



# TRAFFIC IMPACT ASSESSMENT

Primary Care Centre & Nursing Home

Sky Castle Ltd **\$665** 26 August 2022

# TRAFFIC IMPACT ASSESSMENT

## **PRIMARY CARE CENTRE & NURSING HOME**



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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 Primary Care Centre (PCC) and a Nursing Home Unit 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.



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#### **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-



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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 1.5km 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 west; and
- · River Rye Water, to the south;

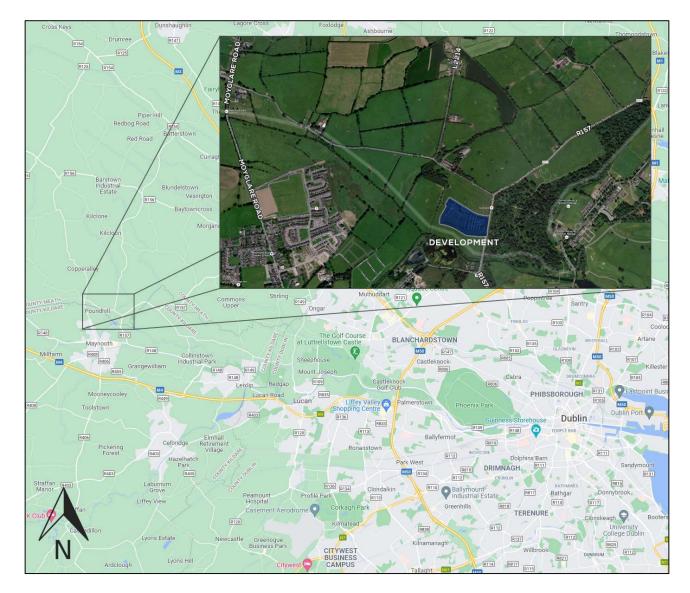


Figure 1: Development Locality Plan

#### **DEVELOPMENT DESCRIPTION**

Planning Permission is sought by Sky Castle Limited for the development of a site which extends to 7.94 hectares, on land to the west of the R157 Dunboyne Road, County Meath, north of the town of Maynooth, in the townland of Moygaddy. This site is located in the Maynooth Environ Lands.





#### The proposed development comprises:

- 1. Construction of a new two-storey Nursing Home of 156 no. bedrooms with a Gross Floor Area (GFA) of 8,576m2, including vehicular drop-off area and service road.
- 2. Construction of a new three-storey Primary Care Centre (PCC) with a Gross Floor Area (GFA) of 3,049m2, including vehicular drop-off area.
- 3. The development includes a shared surface car park providing 161 no. car parking spaces (comprising of 151 no. standard car parking spaces and 10 no. accessible car parking spaces) and approximately 160 no. bicycle parking spaces.
- 4. Provision of foul and surface water drainage including an underground wastewater pumping station.
- 5. Connection to potable water supply at Kildare Bridge.
- 6. Provision of communal (semi-private) and public open space.
- 7. Provision of hard and soft landscaping including amenity equipment, fencing and gates.
- 8. Provision of substation and public lighting.
- 9. Proposed road improvement and realignment works along the R157 which abuts the Carton Demense Wall which is a Protected Structure (RPS Ref 91556), including:
  - (i) Construction of a new 2-way, 6m-wide access road from the R157 Dunboyne Road to include a priority T-junction on the R157 which includes a right-turn lane from the R157 into the access road,
  - (ii) Upgrade works to a section of the R157 from the new site entrance south to Kildare Bridge on the R157 (representing delivery of a 15m-wide portion of the Maynooth Outer Relief Road (MOOR)), including creation of a new 2m-wide footpath, 3m-wide cycle lane and pedestrian and cycle link adjacent to Kildare Bridge,
  - (iii) Provision of pedestrian and cycle improvement measures.
- 10. All other site development works and services ancillary to the proposed development.
- 11. A Natura Impact Statement (NIS) and Environmental Impact Assessment Report (EIAR) will be submitted to the planning authority with the planning application.



OCSC O'CONNOR I SUTTON I CRONIN 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.

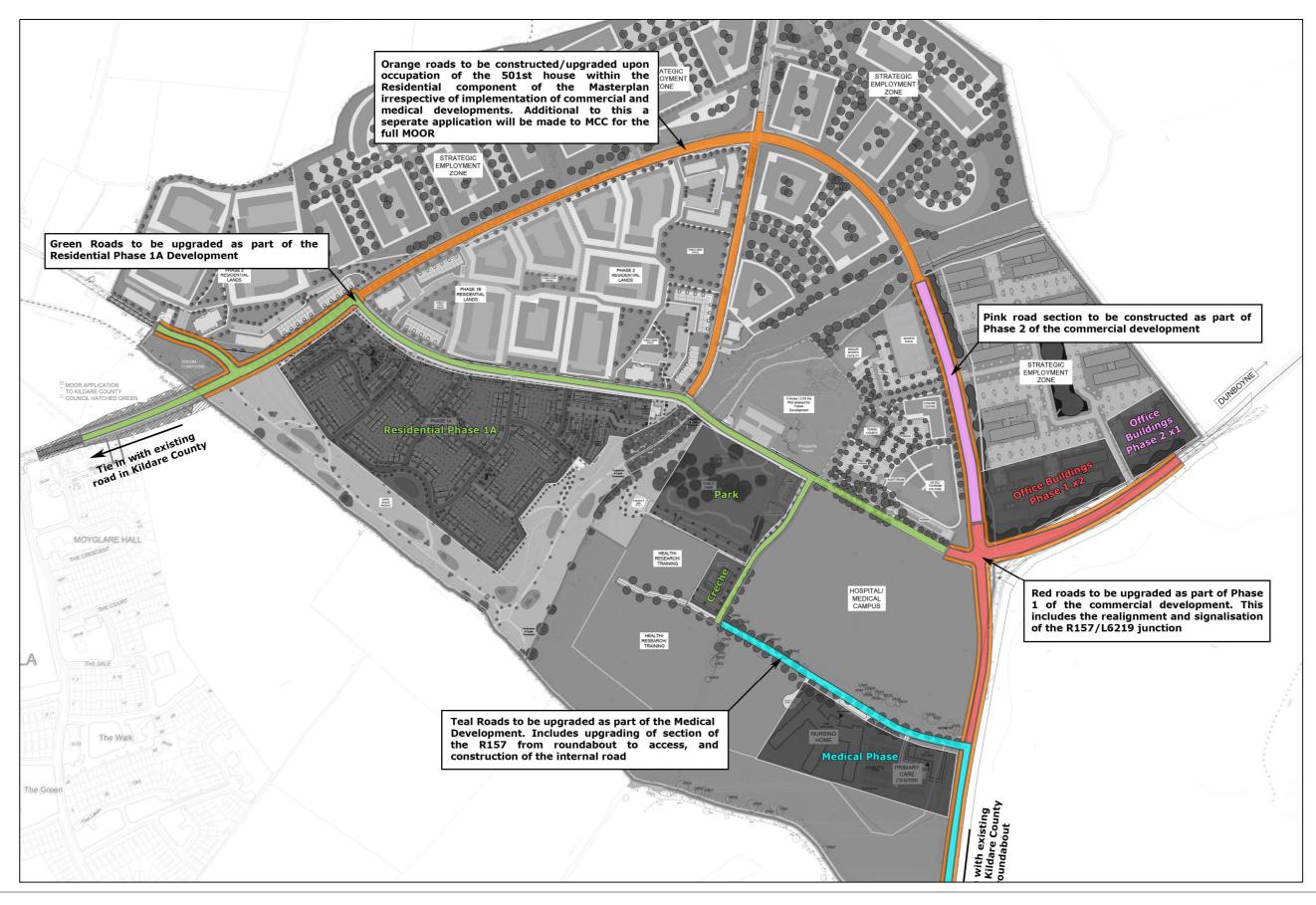
Item	Linked Road Infrastructure	Trip Generation Year		
Medical Phase				
Primary Care Centre & Nursing Home	Upgrade the R157 from the roundabout in the south up to the access to medical facility	Opening Year (2025)		
Medical Research Campus	Full MOOR already operational	Design Year (2040)		
Public Hospital	Full MOOR already operational	Design Year (2040)		
	Office Phase			
	Upgrade the R157 north of medical facility access up to the junction between the R157 and the L22143	Opening Year (2025)		
Office Buildings Phase 1 x2	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)		
	Residential Phases			
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)		
	Other Phases			
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



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### 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>&</sup>lt;sup>3</sup> Trip Rate Information Computer System



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

Project Appraisal Guidelines for National Roads Unit 5.3 - Travel Demand Projections, TII (May 2019)

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.



