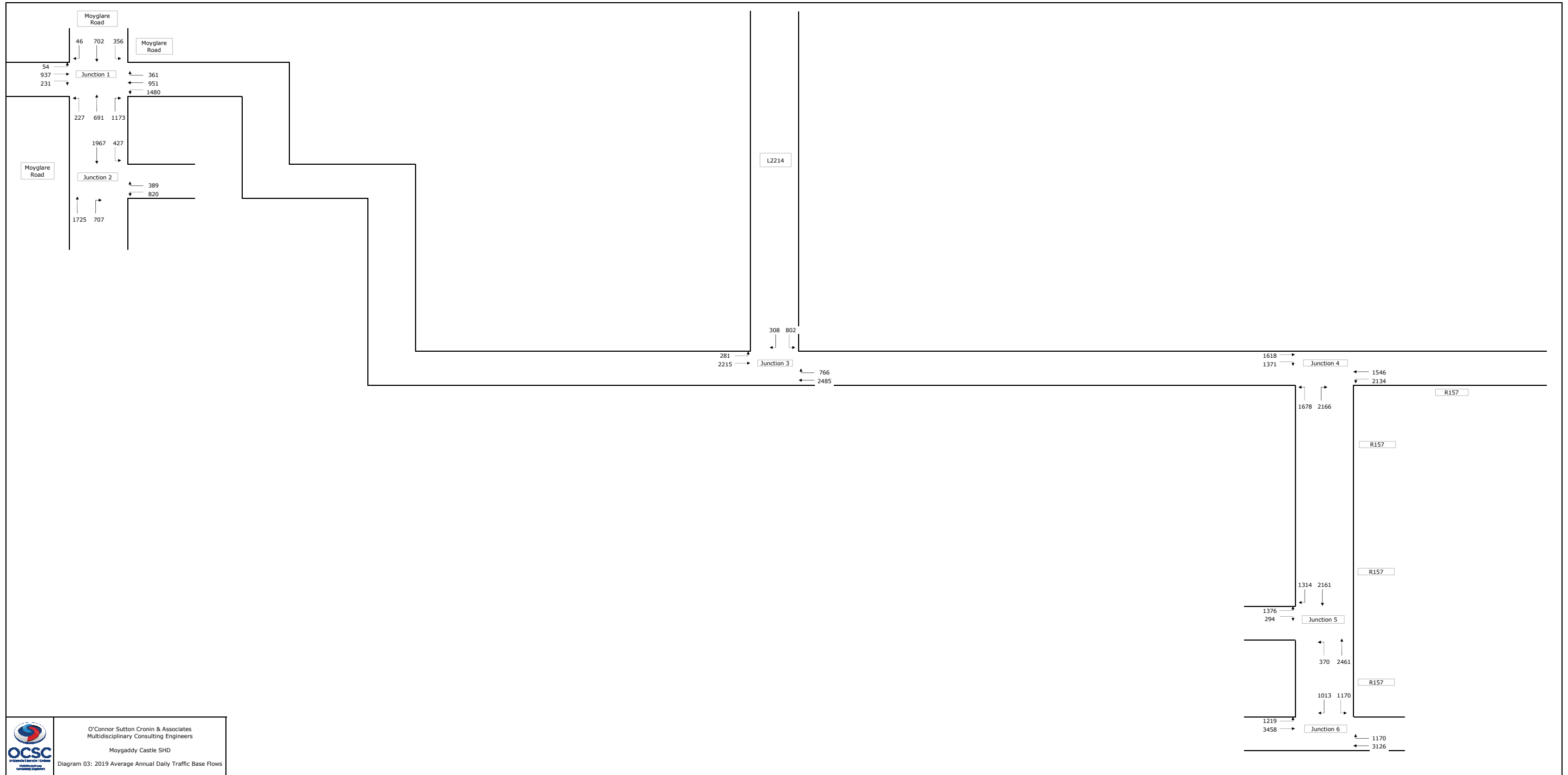
Time	To Arm C - R148(E)							Veh. Total	From Arm C - R148(E)							Veh. Total
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00	133	0	13	4.6	10	0.8	0.2	161.6	37	0	6	9.2	2	0	0	54.2
7:15	127	3	8	4.6	8	0	0.6	151.2	35	1	7	4.6	2	0.4	0	50
7:30	128	1	13	2.3	10	0	0	154.3	43	0	3	2.3	4	0	0	52.3
7:45	130	2	4	4.6	4	0	0.8	145.4	64	0	11	9.2	0	0	0.2	84.4
8:00	99	0	7	4.6	6	0	0.6	117.2	40	0	6	20.7	2	0	0	68.7
8:15	106	0	4	6.9	4	0	0.4	121.3	79	0	6	9.2	2	0	0	96.2
8:30	118	2	13	9.2	2	0	0.2	144.4	81	2	3	11.5	6	0	0.2	103.7
8:45	85	0	4	6.9	2	0.4	0	98.3	104	2	8	13.8	2	0	0	129.8
9:00	86	2	9	2.3	2	0	0	101.3	66	1	4	11.5	0	0	0	82.5
9:15	56	0	6	2.3	2	0.4	0	66.7	62	3	7	6.9	0	0	0.2	79.1
9:30	87	2	9	16.1	4	0.4	0	118.5	69	1	7	2.3	6	0	0.2	85.5
9:45	68	1	7	6.9	16	0	0	98.9	65	1	7	9.2	2	0	0.2	84.4
10:00	51	0	4	4.6	10	0.4	0	70	57	0	4	6.9	2	0	0	69.9
10:15	63	0	10	11.5	0	0	0	84.5	61	0	8	6.9	0	0	0.2	76.1
10:30	60	1	3	4.6	4	0	0	72.6	50	0	8	6.9	4	0	1.2	70.1
10:45	88	2	2	4.6	0	0	0.4	97	58	0	6	4.6	0	0	0	68.6
11:00	63	1	9	6.9	6	0.4	0	86.3	50	0	3	4.6	2	0.4	0	60
11:15	78	1	8	9.2	0	0	0	96.2	70	0	5	4.6	2	0.4	0	82
11:30	68	1	10	4.6	4	0	0	87.6	67	5	4	9.2	4	0	0	89.2
11:45	62	2	5	9.2	2	0	0.2	80.4	76	2	10	9.2	0	0	0	97.2
12:00	72	1	5	6.9	6	0.4	0	91.3	67	0	9	9.2	2	0	0	87.2
12:15	66	1	7	9.2	0	0	0.2	83.4	66	0	5	13.8	2	0.4	0	87.2
12:30	74	2	12	11.5	4	0	0	103.5	92	1	10	11.5	4	0	0.2	118.7
12:45	69	0	12	6.9	0	0	0	87.9	65	0	4	9.2	2	2.8	0.2	83.2
13:00	93	0	8	2.3	12	0	0	115.3	82	0	6	11.5	2	0	0	101.5
13:15	75	1	7	6.9	0	0	0	89.9	89	2	5	6.9	0	0	0	102.9
13:30	75	2	5	11.5	0	0	0.4	93.9	73	3	5	18.4	8	0	0	107.4
13:45	97	0	2	6.9	6	0.4	0	112.3	60	0	5	4.6	2	0	0.2	71.8
14:00	85	0	12	16.1	6	2.8	0.2	122.1	71	0	9	9.2	0	0.4	0	89.6
14:15	81	0	9	13.8	0	0	0.2	104	94	0	5	2.3	2	0	0.2	103.5
14:30	79	0	9	9.2	2	0	0	99.2	60	2	9	2.3	6	0	0	79.3
14:45	96	2	5	4.6	0	0.4	0	108	86	3	8	16.1	0	0	0	113.1
15:00	85	1	7	11.5	6	0	0	110.5	85	2	4	6.9	2	0	0	99.9
15:15	89	5	7	6.9	0	0.4	0.2	108.5	88	0	7	6.9	4	0	0.2	106.1
15:30	69	1	3	11.5	2	0	0	86.5	79	1	4	4.6	4	0	0	92.6
15:45	87	0	9	2.3	6	0	0	104.3	93	1	8	0	2	0	0.2	104.2
16:00	80	1	7	6.9	0	0	0.2	95.1	99	1	13	4.6	2	0.8	0	120.4
16:15	76	0	11	2.3	0	0.4	0.2	89.9	105	0	15	2.3	2	0.4	0.2	124.9
16:30	86	1	9	0	4	0.4	0	100.4	118	1	11	2.3	4	0	0.2	136.5
16:45	94	5	7	2.3	0	0	0.2	108.5	140	0	7	0	2	0	0.4	149.4
17:00	121	0	15	4.6	4	1.2	0.2	146	137	0	13	6.9	0	0	0.2	157.1
17:15	122	0	10	0	0	0	0	132	124	2	8	11.5	4	0	0	149.5
17:30	116	1	5	2.3	0	0.4	0.4	125.1	144	2	10	4.6	2	0	0.2	162.8
17:45	113	1	4	0	6	0	0	124	116	0	9	0	8	0	0.6	133.6
18:00	93	0	8	0	4	0.8	0	105.8	125	0	17	4.6	0	0.4	0.4	147.4
18:15	91	5	3	2.3	0	0	0	101.3	105	0	5	0	2	0.4	0.4	112.8
18:30	92	1	5	2.3	2	0	0.2	102.5	114	0	9	2.3	6	0	0.2	131.5
18:45	82	2	9	0	0	0	0.4	93.4	96	0	7	2.3	2	1.2	1.2	109.7
25:75	4214	54	360	287.5	166	10.4	6.4	5098.3	3907	39	350	338.1	118	8	7.6	4767.7

## Appendix B **TRAFFIC FLOW DIAGRAMS**



O'Connor Sutton Cronin & Associates  
 Multidisciplinary Consulting Engineers  
 Moygaddy Castle SHD  
 Diagram 01: 2019 AM Peak Hour Base Flows