OCSC O'CONNOR I SUTTON I CRONIN 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:

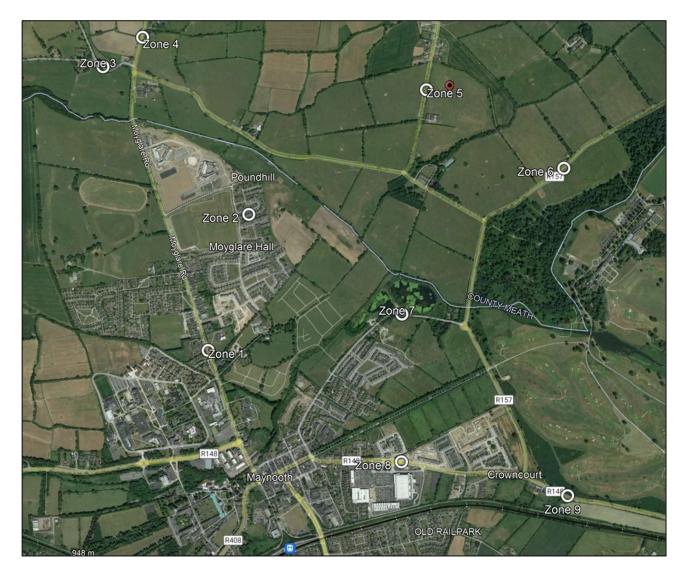


Figure 3: Model Zones

#### **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.



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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.

ENGINEERS IRELAND

CPd ACCREDITED EMPLOYER

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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

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

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





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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;





 <u>Design Year (2040)</u> – The performance of the local road network during the Design Year.

The future year assessments considered the following scenarios:

- <u>Do Nothing:</u> 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.
- <u>Do Something:</u> 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 a creche on the western side of the development area;
  - Three office buildings (approximately 16,700 sqm) on the eastern side of the development area, accessed off the R157.

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.



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- <u>Do Maximum:</u> 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



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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		2019	Do Nothing
2		2025	Do Nothing
3		2025	Do Something
4	AM Peak	2030	Do Nothing
5	Anticak	2030	Do Something
6		2040	Do Nothing
7		2040	Do Something
8		2040	Do Maximum
9		2019	Do Nothing
10		2025	Do Nothing
11		2025	Do Something
12	PM Peak	2030	Do Nothing
13	rivireak	2030	Do Something
14		2040	Do Nothing
15		2040	Do Something
16		2040	Do Maximum

Table 6: Scenario Roadmap



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#### 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		
rear	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:

		Central Growth Rates					
Region	2016	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.



OCSC O'CONNOR | SUTTON | CRONIN 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 (primary care centre and nursing home), while other planned developments in the nearby area, and are described further in chapter 5, act as trip generators and attractors (residential and offices) 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:

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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
Moyglar 1 Road		This north-south road	<b>Environment:</b>	Rural to urban	6.00	Rural Link Road
			Layout:	Two-lane undivided road west		
				of the development		
		connects the western side of	Verge:	Rural shoulders in the vicinity		
	Road	Maynooth in the south, to the R156 in the north	of the	of the site		
			NMT:	No specific provision		
			Illumination:	None in the vicinity of the site		
2	L6219/L22143	This is a connecting road	<b>Environment:</b>	Rural fringe	5.80	Rural Local Road
			Layout:	Two-lane undivided road		
		between Moyglare Road in		central in the development		
		the west and the R157 in the east	Verge:	Rural shoulders		
			NMT:	No specific provision		
			Illumination:	None in the vicinity of the site		
3 L2214 Kilcloon F		This is a small connecting	<b>Environment:</b>	Rural to rural fringe	5.00	Rural Local Road
		road, parallel to Moyglare	Layout:	Two-lane undivided road north		
	KIICIOOII KOdu	Road. This road connects		of the development		





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

Table 9: Base Year Road Network



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### 5 CHARACTERISTICS OF THE DEVELOPMENT

#### **DEVELOPMENT & SITE OVERVIEW**

The overall gross site area is **c.8-hectares** and is zoned by Meath County Council for **Community Infrastructure** in the Meath County Development Plan 2021 - 2027.

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 eastern boundary of the subject site. Ground levels across the site typically fall gently from north to south, with a sharp decline at the southern and eastern boundaries, which align with the River Rye Water and Moyglare Stream respectively.

The proposed Primary Care Centre and Nursing Home development at Moygaddy consists of the construction of a Primary Care Centre (PCC) and Nursing Home Unit; with access provided from the R157, which aligns the eastern boundary of the proposed medical site. The proposed works also include the upgrading of a section of the R157 from Kildare Bridge, south of the proposed site, to the proposed development entrance. Additional to this, will be the creation of new internal access roads and car parking.

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 proposed site layout is shown in Figure 5 below.



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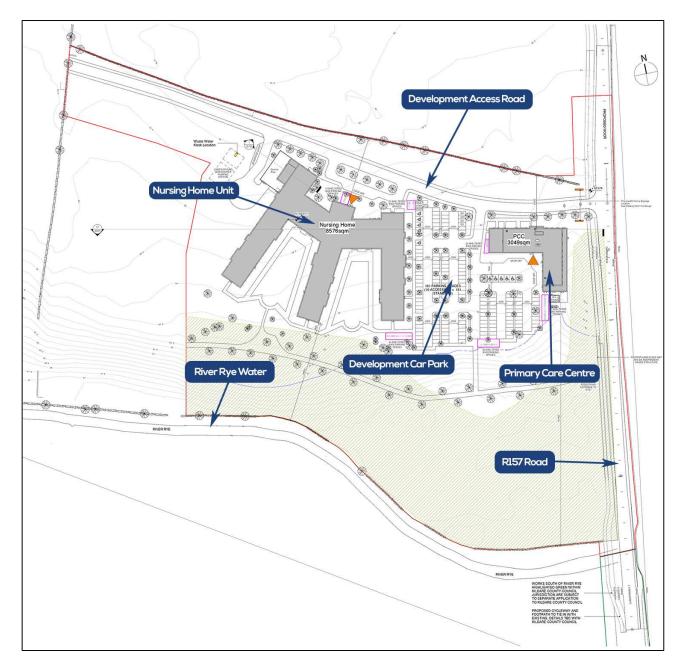


Figure 5: Proposed Development Layout

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;





Primary Care Centre & Nursing Home
Traffic Impact Assessment

O'Connor Sutton Cronin & Associate

Multidisciplinary Consulting Engineers

• Three office buildings (approximately 16,700 sqm) on the eastern side of the

development area, also accessed off the R157, immediately north of the PCC/Nursing

Home proposal;

Since these applications are earmarked for development at a similar timeframe as the

PCC/Nursing Home development discussed in this study, the traffic impact of all

three developments will be considered in combination.

TRIP GENERATION

**Primary Care Centre & Nursing Home** 

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.

It is noted that the potential additional trips generated by the proposed medical

development are estimated by the Primary Care Centre and Nursing Home Unit trips to

allow the maximum estimated trips included as part of this assessment which will ensure

a comprehensive and conservative assessment. Cognisance should be taken of the fact

that the trip generation makes no allowance for any internal or diverted trips. This

development is part of a masterplan with mixed land-uses, including several trip

generators and attractors in the area. This aspect has not been considered for the trip

generation, further highlighting the conservative nature of this calculation.

While the trips generated by the PCC and Nursing Home generally do not have specific

peaks, with a fairly steady trip generation throughout the day, the trips are analysed as

part of the identified peaks of the local road network. This will provide a worst-case

scenario for the analysis.

When developing traffic generation estimates for any development, several surveys are

selected from the database based on a range of factors including development type,

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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.

	Prim	nary Care Cent	re	Nui	rsing Home Ur	nit	Medical
Time Range	30.49	per 100m²	Total	156	beds	Total	Development
	Arrivals	Departures	TULAT	Arrivals	Departures	TULAT	Total
07:00-08:00	2	4	6	28	7	35	41
08:00-09:00	8	0	8	12	13	25	33
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	10	7	17	13	21	34	51
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
Daily Trips:	109	109	218	292	293	585	803

Table 10: Estimated Future Trips Generated by the Development

Based on Table 10, the proposed PCC/Nursing Home development is expected to generate approximately **803 additional trips per day**. Of these, approximately **20 arrivals** and **13 departures** are expected during the A.M. peak (08:00 – 09:00) while approximately **23 arrivals** and **28 departures** are expected in the P.M peak hour (17:00 – 18:00).

It should be noted that this development's peak doesn't coincide with the normal daily vehicular peak hours. The peak hour for this development is in the afternoon, between 14:00 and 15:00 when it generates **47 arrivals** and **64 departures**. This offset peak





hour will reduce the impact of the development on the existing road network and will aid in accommodating any generated trips.

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:

	,	Apartments		Houses			SHD
Time Range	166	units	Total	194	units	Total	Development
	Arrivals	Departures	Total	Arrivals	Departures	Total	Total
07:00-08:00	13	45	58	7	37	44	102
08:00-09:00	15	33	48	17	53	71	119
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	33	10	42	41	14	55	97
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
Daily Trips:	198	214	412	316	320	636	1048

Table 11: Estimated Future Trips Generated by the SHD Development



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	Business Park – 3 Buildings					
Time Range	323	Parking spaces	Total			
	Arrivals	Departures	TOLAT			
07:00-08:00	62	7	69			
08:00-09:00	119	14	132			
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	8	89	97			
18:00-19:00	5	46	50			
Daily Trips:	364	365	729			

<u>Table 12: Estimated Future Trips Generated by the Office Development – 3 Buildings</u>

## **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:



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

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

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

	Residential Phase 2					
Time Range	275	units	Takal			
	Arrivals	Departures	Total			
07:00-08:00	22	75	97			
08:00-09:00	26	54	79			
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	22	75	97			
Daily Trips:	328	354	682			

Table 14: Estimated Future Trips Generated by Residential Phase 2



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	Residential Phase 3					
Time Range	222	units	Total			
	Arrivals	Departures	Total			
07:00-08:00	18	60	78			
08:00-09:00	21	44	64			
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	44	13	57			
18:00-19:00	28	21	49			
19:00-20:00	18	60	78			
Daily Trips:	265	286	551			

Table 15: Estimated Future Trips Generated by Residential Phase 3

	Hospital				
Time Range	270	Per 100 m <sup>2</sup>	Total		
	Arrivals	Departures	TOLAT		
07:00-08:00	211	41	252		
08:00-09:00	254	87	341		
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	106	205	312		
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		
Daily Trips:	1941	1969	3911		

Table 16: Estimated Future Trips Generated by the Hospital





	Medical Research Facility (Business Park)				
Time Range	215	Parking spaces	Total		
	Arrivals	Departures	Total		
07:00-08:00	154	18	171		
08:00-09:00	294	34	327		
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	20	221	241		
18:00-19:00	11	114	125		
Daily Trips:	901	905	1806		

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

	Business Park – 6 Buildings					
Time Range	477	Parking spaces	Total			
	Arrivals	Departures	TOLAT			
07:00-08:00	92	10	102			
08:00-09:00	175	20	195			
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	12	132	144			
18:00-19:00	7	68	74			
Daily Trips:	537	539	1077			

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





	Hotel and Tourism Development										
	Leisu	re Centre <sup>1</sup>	Th	eatre <sup>1</sup>	Art Galleries <sup>1</sup> Ho		lotel		<b>T.</b> 1. 1		
Time Range	25	per 100 sqm	250	seats	10	per 100 sqm	118	Beds		Total	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Total
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	25	17	0	5	2	1	21	25	48	48	96
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	39	36	82	11	0	0	16	15	137	62	199
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:	386	383	170	104	15	16	305	316	875	818	1693

<sup>&</sup>lt;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		Р	М	AADT	
Origin, Descination	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%
Total	100%	100%	100%	100%	100%	100%

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.