O'Connor Sutton Cronin & Associates  
 Multidisciplinary Consulting Engineers  
 Moygaddy Castle SHD  
 Diagram 03: 2019 Average Annual Daily Traffic Base Flows

## Appendix C **TRICS OUTPUT FILES**



Calculation Reference: AUDIT-322901-211014-1033

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON EN ENFIELD	1 days
02	SOUTH EAST HF HERTFORDSHIRE	2 days
03	SOUTH WEST DC DORSET	1 days
05	EAST MIDLANDS LE LEICESTERSHIRE	1 days
11	SCOTLAND EB CITY OF EDINBURGH	1 days
13	MUNSTER WA WATERFORD	1 days
15	GREATER DUBLIN DL DUBLIN	3 days
17	ULSTER (NORTHERN IRELAND) AN ANTRIM	1 days

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

Primary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: No of Dwellings  
 Actual Range: 14 to 84 (units: )  
 Range Selected by User: 6 to 493 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 10/06/21

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Monday	2 days
Tuesday	4 days
Wednesday	1 days
Thursday	1 days
Friday	3 days

*This data displays the number of selected surveys by day of the week.*

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	3

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and*

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

Secondary Filtering selection:

Use Class:

C3 11 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS@.*

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
20,001 to 25,000	4 days
25,001 to 50,000	5 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

50,001 to 75,000	2 days
125,001 to 250,000	3 days
250,001 to 500,000	3 days
500,001 or More	3 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	5 days
1.1 to 1.5	4 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

Yes	2 days
No	9 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present	10 days
2 Poor	1 days

*This data displays the number of selected surveys with PTAL Ratings.*



LIST OF SITES relevant to selection parameters (Cont.)

8	HF-03-C-04 OXHEY DRIVE WATFORD SOUTH OXHEY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 84 <i>Survey date: THURSDAY 10/06/21</i>	BLOCKS OF FLATS	HERTFORDSHIRE	<i>Survey Type: MANUAL</i>
9	HF-03-C-05 FERNDOWN ROAD WATFORD SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings: 26 <i>Survey date: MONDAY 07/06/21</i>	BLOCKS OF FLATS	HERTFORDSHIRE	<i>Survey Type: MANUAL</i>
10	LE-03-C-01 NEW STREET LEICESTER OADBY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 19 <i>Survey date: FRIDAY 16/10/20</i>	BLOCK OF FLATS	LEICESTERSHIRE	<i>Survey Type: MANUAL</i>
11	WA-03-C-01 UPPER YELLOW ROAD WATERFORD  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 51 <i>Survey date: TUESDAY 12/05/15</i>	BLOCKS OF FLATS	WATERFORD	<i>Survey Type: MANUAL</i>

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CA-03-C-03	PT
CB-03-C-02	PT
CB-03-C-03	PT
DL-03-C-12	PT
DL-03-C-14	PT
DL-03-C-17	PT
DS-03-C-03	PT
EN-03-C-03	PT
ES-03-C-01	PT
GA-03-C-01	PT
HF-03-C-01	PT
HG-03-C-02	PT
HK-03-C-03	PT
HO-03-C-04	PT
HO-03-C-05	PT
HV-03-C-01	PT
NF-03-C-02	PT
NH-03-C-01	PT
NT-03-C-01	PT
NT-03-C-02	PT
RD-03-C-03	PT
RD-03-C-04	PT
RI-03-C-01	PT
SF-03-C-03	PT
SR-03-C-03	PT
WA-03-C-01	PT
WA-03-C-01	PT

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	33	0.079	11	33	0.272	11	33	0.351
08:00 - 09:00	11	33	0.093	11	33	0.196	11	33	0.289
09:00 - 10:00	11	33	0.095	11	33	0.098	11	33	0.193
10:00 - 11:00	11	33	0.074	11	33	0.084	11	33	0.158
11:00 - 12:00	11	33	0.063	11	33	0.060	11	33	0.123
12:00 - 13:00	11	33	0.087	11	33	0.093	11	33	0.180
13:00 - 14:00	11	33	0.090	11	33	0.079	11	33	0.169
14:00 - 15:00	11	33	0.079	11	33	0.076	11	33	0.155
15:00 - 16:00	11	33	0.095	11	33	0.079	11	33	0.174
16:00 - 17:00	11	33	0.117	11	33	0.095	11	33	0.212
17:00 - 18:00	11	33	0.196	11	33	0.060	11	33	0.256
18:00 - 19:00	11	33	0.125	11	33	0.095	11	33	0.220
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.193			1.287			2.480

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

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

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#### Parameter summary

Trip rate parameter range selected:	14 - 84 (units: )
Survey date range:	01/01/13 - 10/06/21
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	27

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

Calculation Reference: AUDIT-322901-211014-1002

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : A - HOUSES PRIVATELY OWNED  
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	SY SOUTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
09	NORTH	
	DH DURHAM	2 days
11	SCOTLAND	
	FA FALKIRK	1 days

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

Primary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: No of Dwellings  
 Actual Range: 21 to 197 (units: )  
 Range Selected by User: 4 to 4334 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 16/06/21

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Monday	4 days
Tuesday	1 days
Wednesday	2 days
Thursday	2 days

*This data displays the number of selected surveys by day of the week.*

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	2

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Residential Zone	9
------------------	---

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

Secondary Filtering selection:

Use Class:

C3 9 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS@.*

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	3 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

5,001 to 25,000	2 days
75,001 to 100,000	2 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	4 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

Yes	1 days
No	8 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present	8 days
2 Poor	1 days

*This data displays the number of selected surveys with PTAL Ratings.*







TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	77	0.037	9	77	0.189	9	77	0.226
08:00 - 09:00	9	77	0.089	9	77	0.275	9	77	0.364
09:00 - 10:00	9	77	0.145	9	77	0.148	9	77	0.293
10:00 - 11:00	9	77	0.090	9	77	0.123	9	77	0.213
11:00 - 12:00	9	77	0.106	9	77	0.100	9	77	0.206
12:00 - 13:00	9	77	0.122	9	77	0.079	9	77	0.201
13:00 - 14:00	9	77	0.113	9	77	0.109	9	77	0.222
14:00 - 15:00	9	77	0.089	9	77	0.162	9	77	0.251
15:00 - 16:00	9	77	0.189	9	77	0.102	9	77	0.291
16:00 - 17:00	9	77	0.172	9	77	0.102	9	77	0.274
17:00 - 18:00	9	77	0.211	9	77	0.070	9	77	0.281
18:00 - 19:00	9	77	0.172	9	77	0.119	9	77	0.291
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.628			1.651			3.279

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

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

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#### Parameter summary

Trip rate parameter range selected:	21 - 197 (units: )
Survey date range:	01/01/13 - 16/06/21
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	32

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

Calculation Reference: AUDIT-322901-210928-0915

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH  
 Category : F - CARE HOME (ELDERLY RESIDENTIAL)  
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST HC HAMPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE NY NORTH YORKSHIRE	1 days
11	SCOTLAND SR STIRLING	1 days
12	CONNAUGHT CS SLIGO	1 days
15	GREATER DUBLIN DL DUBLIN	1 days

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

## Primary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Number of residents  
 Actual Range: 16 to 99 (units: )  
 Range Selected by User: 16 to 180 (units: )

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 02/05/19

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	1 days

*This data displays the number of selected surveys by day of the week.*

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	3

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Residential Zone	4
No Sub Category	1

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

Secondary Filtering selection:

Use Class:

C2 5 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000 4 days

10,001 to 15,000 1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

5,001 to 25,000 1 days

25,001 to 50,000 3 days

250,001 to 500,000 1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

1.1 to 1.5 5 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

Yes 1 days

No 4 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present 5 days

*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

1	CS-05-F-01 CHURCH HILL SLIGO	NURSING HOME	SLIGO
	Edge of Town Residential Zone Total Number of residents: 99 <i>Survey date: MONDAY 27/04/15</i>		<i>Survey Type: MANUAL</i>
2	DL-05-F-01 MOUNT ANVILLE PARK DUBLIN GOATSTOWN	NURSING HOME	DUBLIN
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 16 <i>Survey date: TUESDAY 05/09/17</i>		<i>Survey Type: MANUAL</i>
3	HC-05-F-01 BOTLEY ROAD SOUTHAMPTON	CARE HOME	HAMPSHIRE
	Edge of Town No Sub Category Total Number of residents: 42 <i>Survey date: TUESDAY 24/11/15</i>		<i>Survey Type: MANUAL</i>
4	NY-05-F-05 SEAGRIM CRESCENT RICHMOND	NURSING HOME	NORTH YORKSHIRE
	Edge of Town Residential Zone Total Number of residents: 37 <i>Survey date: MONDAY 04/03/19</i>		<i>Survey Type: MANUAL</i>
5	SR-05-F-01 PERTH ROAD DUNBLANE	NURSING HOME	STIRLING
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 60 <i>Survey date: WEDNESDAY 18/06/14</i>		<i>Survey Type: MANUAL</i>

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DS-05-F-01	public transport
ES-05-F-02	public transport
EX-05-F-01	public transport
GM-05-F-03	public transport
HF-05-F-02	public transport
LC-05-F-02	public transport
NT-05-F-02	public transport
SF-05-F-01	public transport
SW-05-F-01	public transport
TW-05-F-03	public transport