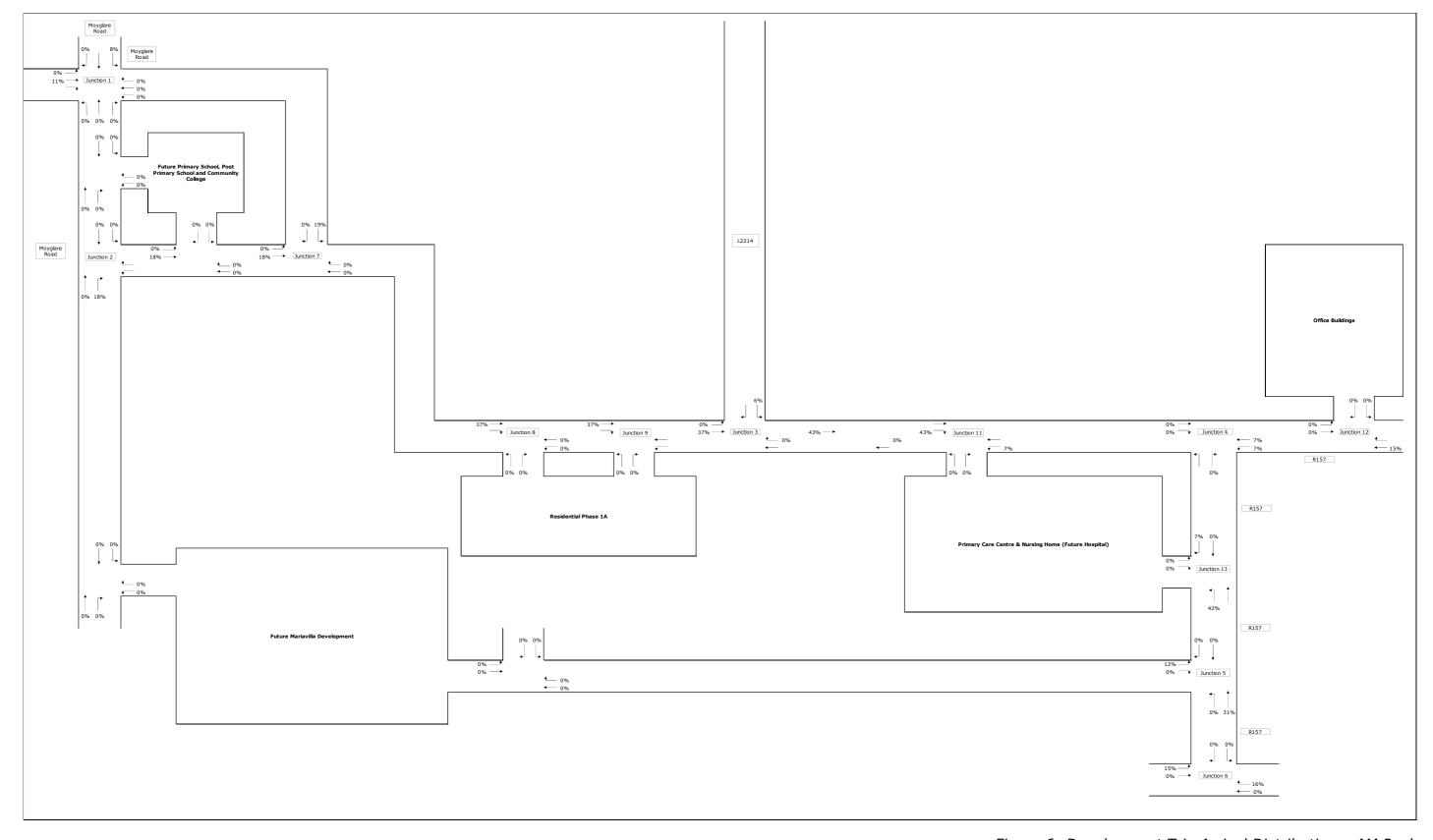


Figure 6: Development Trip Arrival Distribution - AM Peak





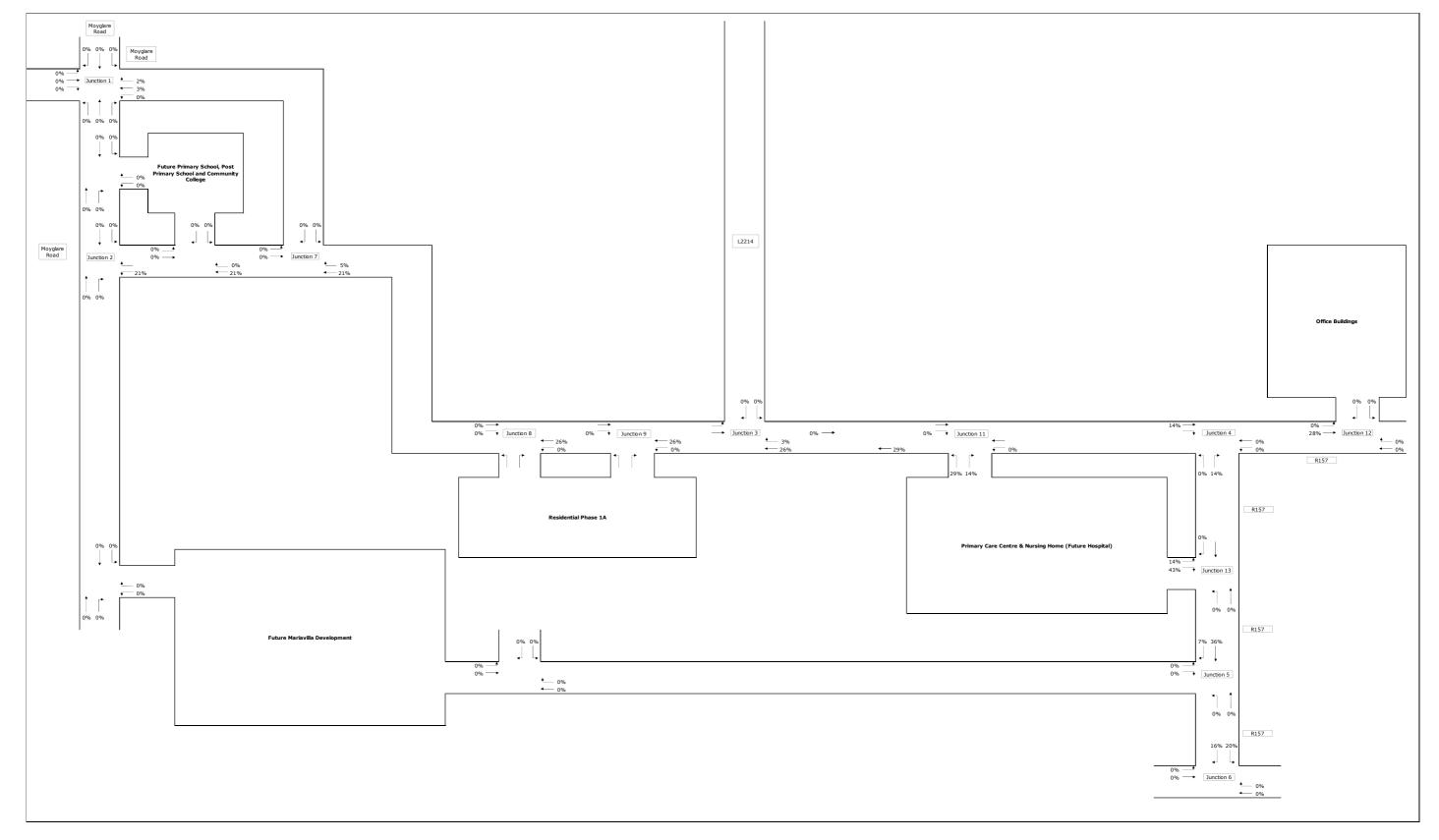


Figure 7: Development Trip Destination Distribution - AM Peak





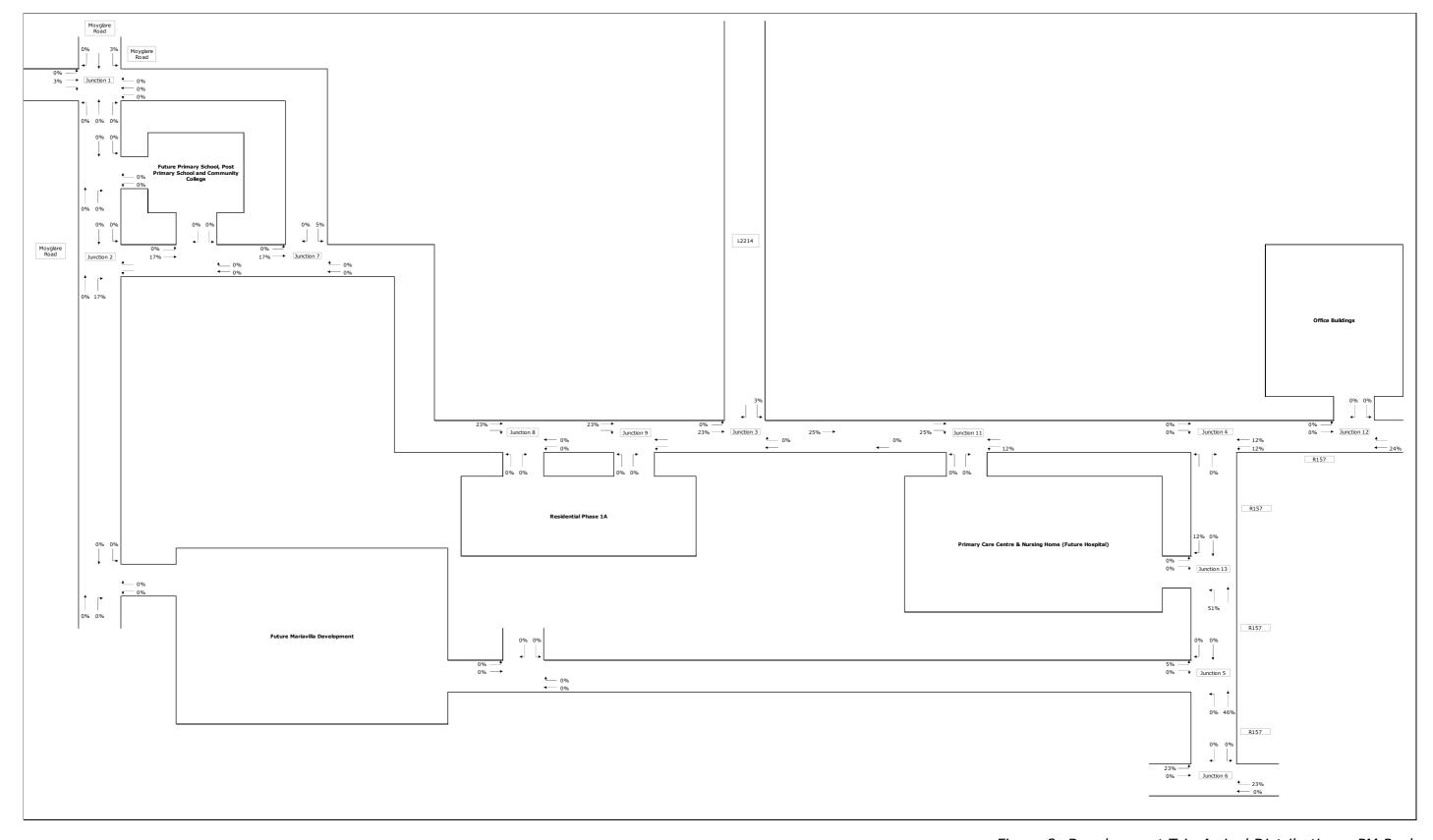


Figure 8: Development Trip Arrival Distribution - PM Peak





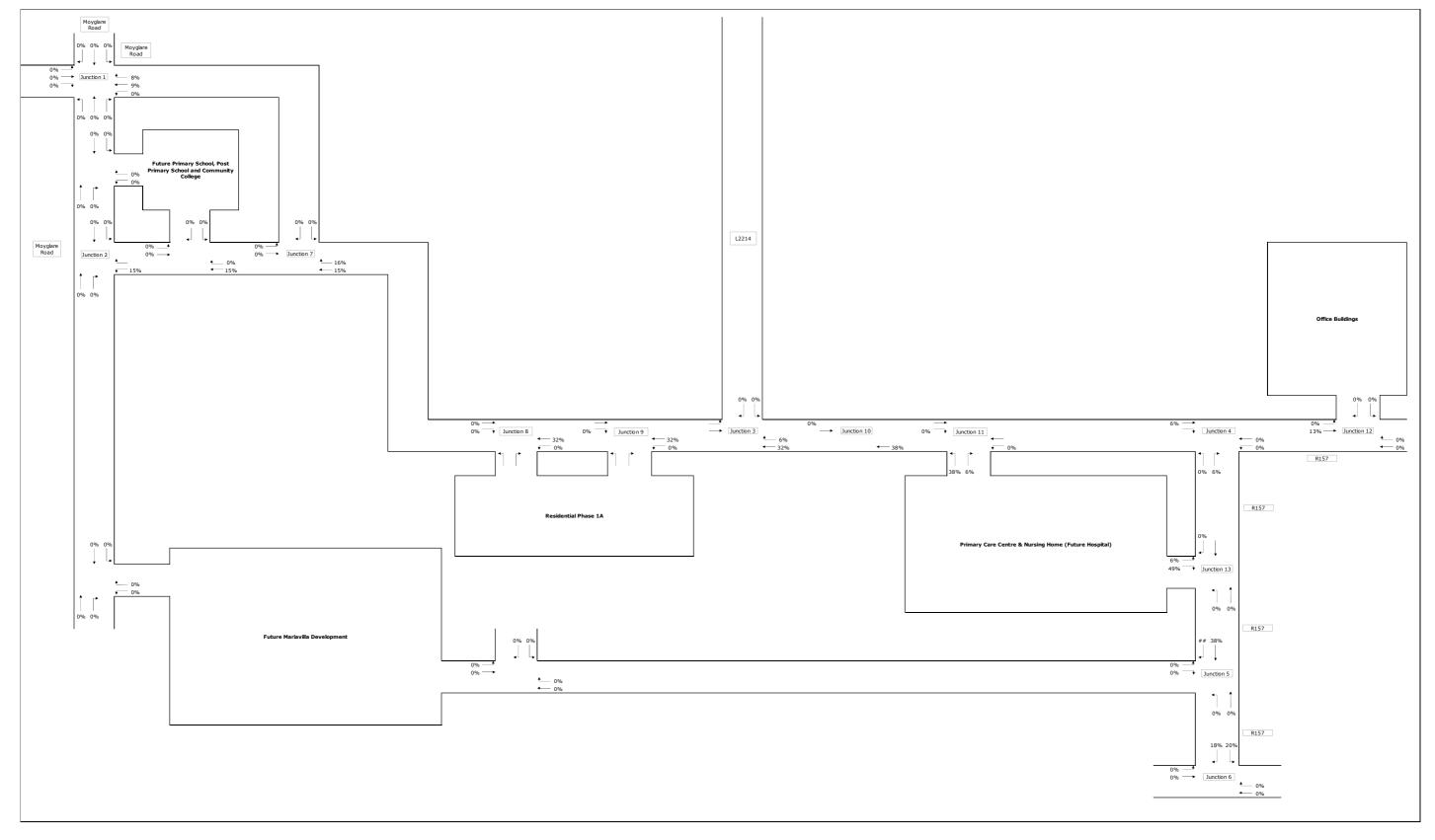


Figure 9: Development Trip Destination Distribution - PM Peak





## **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 PCC/Nursing Home 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 3 beds, and one space per employee for Nursing Homes. There is no specific reference within the Development Plan parking standards for a land-use such as a Primary Care Centre. However, the Development Plan does state that "in the case of any specific uses not listed in the above table, Meath County Council will specify its requirements in relation to parking". For the purposes of this document, the most appropriate comparable standard was chosen as the land use "Surgeries" for use with the PCC. This states that 2 car parking spaces are required per consulting room.

From this, the following requirements in terms of car parking were calculated according to the Development Plan:



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Land-Use	U	Requirement
Nursing Home	156	52 <sup>1</sup>
Primary Care Centre	48	96
Total	148	

<sup>&</sup>lt;sup>1</sup>Excluding car parking for employees

Table 21: Car Parking Requirements

#### CAR PARKING PROVISION

The development will provide the following car parking spaces:

- 10 no. universally accessible spaces
- 147 no. standard spaces
- 4 no. EV spaces
- 161 no. total spaces

The provided car parking is in line with the requirements for the nursing home, with an adequate provision made given the number of beds. At this stage the number of staff required for the development is unclear, but it should be noted that the provision is considered adequate for the number of staff and will not result in an over provision of car parking that could cause the development to become car park dominated. This approach encourages dual usage of car spaces and the use of more sustainable modes of transport. Further to this, the following should be noted:

- The standards taken from the Development Plan are set as "maxima" per land use, with the car parking standards to be applied at the discretion of Meath County Council;
- The car parking demand for the two parts of the development, Nursing Home and PCC, will vary throughout the day. Generally, activity at Nursing Homes is higher in the evenings and weekends, during visiting hours. The PCC will be more active throughout weekdays as appointments are scheduled throughout the day. Therefore there is some potential for dual usage of car parking spaces, which will ensure that an over-provision and underutilisation of car parking doesn't occur;



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Multidisciplinary Consulting Engineers

Lastly, there is an element of cross usage such as internal trips between the Nursing
Home and PCC that do not require car parking or only require one space for both
parts of the development. It is expected that the co-location of these two important
community medical infrastructure buildings will further reduce the requirements for
car parking spaces between the two sites.

The 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 that allows for the highly accessible nature of the site and the dual usage nature of the Primary Care Centre and the Nursing Home which are compatible and complementary medical uses on a co-located site. EV spaces have also been provided in line with the development plan standards, which state that a total of 4 no. EV charging points should be provided per development.

#### **BICYCLE PARKING**

In the interest of sustainable transport, extensive, high-quality cycle parking is proposed at the development. The Meath Development Plan doesn't have a specific standard for Nursing Home or Primary Care Centre, rather the appropriate standard is for "Other Developments". This states that 1 bike space is required per car space, or 10% of employee numbers in general. As the former will be the greater value, this was chosen as the accepted standard. Given this, the development provides for a total of 160 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 2,900 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 8.00 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.
- 450mm Road Build Ups
- 450mm Building Pad Build Ups
- An allowance has been made for some soil not being acceptable for reuse on the site.





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Item	Cut Volume (m³)		Fill Volum	e (m³)	
Fill 2.5m – 3m	-			-	
Fill 2m – 2.5m	-			10	
Fill 1.5m - 2m	-			100	
Fill 1m - 1.5m	-			350	
Fill 0.5m - 1m	-			1200	
Fill 0m – 0.5m	-		4900		
Cut 0m - 0.5m	7900		-		
Cut 0.5m - 1m	2750		-		
Cut 1m - 1.5m	450		-		
Cut 1.5m - 2m	50			-	
Total Cut	Cut	Rei	use	Cut	
Total Gat	11 150 m³	6 56	0 m <sup>3</sup>	4 590 m <sup>3</sup>	
Total Fill	Fill	Rei	use	Fill	
	6 560 m <sup>3</sup>	6 56	0 m <sup>3</sup>	0 m <sup>3</sup>	
Total Haulage	c. 10 600 Tonnes				

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/m3.

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 8hour day and a 22 working day month, 24 vehicles per hour equates to 4,224 vehicles per month.

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It is worth noting however that the 10 600 tonnes of combined recycling & disposal equate to just over 530 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 the other sites, reducing the amount of material that needs to be exported.

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.



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# 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



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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 in 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.





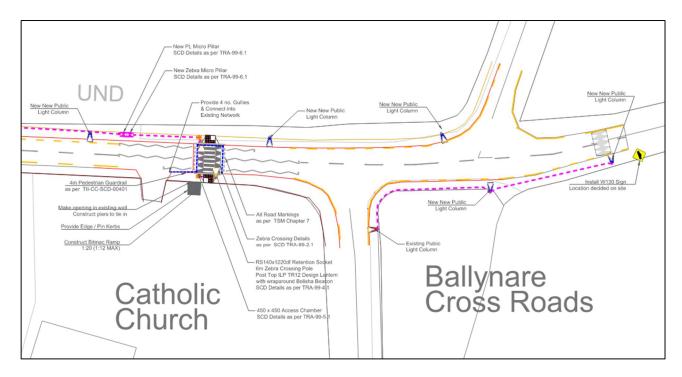


Figure 11: Extent of Traffic Calming Proposed at Kilcloon Catholic Church

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:





Conorio	Scenario Year		Moygla	re Road		L2214 - Kilcloon Road			
Scenario			%	South	%	North	%	South	%
	2019	50	-	131	-	54	-	116	-
Do	2023	64	-	174	-	59	-	145	-
Nothing	2028	70	-	186	-	59	-	155	-
	2038	67	-	188	-	75	-	162	-
	2023	59	-8%	166	-5%	69	17%	160	10%
Do Something	2028	72	3%	196	5%	72	22%	153	-1%
Sometiming	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

Cooporio	Year		Moyglare Road				L2214 – Kilcloon Road			
Scenario	Scenario real		%	South	%	North	%	South	%	
	2019	156	-	56	-	142	-	56	-	
Do	2023	176	-	70	-	163	-	60	-	
Nothing	2028	165	-	75	-	165	-	67	-	
	2038	217	-	88	-	173	-	70	-	
_	2023	176	0%	74	6%	174	7%	66	10%	
Do Something	2028	197	19%	77	3%	193	17%	76	13%	
Sometiming	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	Link Capacity	A.M. Peak	RFC	P.M. Peak	RFC
LIIIK	(m)	(veh/hr)	(veh/hr)	(%)	(veh/hr)	(%)
L2214 - Kilcloon	<b>-</b> 00	4000	252	5 40/		4 = 0 /
Road – Do Nothing	5.00	1020	350	34%	158	15%
L2214 - Kilcloon	F 00	1020	205	200/	160	1.60/
Road – Do Maximum	5.00	1020	385	38%	160	16%

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



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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



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		Maynooth Town Road					
Scenario	Year	Southeast	%	Northwest	%		
	2019	16	-	31	-		
Da Nathina	2023	192	-	26	-		
Do Nothing	2028	227	-	27	-		
	2038	255	-	43	-		
	2023	47	-76%	13	-50%		
Do Something	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.

	Year		Maynooth Town Road						
Scenario		Southeast	%	Northwest	%				
	2019	1	-	14	-				
Do Nothing	2023	10	-	35	-				
Do Nothing	2028	9	9 - 69		-				
	2038	22	-	79	-				
	2023	14	40%	46	31%				
Do Something	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



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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 N	lumber d	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		
	UM				Not	t Applica	ble			
	UAP1	1020	1320	1590	1860	2010	2550	2800	3050	3300
Road Type	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



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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	Link Capacity	A.M. Peak	RFC	P.M. Peak	RFC
LITIK	(m)	(veh/hr)	(veh/hr)	(%)	(veh/hr)	(%)
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	Link Capacity	A.M. Peak	RFC	P.M. Peak	RFC
LIIIK	(m)	(veh/hr)	(veh/hr)	(%)	(veh/hr)	(%)
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	Link Capacity	A.M. Peak	RFC	P.M. Peak	RFC
LIIIK	(m)	(veh/hr)	(veh/hr)	(%)	(veh/hr)	(%)
Moyglare Road	6.00	1260	945	75%	820	65%
L6219	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%

<u>Table 31: Opening Year + 5 Do Something Link RFC Values for Local Network</u>

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	Link Capacity	A.M. Peak	RFC	P.M. Peak	RFC
LIIIK	(m)	(veh/hr)	(veh/hr)	(%)	(veh/hr)	(%)
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



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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			
А	≤10 sec	≤10 sec			
В	10-20 sec	10-15 sec			
С	20-35 sec	15-25 sec			
D	35-55 sec	25-35 sec			
Е	55-80 sec	35-50 sec			
F	>80 sec	>50 sec			

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



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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/L22143

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.

	Scenario		Year	Moyglare (N)		L22143 (E)		Moyglare (S)		Moyglare (W)	
Peak			Teal	LOS	Queue	LOS	Queue	LOS	Queue	LOS	Queue
	1	DN	2019	Α	0.01	Α	0.21	Α	0.00	Α	0.51
	2	DN	2025	Α	0.00	В	1.59	Α	0.83	Α	1.27
	3	DS	2025	Α	0.00	Α	0.23	Α	0.00	Α	1.00
AM	4	DN	2030	Α	0.00	В	2.13	Α	1.36	Α	1.46
Airi	5	DS	2030	Α	0.00	Α	0.89	Α	0.34	Α	1.27
	6	DN	2040	Α	0.01	В	3.38	Α	0.93	Α	1.39
	7	DS	2040	Α	0.00	Α	0.85	Α	0.33	Α	1.90
	8	DM	2040	Α	0.00	Α	0.92	Α	0.75	Α	1.58
Peak	Scer	ario	Vear	Moygla	are (N)	L221	43 (E)	Moygla	are (S)	Moygla	are (W)
Peak	Scer	nario	Year	Moygla LOS	are (N) Queue	L221	43 (E) Queue	Moygla LOS	are (S) Queue	Moygla LOS	are (W) Queue
Peak	Scer 9	nario DN	Year 2019								
Peak				LOS	Queue	LOS	Queue	LOS	Queue	LOS	Queue
Peak	9	DN	2019	LOS	Queue 0.02	LOS A	Queue 1.13	LOS	Queue 0.00	LOS	Queue 0.25
	9 10	DN DN	2019 2025	LOS A A	Queue 0.02 0.00	LOS A B	Queue 1.13 4.44	LOS A A	Queue 0.00 0.05	LOS A A	Queue 0.25 0.24
Peak	9 10 11	DN DN DS	2019 2025 2025	LOS A A A	Queue 0.02 0.00 0.00	LOS A B A	Queue 1.13 4.44 0.56	LOS A A A	Queue 0.00 0.05 0.00	LOS A A A	Queue 0.25 0.24 0.29
	9 10 11 12	DN DN DS DN	2019 2025 2025 2030	LOS A A A	Queue 0.02 0.00 0.00 0.03	LOS A B A B	Queue 1.13 4.44 0.56 4.50	A A A A	Queue 0.00 0.05 0.00 0.06	A A A A	Queue 0.25 0.24 0.29 0.24
	9 10 11 12 13	DN DN DS DN DS	2019 2025 2025 2030 2030	LOS A A A A	Queue 0.02 0.00 0.00 0.03 0.01	LOS A B A A A	Queue 1.13 4.44 0.56 4.50 1.04	A A A A	Queue 0.00 0.05 0.00 0.06 0.08	A A A A	Queue 0.25 0.24 0.29 0.24 0.46