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	51	0.177	5	51	0.039	5	51	0.216
08:00 - 09:00	5	51	0.075	5	51	0.083	5	51	0.158
09:00 - 10:00	5	51	0.169	5	51	0.067	5	51	0.236
10:00 - 11:00	5	51	0.201	5	51	0.094	5	51	0.295
11:00 - 12:00	5	51	0.146	5	51	0.157	5	51	0.303
12:00 - 13:00	5	51	0.110	5	51	0.169	5	51	0.279
13:00 - 14:00	5	51	0.220	5	51	0.189	5	51	0.409
14:00 - 15:00	5	51	0.197	5	51	0.295	5	51	0.492
15:00 - 16:00	5	51	0.193	5	51	0.197	5	51	0.390
16:00 - 17:00	5	51	0.091	5	51	0.205	5	51	0.296
17:00 - 18:00	5	51	0.083	5	51	0.130	5	51	0.213
18:00 - 19:00	5	51	0.071	5	51	0.091	5	51	0.162
19:00 - 20:00	4	39	0.032	4	39	0.058	4	39	0.090
20:00 - 21:00	4	39	0.058	4	39	0.052	4	39	0.110
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.823			1.826			3.649

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

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

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#### Parameter summary

Trip rate parameter range selected: 16 - 99 (units: )  
 Survey date range: 01/01/13 - 02/05/19  
 Number of weekdays (Monday-Friday): 5  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 10

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

Calculation Reference: AUDIT-322901-210928-0901

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH  
 Category : E - CLINICS  
 TOTAL VEHICLES

Selected regions and areas:

06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
14	LEINSTER	
	KK KILKENNY	1 days

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

## Primary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Gross floor area  
 Actual Range: 210 to 1720 (units: sqm)  
 Range Selected by User: 17 to 4000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 26/11/19

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Friday 2 days

*This data displays the number of selected surveys by day of the week.*

Selected survey types:

Manual count 2 days  
 Directional ATC Count 0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Residential Zone 2

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

## Secondary Filtering selection:

Use Class:

E(e) 2 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 500m Range:

All Surveys Included

## Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

5,000 or Less	1 days
50,001 to 75,000	1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

No	2 days
----	--------

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present	2 days
-----------------	--------

*This data displays the number of selected surveys with PTAL Ratings.*



LIST OF SITES relevant to selection parameters

- |   |   |                         |                            |
|---|---|-------------------------|----------------------------|
| 1 | KK-05-E-01<br>CLONMEL ROAD<br>CALLAN  | PHYSICAL THERAPY CLINIC | KILKENNY                   |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Gross floor area: 1720 sqm<br><i>Survey date: FRIDAY 27/10/17</i> |                         | <i>Survey Type: MANUAL</i> |
| 2 | WK-05-E-01<br>ALCESTER ROAD<br>STRATFORD-UPON-AVON  | CHIROPRACTIC CLINIC     | WARWICKSHIRE               |
|   | Edge of Town<br>Residential Zone<br>Total Gross floor area: 310 sqm<br><i>Survey date: FRIDAY 29/06/18</i>                        |                         | <i>Survey Type: MANUAL</i> |

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AD-05-E-01	public transport
MS-05-E-01	public transport
NF-05-E-01	public transport
NF-05-E-02	public transport
WL-05-E-01	public transport

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
LN-05-E-02	10/06/13	Public transport

TRIP RATE for Land Use 05 - HEALTH/E - CLINICS

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1720	0.058	1	1720	0.116	1	1720	0.174
08:00 - 09:00	2	1015	0.246	2	1015	0.000	2	1015	0.246
09:00 - 10:00	2	1015	0.493	2	1015	0.246	2	1015	0.739
10:00 - 11:00	2	1015	0.246	2	1015	0.443	2	1015	0.689
11:00 - 12:00	2	1015	0.246	2	1015	0.443	2	1015	0.689
12:00 - 13:00	2	1015	0.345	2	1015	0.099	2	1015	0.444
13:00 - 14:00	2	1015	0.246	2	1015	0.296	2	1015	0.542
14:00 - 15:00	2	1015	0.493	2	1015	0.542	2	1015	1.035
15:00 - 16:00	2	1015	0.345	2	1015	0.296	2	1015	0.641
16:00 - 17:00	2	1015	0.049	2	1015	0.197	2	1015	0.246
17:00 - 18:00	2	1015	0.296	2	1015	0.197	2	1015	0.493
18:00 - 19:00	2	1015	0.197	2	1015	0.296	2	1015	0.493
19:00 - 20:00	2	1015	0.049	2	1015	0.099	2	1015	0.148
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>3.309</b>			<b>3.270</b>			<b>6.579</b>

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

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

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#### Parameter summary

Trip rate parameter range selected:	210 - 1720 (units: sqm)
Survey date range:	01/01/13 - 26/11/19
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	5

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

Calculation Reference: AUDIT-322901-210928-0944

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT  
 Category : B - BUSINESS PARK  
 TOTAL VEHICLES

Selected regions and areas:

06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
14	LEINSTER	
	LU LOUTH	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	DN DONEGAL	1 days

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

## Primary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Parking spaces  
 Actual Range: 60 to 750 (units: )  
 Range Selected by User: 7 to 4167 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 21/11/19

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

*This data displays the number of selected surveys by day of the week.*

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	1

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	2
Village	1
No Sub Category	1

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

Secondary Filtering selection:

Use Class:

Not Known 5 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
250,001 to 500,000	2 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	3 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling within a radius of 5-miles of selected survey sites.*

Travel Plan:

Yes	1 days
No	4 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present	5 days
-----------------	--------

*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

1	DL-02-B-07	BUSINESS PARK	DUBLIN
	BURTON HALL AVENUE DUBLIN LEOPARDSTOWN Edge of Town Commercial Zone Total Parking spaces: 174 <i>Survey date: WEDNESDAY 01/10/14</i>		
	<i>Survey Type: MANUAL</i>		
2	DN-02-B-02	BUSINESS PARK	DONEGAL
	N56 LETTERKENNY KNOCKNAMONA Edge of Town No Sub Category Total Parking spaces: 750 <i>Survey date: MONDAY 29/09/14</i>		
	<i>Survey Type: MANUAL</i>		
3	GM-02-B-04	BUSINESS PARK	GREATER MANCHESTER
	SALMON FIELDS OLDHAM  Suburban Area (PPS6 Out of Centre) Industrial Zone Total Parking spaces: 92 <i>Survey date: THURSDAY 22/10/15</i>		
	<i>Survey Type: MANUAL</i>		
4	LU-02-B-01	BUSINESS PARK	LOUTH
	N52 DUNDALK  Edge of Town Commercial Zone Total Parking spaces: 193 <i>Survey date: FRIDAY 13/09/13</i>		
	<i>Survey Type: MANUAL</i>		
5	WO-02-B-02	BUSINESS PARK	WORCESTERSHIRE
	BIRMINGHAM ROAD NEAR BROMSGROVE LICKEY END Neighbourhood Centre (PPS6 Local Centre) Village Total Parking spaces: 233 <i>Survey date: TUESDAY 26/06/18</i>		
	<i>Survey Type: MANUAL</i>		

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AD-02-B-02	public transport
AN-02-B-02	public transport
AN-02-B-03	public transport
AN-02-B-04	public transport
CA-02-B-02	public transport
CF-02-B-04	public transport
CF-02-B-05	public transport
CF-02-B-06	public transport
CH-02-B-01	public transport
CR-02-B-01	public transport
DL-02-B-06	public transport
DL-02-B-08	public transport
DV-02-B-01	public transport
EX-02-B-01	public transport
EX-02-B-02	public transport
FA-02-B-02	public transport
FI-02-B-01	public transport
HC-02-B-02	public transport
LN-02-B-02	public transport
ST-02-B-04	public transport
TW-02-B-05	public transport
TW-02-B-06	public transport
WG-02-B-02	public transport

MANUALLY DESELECTED SITES (Cont.)

Site Ref	Reason for Deselection
WK-02-B-01	public transport
WM-02-B-02	public transport
WM-02-B-03	public transport
WY-02-B-01	public transport
WY-02-B-02	public transport
WY-02-B-03	public transport

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AN-02-B-01	27/11/14	Public Transport
CF-02-B-07	13/03/18	Public Transport
CF-02-B-08	14/10/19	Public Transport
WY-02-B-03	15/09/16	Public Transport

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

TOTAL VEHICLES

Calculation factor: 1 PARKING SPACES

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	288	0.064	5	288	0.008	5	288	0.072
07:30 - 08:00	5	288	0.128	5	288	0.014	5	288	0.142
08:00 - 08:30	5	288	0.181	5	288	0.019	5	288	0.200
08:30 - 09:00	<b>5</b>	<b>288</b>	<b>0.186</b>	5	288	0.023	<b>5</b>	<b>288</b>	<b>0.209</b>
09:00 - 09:30	5	288	0.097	5	288	0.022	5	288	0.119
09:30 - 10:00	5	288	0.054	5	288	0.021	5	288	0.075
10:00 - 10:30	5	288	0.031	5	288	0.019	5	288	0.005
10:30 - 11:00	5	288	0.024	5	288	0.002	5	288	0.044
11:00 - 11:30	5	288	0.024	5	288	0.022	5	288	0.046
11:30 - 12:00	5	288	0.024	5	288	0.028	5	288	0.052
12:00 - 12:30	5	288	0.029	5	288	0.047	5	288	0.076
12:30 - 13:00	5	288	0.038	5	288	0.047	5	288	0.085
13:00 - 13:30	5	288	0.042	5	288	0.044	5	288	0.086
13:30 - 14:00	5	288	0.041	5	288	0.029	5	288	0.070
14:00 - 14:30	5	288	0.032	5	288	0.030	5	288	0.062
14:30 - 15:00	5	288	0.021	5	288	0.033	5	288	0.054
15:00 - 15:30	5	288	0.018	5	288	0.005	5	288	0.068
15:30 - 16:00	5	288	0.019	5	288	0.057	5	288	0.076
16:00 - 16:30	5	288	0.017	5	288	0.008	5	288	0.097
16:30 - 17:00	5	288	0.017	5	288	0.100	5	288	0.117
17:00 - 17:30	5	288	0.014	<b>5</b>	<b>288</b>	<b>0.147</b>	5	288	0.161
17:30 - 18:00	5	288	0.011	5	288	0.129	5	288	0.140
18:00 - 18:30	5	288	0.008	5	288	0.088	5	288	0.096
18:30 - 19:00	5	288	0.006	5	288	0.054	5	288	0.060
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.126			1.131			2.257

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

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

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#### Parameter summary

Trip rate parameter range selected:	60 - 750 (units: )
Survey date date range:	01/01/13 - 21/11/19
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	29

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



Calculation Reference: AUDIT-322901-210705-0718

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE  
 Category : W - THEATRE  
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
12	CONNAUGHT	
	CS SLIGO	1 days

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

## Primary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter:	Number of seats
Actual Range:	100 to 815 (units: )
Range Selected by User:	100 to 1915 (units: )

Parking Spaces Range:	All Surveys Included
-----------------------	----------------------

Public Transport Provision:

Selection by:	Include all surveys
---------------	---------------------

Date Range:	01/01/93 to 25/10/13
-------------	----------------------

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Wednesday	1 days
Friday	1 days

*This data displays the number of selected surveys by day of the week.*

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Town Centre	1
Edge of Town Centre	1

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Built-Up Zone	2
---------------	---

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

## Secondary Filtering selection:

Use Class:

Sui Generis	2 days
-------------	--------

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 500m Range:

All Surveys Included
----------------------

## Secondary Filtering selection (Cont.):

Population within 1 mile:

Not Known	1 days
10,001 to 15,000	1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

Not Known	1 days
5,001 to 25,000	1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

1.1 to 1.5	2 days
------------	--------

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

Not Known	1 days
No	1 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present	2 days
-----------------	--------

*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

- |   |  |                            |
|---|--|----------------------------|
| 1 | CS-07-W-01 THEATRE<br>LOWER QUAY STREET<br>SLIGO   | SLIGO                      |
|   | Town Centre<br>Built-Up Zone<br>Total Number of seats: 100<br><i>Survey date: FRIDAY 25/10/13</i>            | <i>Survey Type: MANUAL</i> |
| 2 | WS-07-W-01 THEATRE<br>HAWTH AVENUE<br>CRAWLEY  | WEST SUSSEX                |
|   | Edge of Town Centre<br>Built-Up Zone<br>Total Number of seats: 815<br><i>Survey date: WEDNESDAY 28/04/93</i> | <i>Survey Type: MANUAL</i> |

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AG-07-W-01	public transport
DE-07-W-01	public transport
NF-07-W-01	public transport
NY-07-W-01	public transport
SY-07-W-01	public transport
WK-07-W-01	public transport
WK-07-W-02	public transport

TRIP RATE for Land Use 07 - LEISURE/W - THEATRE

TOTAL VEHICLES

Calculation factor: 1 SEATS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	100	0.030	1	100	0.010	1	100	0.040
09:00 - 10:00	1	100	0.000	1	100	0.020	1	100	0.020
10:00 - 11:00	1	100	0.000	1	100	0.000	1	100	0.000
11:00 - 12:00	1	100	0.000	1	100	0.000	1	100	0.000
12:00 - 13:00	1	100	0.000	1	100	0.000	1	100	0.000
13:00 - 14:00	1	100	0.000	1	100	0.000	1	100	0.000
14:00 - 15:00	1	100	0.060	1	100	0.030	1	100	0.090
15:00 - 16:00	1	100	0.020	1	100	0.010	1	100	0.030
16:00 - 17:00	1	100	0.090	1	100	0.080	1	100	0.170
17:00 - 18:00	1	100	0.000	1	100	0.010	1	100	0.010
18:00 - 19:00	2	458	0.133	2	458	0.027	2	458	0.160
19:00 - 20:00	2	458	0.328	2	458	0.045	2	458	0.373
20:00 - 21:00	2	458	0.019	2	458	0.012	2	458	0.031
21:00 - 22:00	1	100	0.000	1	100	0.150	1	100	0.150
22:00 - 23:00	1	100	0.000	1	100	0.020	1	100	0.020
23:00 - 24:00									
<b>Total Rates:</b>			0.680			0.414			1.094

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

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

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#### Parameter summary

Trip rate parameter range selected:	100 - 815 (units: )
Survey date range:	01/01/93 - 25/10/13
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	7

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

Calculation Reference: AUDIT-322901-210705-0731

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE  
 Category : I - ART GALLERIES/MUSEUMS/EXHIBITIONS  
 TOTAL VEHICLES

Selected regions and areas:

13	MUNSTER	
	CR CORK	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	DN DONEGAL	1 days

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

## Primary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Gross floor area  
 Actual Range: 200 to 10880 (units: sqm)  
 Range Selected by User: 200 to 22662 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 23/11/19

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Wednesday	1 days
Thursday	1 days

*This data displays the number of selected surveys by day of the week.*

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Town Centre	1
Edge of Town Centre	1

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Built-Up Zone	1
High Street	1

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

## Secondary Filtering selection:

Use Class:

F1(c)	2 days
-------	--------

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 500m Range:

All Surveys Included

## Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
15,001 to 20,000	1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

No	2 days
----	--------

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present	2 days
-----------------	--------

*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

1	CR-07-I-01	CORK BUTTER MUSEUM	CORK
		JOHN REDMOND STREET	
		CORK	
		SHANDON	
		Town Centre	
		Built-Up Zone	
		Total Gross floor area:	200 sqm
		Survey date: THURSDAY	25/06/09
			Survey Type: MANUAL
2	DN-07-I-02	COUNTY MUSEUM	DONEGAL
		HIGH ROAD	
		LETTERKENNY	
		BALLYBOE GLENCAR	
		Edge of Town Centre	
		High Street	
		Total Gross floor area:	750 sqm
		Survey date: WEDNESDAY	10/10/18
			Survey Type: MANUAL

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AD-07-I-01	public transport
AD-07-I-02	public transport
AD-07-I-03	public transport
CF-07-I-01	public transport
DC-07-I-02	public transport
DS-07-I-01	public transport
DU-07-I-01	public transport
DU-07-I-02	public transport
GC-07-I-02	public transport
HI-07-I-01	public transport
HI-07-I-02	public transport
KH-07-I-01	public transport
KH-07-I-02	public transport
MS-07-I-01	public transport
MS-07-I-02	public transport
MS-07-I-03	public transport
NR-07-I-01	public transport
NY-07-I-01	public transport
NY-07-I-02	public transport
OX-07-I-01	public transport
OX-07-I-01	public transport

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
OX-07-I-01	11/06/03	Public Transport

TRIP RATE for Land Use 07 - LEISURE/I - ART GALLERIES/MUSEUMS/EXHIBITIONS

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	200	0.000	1	200	0.000	1	200	0.000
09:00 - 10:00	2	475	0.211	2	475	0.105	2	475	0.316
10:00 - 11:00	2	475	0.105	2	475	0.105	2	475	0.210
11:00 - 12:00	2	475	0.000	2	475	0.105	2	475	0.105
12:00 - 13:00	2	475	0.211	2	475	0.000	2	475	0.211
13:00 - 14:00	2	475	0.105	2	475	0.211	2	475	0.316
14:00 - 15:00	2	475	0.316	2	475	0.211	2	475	0.527
15:00 - 16:00	2	475	0.421	2	475	0.211	2	475	0.632
16:00 - 17:00	2	475	0.105	2	475	0.526	2	475	0.631
17:00 - 18:00	2	475	0.000	2	475	0.105	2	475	0.105
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.474			1.579			3.053

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

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

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#### Parameter summary

Trip rate parameter range selected:	200 - 10880 (units: sqm)
Survey date range:	01/01/00 - 23/11/19
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	21

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



Calculation Reference: AUDIT-322901-210705-0742

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK  
 Category : A - HOTELS  
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	2 days
	HF HERTFORDSHIRE	1 days
03	SOUTH WEST	
	WL WILTSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
11	SCOTLAND	
	AG ANGUS	1 days
	DU DUNDEE CITY	1 days
	HI HIGHLAND	1 days
12	CONNAUGHT	
	CS SLIGO	1 days
14	LEINSTER	
	KK KILKENNY	2 days

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

## Primary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Number of bedrooms  
 Actual Range: 4 to 156 (units: )  
 Range Selected by User: 4 to 483 (units: )

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 26/11/20

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Tuesday	3 days
Thursday	6 days
Friday	2 days

*This data displays the number of selected surveys by day of the week.*

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Edge of Town Centre	3
Edge of Town	8

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Commercial Zone	1
Development Zone	1
Residential Zone	3
Built-Up Zone	1
No Sub Category	5

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

## Secondary Filtering selection:

Use Class:

C1 11 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS@.*

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	4 days
10,001 to 15,000	1 days
15,001 to 20,000	4 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	2 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	3 days
1.1 to 1.5	7 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

Not Known	1 days
No	10 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present 11 days

*This data displays the number of selected surveys with PTAL Ratings.*



LIST OF SITES relevant to selection parameters (Cont.)