Table 34: Junction 1 Analysis Results



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The following conclusions can be drawn from the scenarios:

- <u>Do Nothing:</u> This junction performs adequately for all the analysed scenarios for DN, with no significant delays.
- <u>Do Something:</u> This junction performs adequately for all the analysed scenarios for DS, with no significant delays.
- <u>Do Maximum:</u> 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.

Dools	Scenario		Year	Moyglare (N)		Mariavilla (E)		Moyglare (S)	
Peak				LOS	Queue	LOS	Queue	LOS	Queue
АМ	1	DN	2019	Α	0.00	А	0.17	Α	0.02
	2	DN	2025	Α	0.00	Α	1.88	Α	0.56
	3	DS	2025	Α	0.00	В	1.71	Α	0.91
	4	DN	2030	Α	0.00	В	4.67	Α	1.55
	5	DS	2030	Α	0.00	С	9.57	Α	0.46
	6	DN	2040	Α	0.00	С	11.62	Α	0.78
	7	DS	2040	Α	0.00	В	4.01	Α	0.73
	8	DM	2040	Α	0.00	С	11.31	Α	0.55
Peak	Scer	Scenario		Moygla	are (N)	Mariav	illa (E)	Moygla	are (S)
1 Car	3661	iario	Year	LOS	Queue	LOS	Queue	LOS	Queue
	9	DN	2019	А	0.00	Α	0.11	Α	0.10
	10	DN	2025	Α	0.00	Α	0.23	Α	0.17
PM	11	DS	2025	Α	0.00	Α	0.32	Α	0.08
1 11	12	DN	2030	Α	0.00	Α	0.41	Α	0.49
	13	DS	2030	Α	0.00	Α	0.73	Α	0.26
	14	DN	2040	Α	0.00	В	0.87	Α	0.41



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15	DS	2040	Α	0.00	В	1.88	Α	0.23
16	DM	2040	Α	0.00	Е	12.58	Α	10.87

Table 35: Junction 2 Analysis Results

The following conclusions can be drawn from the scenarios:

- <u>Do Nothing:</u> This junction performs adequately for all the analysed scenarios for DN, with no significant delays.
- <u>Do Something:</u> This junction performs adequately for all the analysed scenarios for DS, with no significant delays.
- <u>Do Maximum:</u> 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.





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

Table 36: Junction 3 Analysis Results - DN & DS

- <u>Do Nothing:</u> 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 and L22143 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.
- <u>Do Something:</u> This junction performs adequately for all the analysed scenarios for DS, with no significant delays.



OCSC

 <u>Do Maximum:</u> 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 the office development nearby, as well as the full MOOR application, the former of which is earmarked to be implemented within the same timeframe as this development. This means that only the Do Nothing scenarios were analysed with the aforementioned geometry.

Darak	Scenario		Year	R157 (E)		R157 (S)		L22143 (W)	
Peak			rear	LOS	Queue	LOS	Queue	LOS	Queue
	1	DN	2019	В	6.60	Α	0.54	Α	0.00
AM	2	DN	2025	Е	28.76	Α	1.29	Α	0.00
All	4	DN	2030	E	32.68	Α	2.27	Α	0.00
	6	DN	2040	F	45.91	Α	3.03	Α	0.00
Peak	Scenario		Year	R157 (E)		R15	7 (S)	L22143 (W)	
1 Cuk				LOS	Queue	LOS	Queue	LOS	Queue
	9	DN	2019	В	0.80	Α	1.41	Α	0.00
PM	10	DN	2025	С	1.41	Α	1.65	Α	0.00
PIVI				_	2.72	۸	2.26	^	0.00
	12	DN	2030	С	2.73	Α	3.26	Α	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.



OCSC

Doole	Scer	nario	Year	R15	7 (E)	R157	7 (S)	L2214	3 (W)
Peak	3661	idilo	rear	LOS	Queue	LOS	Queue	LOS	Queue
AM	3	DS	2025	В	3.22	С	12.60	С	15.55
Peak	Scer	nario	Year	R15	7 (E)	R157	7 (S)	L2214	3 (W)
reak	3661	idilo	rear	LOS	Queue	LOS	Queue	LOS	Queue
PM	9	DS	2025	В	7.45	D	17.02	С	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:



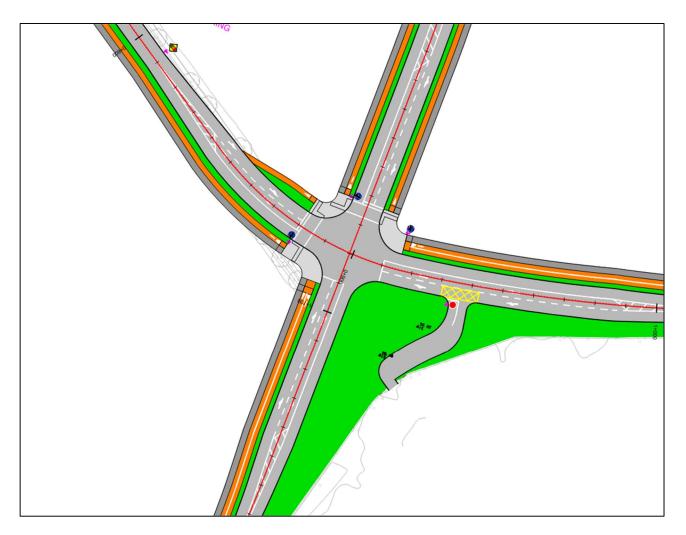


Figure 12: Junction 4 Do Something Layout



Peak	Scer	ario	Year	MOC	PR (N)	R15	7 (E)	R15	7 (S)	R621	.9 (W)
reak	Scei	iaiio	Teal	LOS	Queue	LOS	Queue	LOS	Queue	LOS	Queue
	5	DS	2030	С	21.88	D	18.31	D	32.80	D	3.85
AM	7	DS	2040	D	35.16	D	23.41	D	34.20	D	9.21
	8	DM	2040	D	17.76	D	16.37	С	23.15	D	8.14
Peak	Scer	ario	Year	MOC	PR (N)	R15	7 (E)	R15	7 (S)	R621	.9 (W)
Peak	Scei	iaiio	rear	LOS	Queue	LOS	Queue	LOS	Queue	LOS	Queue
	9	DS	2030	С	6.45	С	23.94	D	21.36	С	3.54
PM	13	DS	2040	В	7.36	С	35.05	D	19.02	С	2.92
	16	DM	2040	С	7.87	С	20.29	С	8.74	С	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	Scer	nario	Year	R15	7 (N)	R157	7 (S)		ne Road V)
				LOS	Queue	LOS	Queue	LOS	Queue
	1	DN	2019	Α	0.44	Α	0.20	Α	0.82
	2	DN	2025	Α	0.60	Α	0.61	Α	0.77
	3	DS	2025	Α	1.73	Α	0.73	Α	0.77
AM	4	DN	2030	Α	1.00	Α	0.64	Α	1.41
AM	5	DS	2030	Α	3.19	Α	1.42	Α	3.55
	6	DN	2040	Α	0.75	Α	1.04	Α	1.47
	7	DS	2040	Α	5.39	Α	1.52	Α	2.74
	8	DM	2040	Α	2.52	Α	4.37	С	7.02
Darah	Corre		V	R15	7 (N)	R157	7 (S)	•	ne Road
Peak	Scer	nario	Year	100					W)
				LOS	Queue	LOS	Queue	LOS	Queue
	9	DN	2019	Α	0.37	Α	0.58	Α	0.25
	10	DN	2025	Α	0.66	Α	0.79	Α	0.30
	11	DS	2025	Α	0.65	Α	1.45	Α	0.41
PM	12	DN	2030	Α	0.70	Α	0.97	Α	0.30
1111	13	DS	2030	Α	5.57	Α	2.95	Α	0.56
	14	DN	2040	Α	1.23	Α	1.23	Α	0.43
	15	DS	2040	Α	4.02	Α	3.36	Α	0.58

Table 40: Junction 5 Analysis Results

The following conclusions can be drawn from the scenarios:

 <u>Do Nothing:</u> This junction performs adequately for all the analysed scenarios for DN, with no significant delays.