10	KK-06-A-02 COLLEGE ROAD KILKENNY	HOTEL		KILKENNY
	Edge of Town Residential Zone Total Number of bedrooms:		138	
	<i>Survey date: FRIDAY</i>		<i>21/11/08</i>	<i>Survey Type: MANUAL</i>
11	WL-06-A-03 LAWRENCE HILL WINCANTON	TRAVELODGE		WILTSHIRE
	Edge of Town No Sub Category Total Number of bedrooms:		57	
	<i>Survey date: TUESDAY</i>		<i>18/09/18</i>	<i>Survey Type: MANUAL</i>

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AN-06-A-02	public transport
BU-06-A-01	public transport
BU-06-A-02	public transport
CA-06-A-01	public transport
CA-06-A-02	public transport
CA-06-A-03	public transport
CF-06-A-02	public transport
CF-06-A-03	public transport
CF-06-A-05	public transport
CR-06-A-01	public transport
DL-06-A-01	public transport
DL-06-A-02	public transport
DL-06-A-03	public transport
DL-06-A-05	public transport
DL-06-A-06	public transport
DL-06-A-07	public transport
DO-06-A-01	public transport
DS-06-A-01	public transport
DV-06-A-02	public transport
DV-06-A-03	public transport
EB-06-A-01	public transport
GC-06-A-02	public transport
GM-06-A-06	public transport
GM-06-A-07	public transport
GS-06-A-01	public transport
GS-06-A-02	public transport
HF-06-A-02	public transport
HI-06-A-05	public transport
LC-06-A-04	public transport
LE-06-A-01	public transport
NF-06-A-04	public transport
NT-06-A-01	public transport
NT-06-A-02	public transport
NY-06-A-01	public transport
SW-06-A-01	public transport
TV-06-A-02	public transport
TW-06-A-01	public transport
TW-06-A-02	public transport
WM-06-A-03	public transport
WM-06-A-04	public transport
WO-06-A-02	public transport
WO-06-A-03	public transport
WS-06-A-02	public transport
WS-06-A-03	public transport
WY-06-A-01	public transport
WY-06-A-02	public transport
WY-06-A-03	public transport

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
CF-06-A-01	21/10/02	Public Transport

TRIP RATE for Land Use 06 - HOTEL, FOOD &amp; DRINK/A - HOTELS

TOTAL VEHICLES

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	70	0.104	10	70	0.144	10	70	0.248
08:00 - 09:00	11	67	0.156	11	67	0.176	11	67	0.332
09:00 - 10:00	11	67	0.179	11	67	0.210	11	67	0.389
10:00 - 11:00	11	67	0.149	11	67	0.222	11	67	0.371
11:00 - 12:00	11	67	0.150	11	67	0.188	11	67	0.338
12:00 - 13:00	11	67	0.198	11	67	0.182	11	67	0.380
13:00 - 14:00	11	67	0.154	11	67	0.173	11	67	0.327
14:00 - 15:00	11	67	0.179	11	67	0.190	11	67	0.369
15:00 - 16:00	11	67	0.168	11	67	0.157	11	67	0.325
16:00 - 17:00	11	67	0.213	11	67	0.186	11	67	0.399
17:00 - 18:00	11	67	0.283	11	67	0.192	11	67	0.475
18:00 - 19:00	11	67	0.183	11	67	0.141	11	67	0.324
19:00 - 20:00	9	71	0.132	9	71	0.128	9	71	0.260
20:00 - 21:00	9	71	0.104	9	71	0.098	9	71	0.202
21:00 - 22:00	7	64	0.107	7	64	0.156	7	64	0.263
22:00 - 23:00	2	72	0.098	2	72	0.133	2	72	0.231
23:00 - 24:00	1	40	0.025	1	40	0.000	1	40	0.025
<b>Total Rates:</b>			2.582			2.676			5.258

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

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

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#### Parameter summary

Trip rate parameter range selected:	4 - 156 (units: )
Survey date range:	01/01/00 - 26/11/20
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	7
Surveys manually removed from selection:	47

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

# Appendix D **MAYNOOTH TRANSPORT STRATEGY SUBMISSION**

# MAYNOOTH TRANSPORT STRATEGY SUBMISSION REPORT

---

MOYGADDY DEVELOPMENT

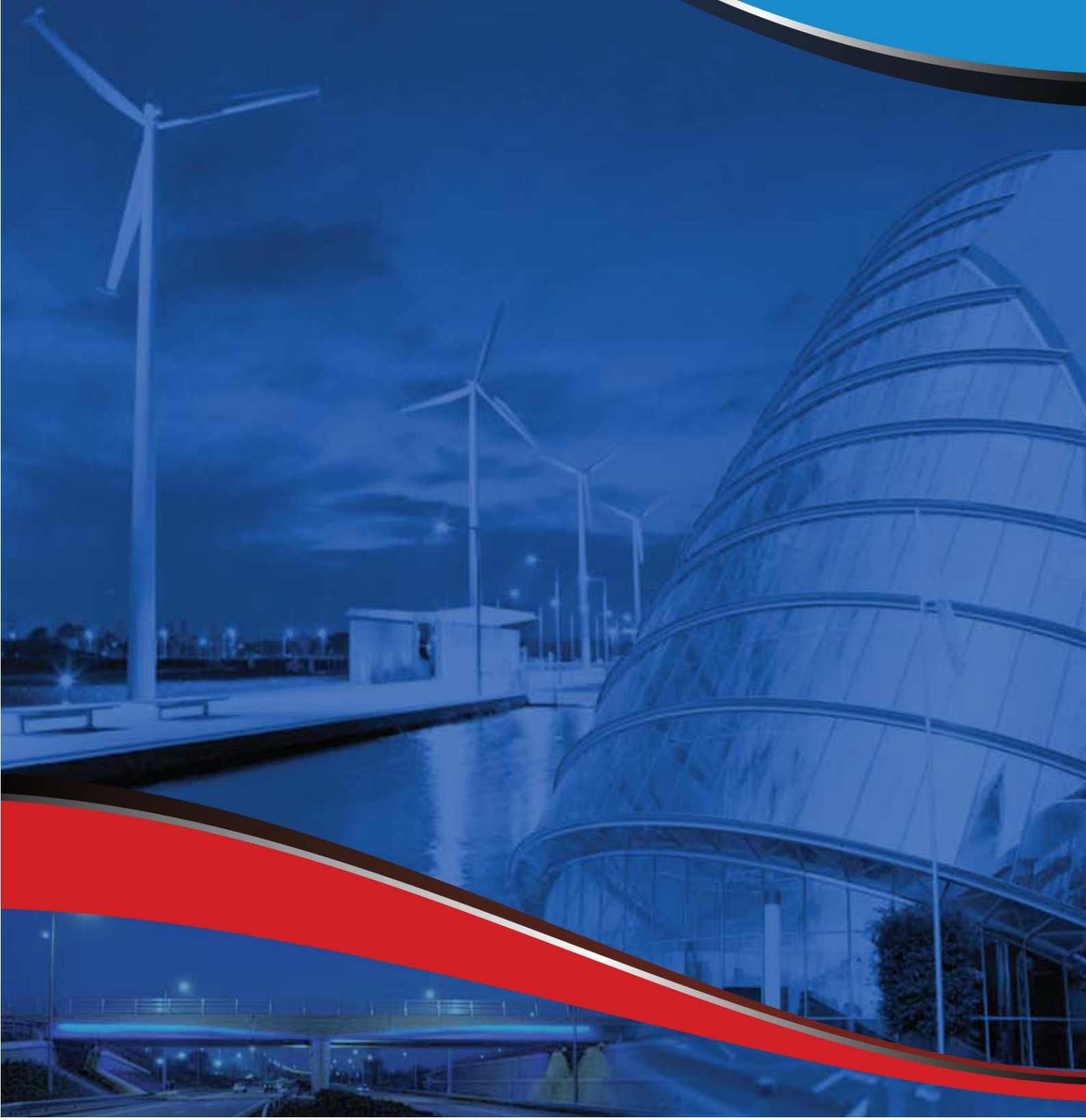
Sky Castle Ltd  
S665  
*12 November 2021*



## OCSC

O'CONNOR | SUTTON | CRONIN

Multidisciplinary  
Consulting Engineers





# MAYNOOTH TRANSPORT STRATEGY SUBMISSION REPORT

---

## MOYGADDY DEVELOPMENT



**OCSC**

O'CONNOR | SUTTON | CRONIN

Multidisciplinary  
Consulting Engineers

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## DOCUMENT CONTROL & HISTORY

<b>OCSC Job No: S665</b>	<b>Project Code</b>	<b>Originator</b>	<b>Zone Volume</b>	<b>Level</b>	<b>File Type</b>	<b>Role Type</b>	<b>Number</b>	<b>Status / Suitability Code</b>	<b>Revision</b>
	<b>S665</b>	<b>OCSC</b>	<b>1C</b>	<b>XX</b>	<b>RP</b>	<b>C</b>	<b>0007</b>	<b>S2</b>	<b>P01</b>

<b>Rev.</b>	<b>Status</b>	<b>Authors</b>	<b>Checked</b>	<b>Authorised</b>	<b>Issue Date</b>
<b>P02</b>	<b>S2</b>	<b>W. Marais</b>	<b>S. McGivney</b>	<b>A. Horan</b>	<b>12/11/2021</b>
<b>P01</b>	<b>S2</b>	<b>W. Marais</b>	<b>S. McGivney</b>	<b>A. Horan</b>	<b>12/11/2021</b>

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# 1 INTRODUCTION

O'Connor Sutton Cronin & Associates (OCSC) have been appointed by Sky Castle Ltd to prepare a submission on the current proposals for the developments at Moygaddy, Co. Meath, which forms part of the Maynooth environs and its potential impact, if any, on the Maynooth Transport Strategy (MTS).

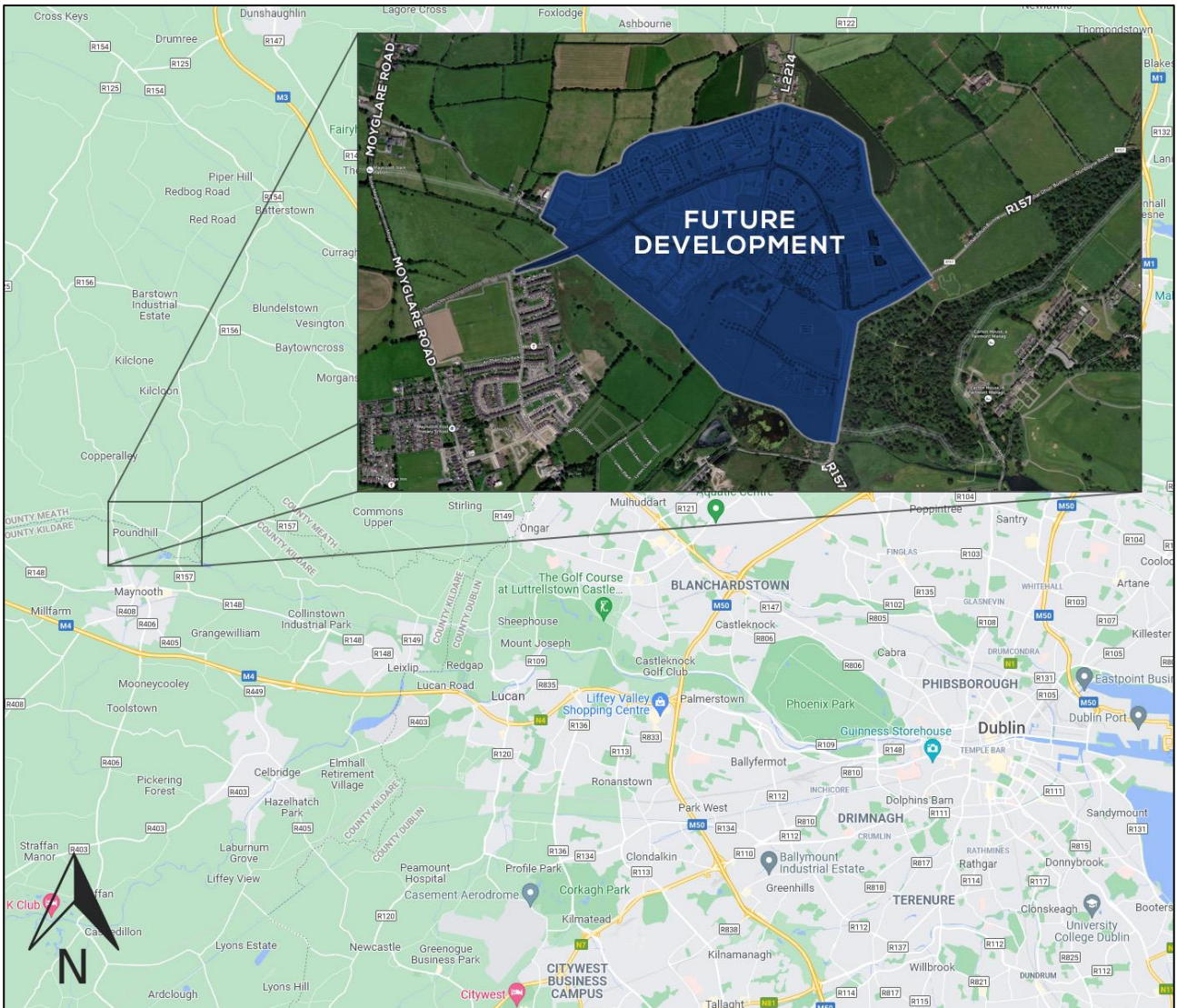
The Maynooth Outer Orbital Route is located within the Sky Castle land holding and therefore the delivery of this strategic road infrastructure is a key consideration in the context of the MTS.

The Moygaddy Masterplan is a non-statutory plan that has been prepared by the developer to assist with the co-ordination and phased delivery of the project. Pre-planning discussions have been undertaken with Meath County Council and lodging of the full planning applications are imminent. The full Moygaddy Development consists of the following parts:

- Pre-planning applications:
  - Medical phase (Primary Care Centre and Nursing Home Unit)
  - Offices phase 1 (three office buildings, approximately 16,700 m<sup>2</sup>)
  - Residential phase 1A (360 no. residential units, 289m<sup>2</sup> creche, and public park)
- Future Applications:
  - Offices phase 2 & 3 (six office buildings, approximately 33,400 m<sup>2</sup>)
  - Future Residential phases
  - Public hospital
  - Hotel & leisure facilities

Included with these developments are a number of road infrastructure upgrades, which are described in full detail in Section 3 of this report.

The location of the Moygaddy Development can be seen in Figure 1 overleaf.



*Figure 1: Locality Plan*

The purpose of this report is to:

- Summarise the proposed developments within the wider Maynooth Environs;
- List the infrastructural upgrades planned as part of these developments;
- **Assess the impact of these infrastructural upgrades on the Maynooth Transport Strategy.**

## 2 OVERVIEW OF THE MAYNOOTH TRANSPORT STRATEGY

According to the Maynooth Transport Strategy document prepared on behalf of Kildare County Council (KCC), the MTS can be summarised as below:

- A transport strategy is being developed which will **propose** measures to improve walking, cycling, public transport, roads and parking in Maynooth and its environs
- The strategy will place particular focus on improving conditions for pedestrians, **cyclists**, and public transport users
- Measures from the transport strategy will be incorporated into the new Local Area Plan for Maynooth and its environs
- The document presents information based on Census 2016 to give an indication of the existing transport situation in the Maynooth. When developing the transport strategy, 2021 data will be used which is currently being collected.

The study area for the transport strategy is shown in the figure below, with the Moygaddy land holding highlighted in dark blue:

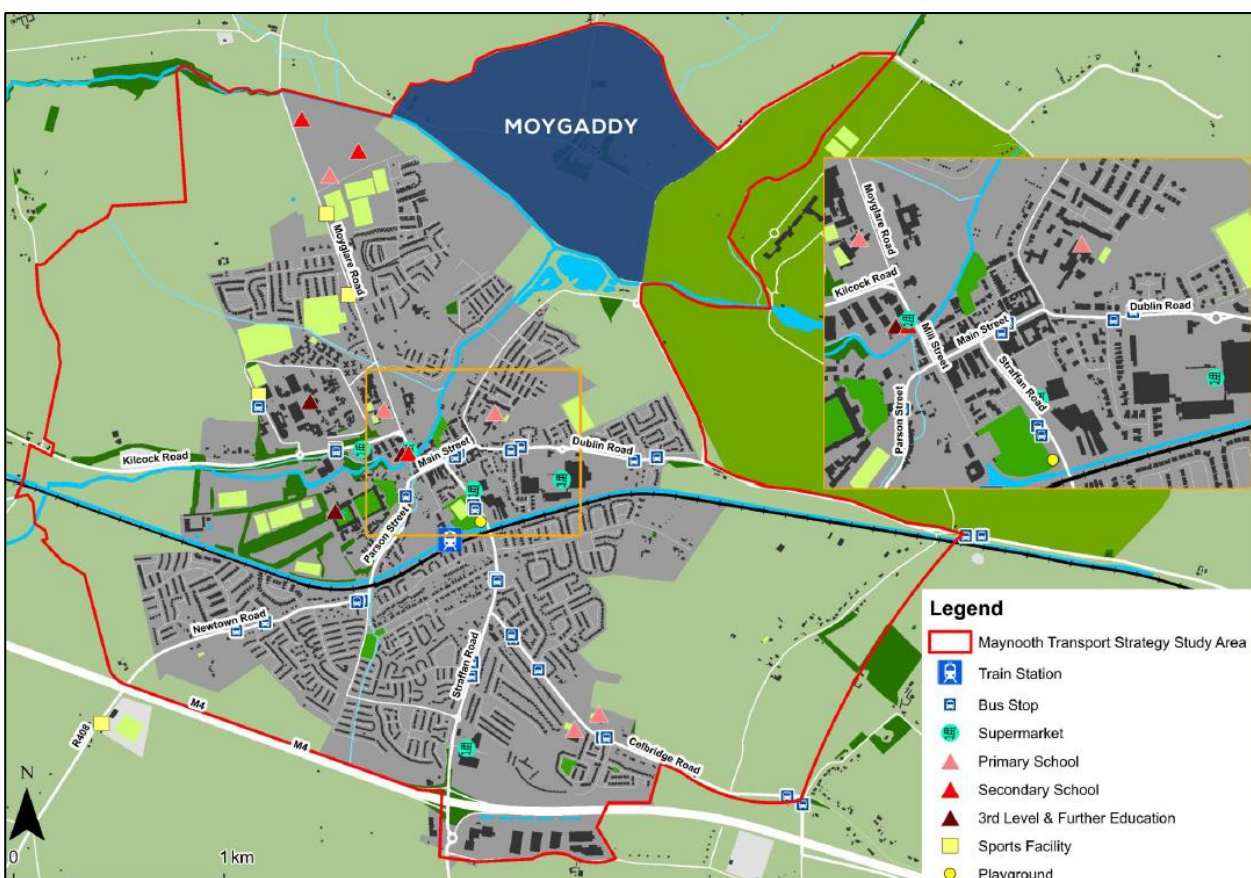


Figure 2: Transport Strategy Study Area

### 3 MOYGADDY INFRASTRUCTURAL UPGRADES

Several infrastructural upgrades are proposed as part of the development of the Moygaddy lands, which will have a direct impact on the town of Maynooth. These upgrades will be linked with the phasing plan discussed in Section 1 of this document.

The figure below indicates the road upgrades linked to specific phases of the development:



Figure 3: Moygaddy Development Phasing

As part of the proposed development, the following infrastructure upgrades will be introduced:

- Construction of the Maynooth Outer Orbital Route (MOOR) from **the existing section already constructed at Moyglare Hall, crossing the River Rye and Moyglare Stream and connecting to the R157 at the junction with the L6219 to include pedestrian and cycle facilities;**
- Upgrading of the R157/L6219 junction **to a signalised junction that includes pedestrian and cyclist crossings;**

- Upgrading of the L6219, **which will include pedestrian and cyclist infrastructure within the scheme area;**
- A new bridge section on a portion of the MOOR, over the adjacent River Rye that crosses into the jurisdiction of Kildare County Council at Moyglare;
- Segregated cyclist and pedestrian infrastructure along the MOOR;
- A shared pedestrian/cyclist path along the frontage of the SHD development along the L6219;
- A pedestrian and cycle bridge over the Moyglare Stream to link the residential SHD scheme with the new public park at Moygaddy Castle;
- A **new bridge crossing the Moyglare Stream as part of the MOOR that will accommodate vehicular, pedestrian and cyclist movements;**
- Dedicated crossing facilities that will accommodate pedestrians and cyclists at all junctions along the proposed MOOR;
- A new pedestrian and cycle bridge at the Kildare bridge which will link the Moygaddy lands with the network in County Kildare.