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- <u>Do Something:</u> This junction performs adequately for all the analysed scenarios for DS, with no significant delays.
- <u>Do Maximum:</u> 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.

Dank	Scer	nario	Year	R157	7 (N)	R148	3 (E)	R148	3 (W)
Peak	3661	iario	rear	LOS	Queue	LOS	Queue	LOS	Queue
	1	DN	2019	Α	0.82	Α	0.50	Α	0.00
	2	DN	2025	В	3.32	Α	1.56	Α	0.00
	3	DS	2025	В	3.34	Α	1.59	Α	0.00
AM	4	DN	2030	В	2.78	Α	2.66	Α	0.00
Alti	5	DS	2030	D	13.66	В	5.66	Α	0.00
	6	DN	2040	С	3.45	Α	3.58	Α	0.00
	7	DS	2040	D	18.23	Α	3.94	Α	0.00
	8	DM	2040	D	10.76	С	16.15	Α	0.00
Peak	Scar	nario	Year	R157	7 (N)	R148	3 (E)	R148	3 (W)
Teak	3001	iario	rear	1.00			_		_
				LOS	Queue	LOS	Queue	LOS	Queue
	9	DN	2019	B	Queue 2.00	LOS	2.34	LOS	0.00
	9 10	DN DN	2019 2025						
				В	2.00	Α	2.34	Α	0.00
DM	10	DN	2025	B C	2.00 3.94	A A	2.34 4.03	A A	0.00
РМ	10 11	DN DS	2025 2025	B C C	2.00 3.94 3.37	A A A	2.34 4.03 6.28	A A A	0.00 0.00 0.00
РМ	10 11 12	DN DS DN	2025 2025 2030	B C C D	2.00 3.94 3.37 6.96	A A A	2.34 4.03 6.28 4.95	A A A	0.00 0.00 0.00 0.00
РМ	10 11 12 13	DN DS DN DS	2025 2025 2030 2030	B C C D	2.00 3.94 3.37 6.96 26.92	A A A C	2.34 4.03 6.28 4.95 24.05	A A A A	0.00 0.00 0.00 0.00 0.00

Table 41: Junction 6 Analysis Results



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The following conclusions can be drawn from the scenarios:

• <u>Do Nothing:</u> 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.

• <u>Do Something:</u> 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 Junctions** 

The access point to the proposed Primary Care Centre & Nursing Home development

has 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 13:



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Figure 13: Access Junctions



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#### **Junction 13: PCC/Nursing Home Development Eastern Access**

This junction will act as the access to the proposed development on the eastern side via the R157. The junction will operate as a priority-controlled T-junction with the north-south movement (R157) as the major road. The worst-performing movement at each approach, for each scenario, is shown in the table below.

Peak	Sco	nario	Year	R157	7 (N)	R157	7 (S)	Acces	s (W)
Peak	Scel	IIaiio	Teal	LOS	Queue	LOS	Queue	LOS	Queue
	3	DS	2025	Α	0.00	-	-	Α	0.03
Λ N4	5	DS	2030	Α	0.66	-	-	Α	0.02
AM	7	DS	2040	Α	0.00	-	-	В	0.10
	8	DM	2040	С	6.05	-	-	С	0.22
Peak	Sco	nario	Year	R157	7 (N)	R157	7 (S)	Acces	s (W)
Peak	Scel	IIaiio	Teal	LOS	Queue	LOS	Queue	LOS	Queue
	11	DS	2025	Α	0.02	-	-	Α	0.05
DM	13	DS	2030	Α	0.10	-	-	В	0.21
PM	15	DS	2040	Α	0.08	-	-	С	0.23
	16	DM	2040	Α	0.37	-	-	Α	0.34

Table 42: Junction 11 - Worst DoS & Queue Results

This junction will have sufficient capacity to satisfy the demand for all scenarios.





## 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





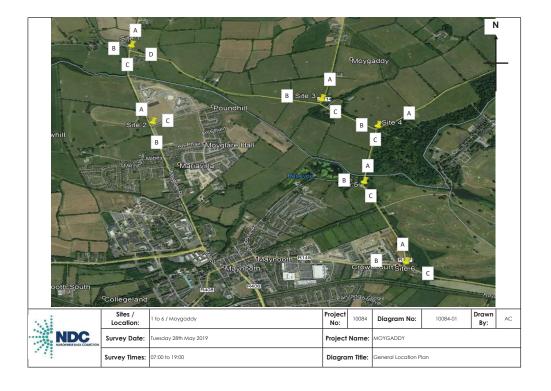


# Appendix A TRAFFIC SURVEY DATA











10084 / Moygaddy May 2019 <sup>-</sup> Junction Turning Count

Site No.

. Moyglare Road(N) / Moyglare Road(W) / Moyglare Road(S) / Moyglare Road(E) Tuesday 28 May 2019 Location Date

<u>Date</u>		Tuesda	y 28 Ma	y 2019												
Time		A to D - N	loyglare R	load(N) to	Moyglare	e Road(E)		Veh.		A to C - N	10yglare F	Road(N) to	o Moyglai	re Road(S)		Veh.
IIIIe	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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	21	0	0	0	0	0	0	21	28	0	2	0	1	0	0	31
8:30	10	0	2	0	0	0	0	12	22	0	2	0	0	0	0	24
8:45	12	0	0	1	0	0	0	13	16	0	0	5	0	0	1	22
9:00	7	0	0	0	0	0	0	7	12	0	1	2	0	0	1	16
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	5	0	0	0	0	0	0	5	7	0	3	0	0	0	0	10
17:15	3	0	1	0	0	0	0	4	5	0	4	0	0	0	0	9
17:30	5	0	0	0	0	0	0	5	10	0	3	0	0	0	0	13
17:45	4	0	1	0	0	0	0	5	10	1	1	0	0	0	0	12
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



Site No.

Location Moyglare Road(N) / Moyglare Road(W) / Moyglare Road(S) / Moyglare Road(E)

Date Tuesday 28 May 2019

Date		iuesaa	<u>y 28 Ma</u>	y 2019												
-		A to B - M	oyglare R	oad(N) to	Moyglare	Road(W)		Veh.		B to A - M	oyglare R	oad(W) to	Moyglar	e Road(N)		Veh.
Time	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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 i	0	0	0	0	0	0	1
7:45	0	0	1	0	0	0	0	1	l-i-	0	0	0	0	0	0	- i
8:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
			0													
8:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	1	0		0	0	0	0	2		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	l i	0	0	0	0	0	0	1	0	0	0	1	0	0	0	<u> </u>
16:45	2	0	0	0	0	0	0	2	l i	0	0	0	0	0	0	<u> </u>
17:00	1	0	0	0	0	0	0	1	1	0	1	0	0	0	0	2
17:00	0	0	1	0	0	0	0	1		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.

Location Date Moyglare Road(N) / Moyglare Road(E) / Moyglare Road(E) Tuesday 29 May 2019

Date			y 28 Ma													-
Time		B to D - M	ioyglare R	oad(W) to	Moyglar	e Road(E)		Veh.		B to C - N	loyglare R	oad(W) to	o Moyglar	re Road(S)		Veh.
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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 9	0	3	0	0	0	0	8 12	1 4	0	0	1	0	0	0	4 5
11:00 11:15	9	0	3	0	0	0	1	12	1	0	0	1	0	0	0	3
11:30	4	0	0	1	0	0	0	5	2	0	0	0	0	0	0	2
11:30	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.

... Moyglare Road(N) / Moyglare Road(W) / Moyglare Road(S) / Moyglare Road(E) Tuesday 28 May 2019 Location

Date

Date		Tuesda	y 28 Ma	y 2019												
		C to B - M	loyglare R	oad(S) to	Moyglare	Road(W)		Veh.		C to A - N	Noyglare F	Road(S) to	Moyglar	e Road(N)		Veh.
Time	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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
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	1	6	9	0	0	1	0	0	0	10
8:45	7	0	1	0	0	0	0	8	6	0	1	1	0	0	0	8
9:00	5	0	1	1	0	0	0	7	6	0	0	2	0	0	0	8
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	i	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
10:15	2	0	2	0	0	0	0	4	0	0	1	0	0	0	0	13
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	l i	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
12:00	2	0	3	0	0	0	0	5	7	0	1	0	0	0	0	8
12:15	3	0	0	0	0	0	0	3	14	0	1	1	0	0	0	16
	2	0				0		2		0		2		0		
12:45	2	0	0	0	0		0	3	6 9	0	0	0	0	0	0	8 10
13:15	0	0	1	1	0	0	0	2	13	0	1		0	0	0	
									10			2				16
13:30	6	0	0	0	0	0	0	6		0	1	0	0	0	1	12
13:45	2	0	0	0	0	0	0	1 4	11	0	3	0	0	0	0	16 5
										_				_		
14:15 14:30	2	0	0	0	0	0	0	2	12	0	1	0	0	0	0	13 10
				_	0	0		4	8	_	2	0		_		
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	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
17:00	5	0	4	0	0	0	0	9	18	0	4	2	0	0	1	25
17:15	6	0	2	0	0	0	1	9	23	0	6	0	0	0	0	29
17:30	10	0	0	0	0	0	0	10	25	0	4	0	0	1	0	30
17:45	7	0	0	0	0	0	1	8	29	0	2	1	0	0	0	32
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



10084 / Moygaddy May 2019 Junction Turning Count

Site No.