As part of the masterplan, a submission has been made to BusConnects, to advise them of the proposed development at Moygaddy and to request that due consideration be given to the expansion of the network to include the Maynooth Environ lands so that public transport services are extended to the new developments.



## 4 IMPACT ON THE MAYNOOTH TRANSPORT STRATEGY

The following benefits to the Maynooth Transport Strategy are expected as part of this development:

- Improvements to the connectivity in the area of the development;
- Increase in capacity of roads and junctions in the immediate vicinity;
- Provision of dedicated pedestrian and cycle infrastructure, enabling a strong modal shift towards sustainable transport;
- The upcoming proposals will also allow the BusConnects proposal to take account of the new infrastructure and further service the Maynooth area.

As part of the planning application for the this development, OCSC have been commissioned to prepare a Traffic Impact Assessment Report and associated traffic models. A copy of this report will be provided to both Meath County Council and Kildare County Council in ordinary course.

In summary, the infrastructural upgrades proposed as part of the Moygaddy development will have an overall positive impact on Maynooth and its environs.

## 5 VERIFICATION

This report was compiled and verified by:

*Wian Marais BE (US), BE (Hons) (UP), Professional Engineer (ECSA)*

*Civil Engineer*

*O'Connor Sutton Cronin & Associates*





**OCSC**

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Dublin | Belfast | Birmingham | Cork | Galway | London

## Appendix E **BUSCONNECTS SUBMISSION**

Bus Connects  
National Transport Authority  
Dún Scéine  
Hardcourt Lane  
Dublin 2  
D02 WT20

15/11/2021

Ref: T-SMG

Project No. S665



**RE: Maynooth Transport Strategy (MTS)  
Our Client; Sky Castle Limited  
Maynooth Environs – Lands At Moygaddy, Co, Meath, Maynooth**

Dear

We are writing to draw your attention to our client's submission to the Maynooth Transport Strategy (MTS) review initiated by Kildare County Council.

We enclose a copy of the submission to the MTS for your information.

We would like to draw your attention to the opportunity to expand the public transport network to include Bus Connects as part of the strategic Residential and Employment lead developments proposed on our client's landholding at Moygaddy Co. Meath which forms part of the Maynooth Environs.

We would welcome the opportunity to speak with you about this initiative and we look forward to your feedback in early course

Yours sincerely

Shane McGivney  
Chartered Engineer  
For O'Connor Sutton Cronin

CC. Ronan Barrett, Sky Castle Limited

cc. Meath County Council

cc. Kildare County Council

HEAD OFFICE  
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Civil | Structural | Mechanical | Electrical | Sustainability | Environmental

O'Connor Sutton Cronin & Associates Limited – Registered in Ireland No. 138329

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Associate Directors: Shaun Doody | Brian Heron | Eddie Lyons | Anthony Horan | Paul McSteen

Associates: Derek Connolly | Ian Crehan | Paul Devine | Vernon McAllorum | Niall McMenamin | Pat Moynihan | Dan O'Keefe | Patrick Raggett

Administrative Associate: Carrie Poettcker

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## Appendix F **KILCLOON TRAFFIC CALMING SCHEME DRAWING PACK**



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T01	30/06/2022	Tender Issue	PC	TK	PT
No.	Date	Amendment / Issue	Drn	Chk	App

Stage:  
**Comhairle Chontae na Mí**  
**Meath**  
 County Council  
 Buvinda House, Dublin Road, Navan, Co Meath C15 Y291  
 T: 046 909 7000 F: 046 909 7001 W: www.meath.ie

Project:  
**Kilcloon Traffic Calming Scheme**

Title:  
**Proposed Site Location**

Drawn by: PC  
 Checked by: TK  
 Approved by: P.Trappe

File Reference: TRA-04-012-04-99

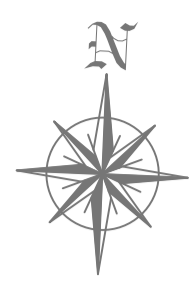
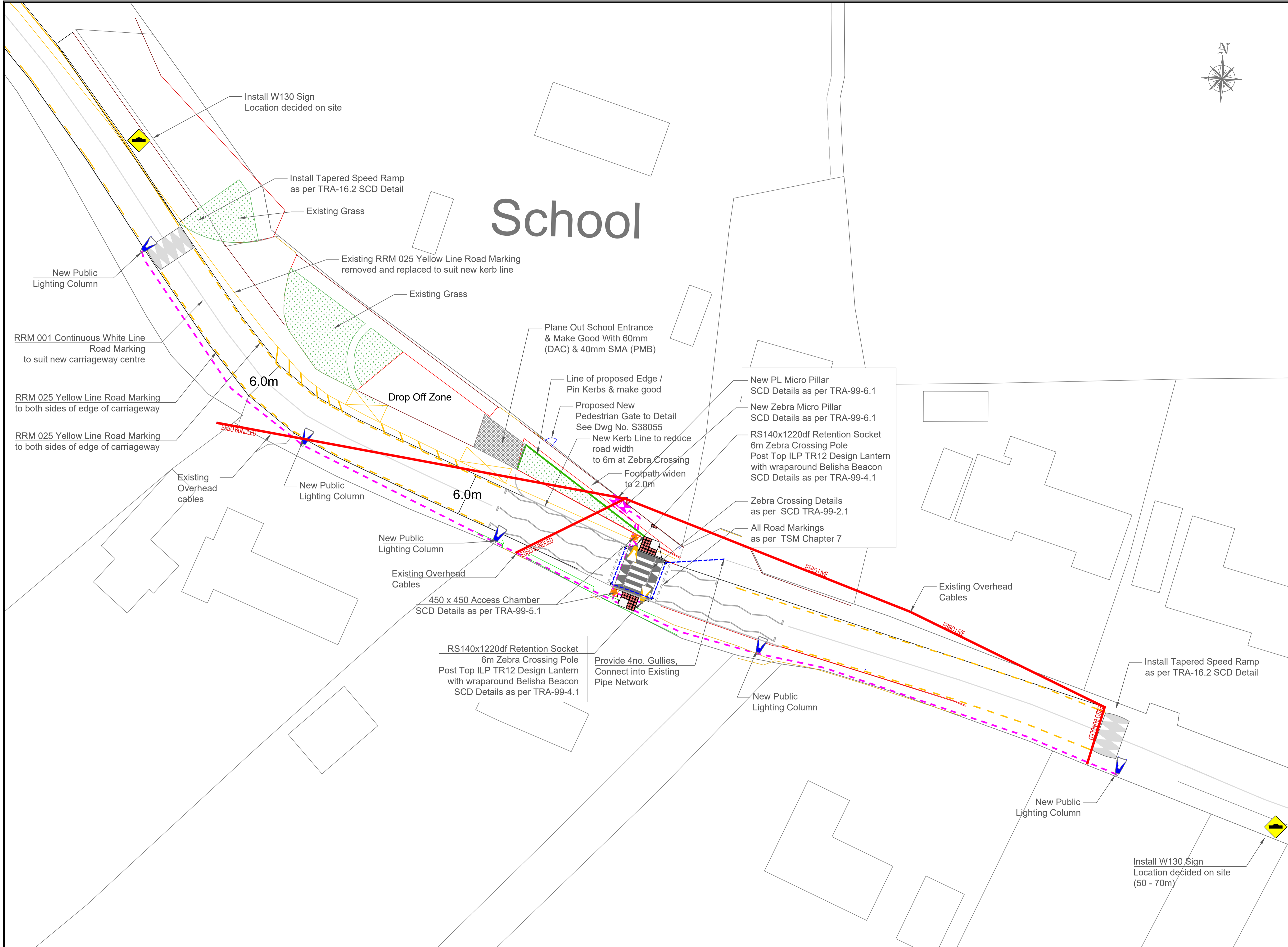
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 Drg. No: DG3802  
 Rev: T01

comhairle chontae na mí  
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A1 0 10 50 100

LEGEND



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T01	30/06/2022	Tender Issue	PC	TK	PT
No.	Date	Amendment / Issue	Drn	Chk	App

Stage:

Comhairle Chontae na Mí  
**Meath**  
County Council




Buvinda House, Dublin Road, Navan, Co Meath C15 Y291  
T: 046 909 7000 F: 046 909 7001 W: www.meath.ie

Project:  
**Kilcloon Traffic Calming Scheme**

Title:  
**Pedestrian Crossing at Kilcloon National School**

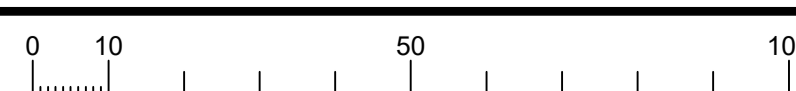
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Date: 09/05/2022		









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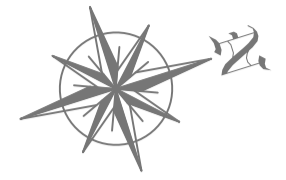
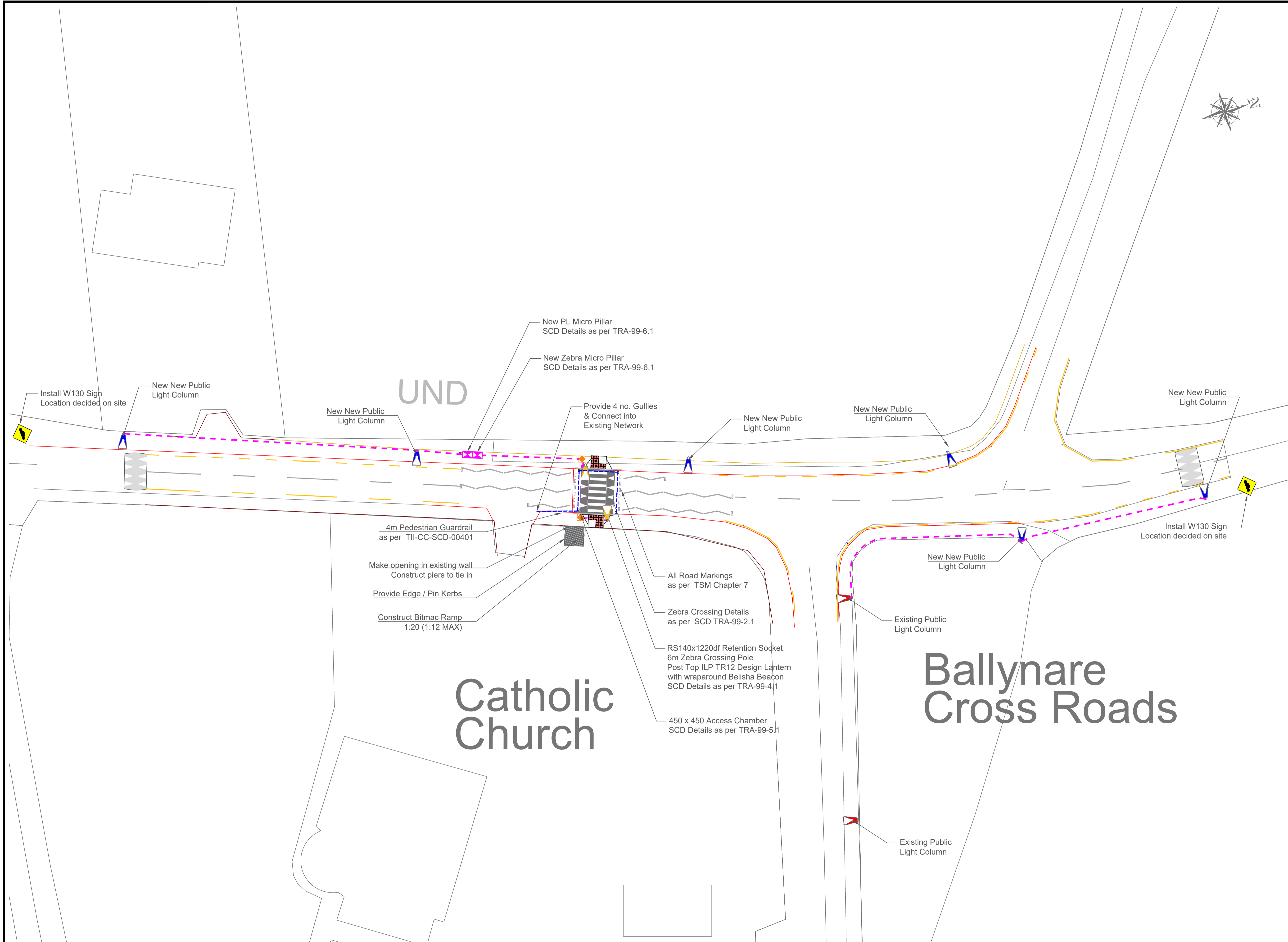
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**LEGEND**

-  Philips LumiStreet\_BGS212\_DX70\_5.2klm\_32W 6m Column\_Post Top\_0° Tilt
-  ESB Networks Pole
-  Public Lighting 107mm Duct with draw rope
-  ESB Networks 50mm Duct with draw rope
-  Proposed Drainage to Connect to Existing Network
-  Existing Overhead Network





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T01	30/06/2022	Tender Issue	PC	TK	PT
No.	Date	Amendment / Issue	Drn	Chk	App

Stage:

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**Meath**  
County Council

Buvinda House, Dublin Road, Navan, Co Meath C15 Y291  
T: 046 909 7000 F: 046 909 7001 W: www.meath.ie

Project:

**Kilcloon Traffic Calming Scheme**

Title:

**Pedestrian Crossing at Kilcloon Catholic Church**

Drawn by:	Checked by:	Approved by:
PC	TK	P.Trappe
File Reference: TRA-04-012-04-99		
Scale: 1:250 @ A1	Drg. No:	Rev:
1:500 @ A3	<b>DG3804</b>	<b>T01</b>
Date: 09/05/2022		

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**A1**

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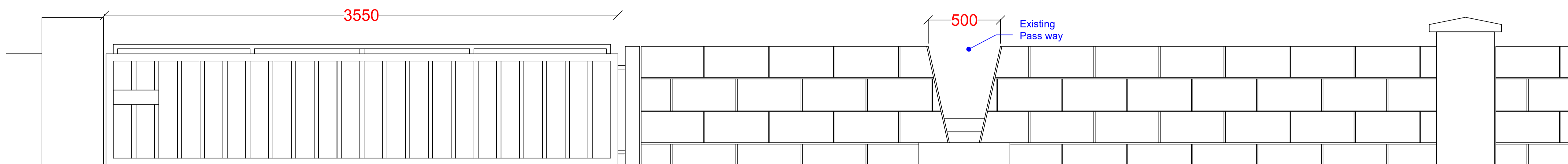
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6m Column\_Post Top\_0° Tilt
- ESB Networks Pole
- Public Lighting 107mm Duct with draw rope
- ESB Networks 50mm Duct with draw rope
- Proposed Drainage to Connect to Existing Network
- Existing Overhead Network

**GENERAL NOTES**

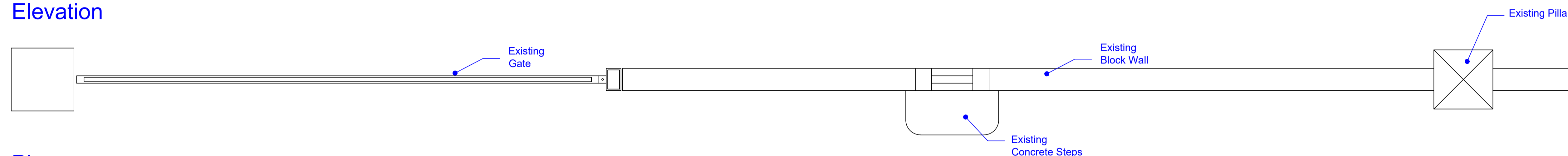
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**SPECIFICATION FOR NEW PEDESTRIAN GATE**

Single Leaf 90° Left gate of width required 1.0m high x 1.5.m wide infilled with 20mm Bar infill solid round bar. Frame 60 X 60mm SHS Mitred corners with fully welded joints Infill to be affixed to frame by full welds or by clips specified by Irfen®, to be supplied with Irfen® drop bolts and receivers, adjustable Irfen® hangers, and Sliding Bolt+Drop Bolts locking system. Installed to Gate Posts of 100 x 100 + Hangers. Finish: Galvanised & Powdercoated (Plasgalv®), Colour: Blue RAL

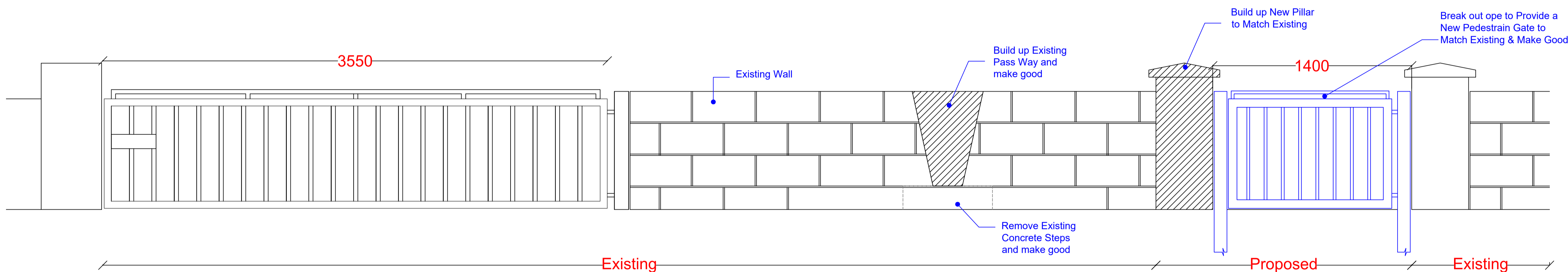


**Elevation**

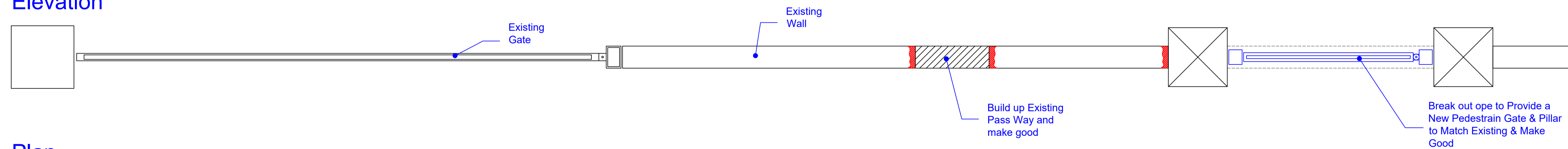


**Plan**

**Existing Wall Detail**



**Elevation**



**Plan**

**Proposed New Pedestrian Gate Detail**

T01	30/06/2022	Tender Issue	PC	TK	PT
No.	Date	Amendment / Issue	Drm	Chk	App

Stage:

Comhairle Chontae na Mí  
**Meath**  
County Council




Buvinda House, Dublin Road, Navan, Co Meath C15 Y291  
T: 046 909 7000 F: 046 909 7001 W: www.meath.ie

Project:  
**Kilcloon Traffic Calming Scheme**

Title:  
**Proposed New Pedestrian Gate At School**

Drawn by: PC	Checked by: TK	Approved by: P.Trappe
File Reference: TRA-04-012-04-99		
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