. Moyglare Road(N) / Moyglare Road(S) / Moyglare Road(E) Tuesday 28 May 2019 Location Date

Date		Tuesda:	y 28 Ma	y 2019												
T		C to D - N	Noyglare I	Road(S) to	Moyglar	e Road(E)		Veh.		D to C - N	Noyglare I	Road(E) to	Moyglar	e Road(S)		Veh.
Time	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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
8:15	35	0	1	0	0	0	0	36	36	0	4	1	0	0	0	41
8:30	57	0	4	1	1	0	0	63	42	1	2	0	1	0	0	46
8:45	38	2	1	1	0	0	0	42	48	0	2	2	1	0	0	53
9:00	24	0	1	2	1	0	0	28	49	0	4	3	0	0	0	56
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	0	4	0	0	0	0	19	23	0	1	1	0	0	0	25
12:30	11		0	1	0	0	0		7		2			0	0	14
12:45	13	0	1	0	0	0	0	15		0	2	1	0	0	0	10
13:00 13:15	11	0	0	1	0	0	0	19	13 18	0	3 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
17:00	32	0	0	0	0	0	0	32	36	0	4	1	0	0	1	42
17:15	47	0	3	1	0	0	0	51	41	0	3	0	0	0	0	44
17:30	30	0	3	0	0	0	0	33	45	0	3	1	0	0	0	49
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	1	0	0	0	48
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	1	0	0	0	31
18:45	16	1	0	0	2	0	1	20	40	0	2	0	0	0	0	42
25.75	1000	17	81	27	6	0	4	1135	1261	14	107	39	4	0	2	1427



Site No.

. Moyglare Road(N) / Moyglare Road(W) / Moyglare Road(S) / Moyglare Road(E) Tuesday 28 May 2019 Location

Date

<u>Date</u>			<u>y 28 Ma</u>													
Time		D to B - M	oyglare R	oad(E) to	Moyglare	Road(W)		Veh.		D to A - N	Noyglare F	Road(E) to	Moyglare	e Road(N)		Veh.
iine	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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



10084 / Moygaddy May 2019 Junction Turning Count

Site No.

Moyglare Road(N) / Moyglare Road(W) / Moyglare Road(S) / Moyglare Road(E) Location

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

Location Moyglare Road(N) / Moyglare Road(W) / Moyglare Road(S) / Moyglare Road(E)

Date Tuesday 28 May 2019

Date			y 28 Ma		Dondite			16.1			como Avos D	Mount	ro Doorto	A/1		
Time	CAR		To Arm B -	Moyglare HGV	PSV PSV	M/C	P/C	Veh. Total	CAR		rom Arm B LGV	- Moygia HGV	re Road(v	M/C	P/C	Veh. Total
7:00	2	Taxi 0	LGV 3	HGV 0	0	M/C 0	0	5	CAR 48	Taxi 0	LGV 9	HGV 2	0 PSV	M/C	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	<b>43</b> 50	0	8	1	0	0	2	52	10 17	0	2	0	0	0	0	12 17
18:00 18:15	50	0	8	1	0	0	1	61	14	0	0 2	0	0	0	0	16
18:15	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
25./5	951	ŏ	16/	42	U	4	17	1189	767	3	154	40	U	4	1Z	1184



10084 / Moygaddy May 2019 Junction Turning Count

Site No.

Moyglare Road(N) / Moyglare Road(W) / Moyglare Road(S) / Moyglare Road(E) Location Date

Date			y 28 Ma													-
Time			To Arm C	- Moyglar	e Road(S)			Veh.		F		C - Moygle				Veh.
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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 12:45	18	0	5	3	0	0	0	26	28	0	1	3	0	0	0	30
13:00	17	1	4	3	0	0	0	22	21	0	2	0	0	0	0	25 24
13:00	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



16:00

16:15

16:30

16:45

17:00

17:15

17:30

17:45

18:00

18:15

18:30

18:45

51 0

Ω

0 0

10084 / Moygaddy May 2019 Junction Turning Count

Site No.

Location Moyglare Road(N) / Moyglare Road(S) / Moyglare Road(E)

Tuesday 28 May 2019

To Arm D - Moyglare Road(E) Veh. Total Time Total CAR Taxi LGV HGV PSV M/C P/C CAR Taxi LGV HGV PSV M/C 7:30 7:45 8:00 8:15 8:30 8:45 n Ω Ω 9:00 9:15 9:30 9:45 10:15 10:30 10:45 11:00 11:15 11:30 11:45 Ω Ω 12:00 12:15 12:30 12:45 13:15 13:30 13:45 14:00 14:15 14:30 Ω 14:45 15:00 15:15 15:30 15:45 

53 66

56 88

4 13 2394 2300

25 262



10084 / Moygaddy May 2019 Junction Turning Count

Site No.

Location Moyglare Road(N) / Moyglare Road(W) / Moyglare Road(S) / Moyglare Road(E)

Date Tuesday 28 May 2019

Date		A to D - M	y 28 Ma		Movalar	o Poad/El		Veh.		Ato C M	tovalaro F	Poad(NI) to	Movala	re Road(S)	1	Veh.
Time	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
7:00	13	l luxi	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
8:15	21	0	0	0	0	0	0	21	28	0	2	0	2	0	0	32
8:30	10	0	2	0	0	0	0	12	22	0	2	0	0	0	0	24
8:45	12	0	0	2.3	0	0	0	14.3	16	0	0	11.5	0	0	0.2	27.7
9:00	7	0	0	0	0	0	0	7	12	0	1	4.6	0	0	0.2	17.8
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	0	0	0 2.3	0	0	0	2.3	10	0	2	2.3	0	0	0	13.3
14:00	5	0	0	0	0	0	0	5	6	0	0	0	0	0	0	6
14:13	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	0.2	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
17:00	5	0	0	0	0	0	0	5	7	0	3	0	0	0	0	10
17:15	3	0	1	0	0	0	0	4	5	0	4	0	0	0	0	9
17:30	5	0	0	0	0	0	0	5	10	0	3	0	0	0	0	13
17:45	4	0	1	0	0	0	0	5	10	1	1	0	0	0	0	12
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	4.6	0	0	0	19.6
18:30	6	0	1	0	0	0	0.2	7.2	8	1	2	2.3	0	0	0	13.3
18:45	7	0	2	0	0	0	0	9	10	0	0	0	0	0	0.2	10.2
Total	294	3	33	25.3	0	0	0.6	355.9	492	6	71	126.5	6	0.8	1.8	704.1

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



Site No.

Location Moyglare Road(N) / Moyglare Road(W) / Moyglare Road(S) / Moyglare Road(E) Tuesday 28 May 2019

Date

Date			y 28 Ma		Movalare	e Road(W)		\/-l-		R to A M	ovalaro P	aad(W) to	Movalar	e Road(N)		V-F
Time								Veh. Total								Veh. Total
7.00	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	0	0	0	0	0	0	0	0	0	0	0	2.3	0	0	0	2.3
7:30			0	0	0		0				0		-			
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 9:00	2	0	0	0	0	0	0	2	1	0	1	0	0	0	0	2
9:00	0	0		0	0	0	0	1	2	0	0	0	0	0	0	2
9:15	1	0	0	0	0	0	0		0	0	0	0	0	0	0	0
9:30	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	0	0	0	0	0			0	0	0	0	0		
10:15 10:30	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
10:30	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	<u> </u>	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	0.2	0.2
11:45	2	0	0	0	0	0	0	2	l 1	0	0	0	0	0	0.2	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	i	0	0	0	0	0	0	
12:30	1	0	1	0	0	0	0	2	-	0	1	0	0	0	0	1
12:45	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	<u> </u>
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	2.3	0	0	0	4.3	0	0	1	0	0	0	0	1
13:45	1	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	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	2.3	0	0	0	2.3
16:30	1	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	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	2.3	0	0	0	2.3	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	4.6	0	0	0	45.6	34	0	10	9.2	0	0	0.2	53.4



10084 / Moygaddy May 2019 Junction Turning Count

Site No.

Location Moyglare Road(N) / Moyglare Road(W) / Moyglare Road(S) / Moyglare Road(E)

Date	Tuesday 28 May 2019  B to D - Moyglare Road(W) to Moyglare Road(E)  Veh.  B to C - Moyglare Road(W) to Moyglare Road(S)															
Time	$\overline{}$	3 to D - M	oyglare R	oad(W) to		e Road(E)				B to C - M		oad(W) to	o Moyglar	e Road(S)		Veh.
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
7:00	44	0	7	4.6	0	0	0	55.6	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	2.3	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	61.3	9	0	2	0	0	0	0	11
8:00	54	0	7	2.3	0	0	0	63.3	7	0	1	0	0	0	0	8
8:15	65	0	3 2	4.6	0	0	0	72.6	7	0	1	2.3	0	0	0	10.3
8:30 8:45	27 30	0	2	0	0	0	0	29 37	12 7	0	0 2	0	0	0	0	12 9
9:00	30	1	2	4.6 4.6	0	0.4	0	37.6	6	0	0	2.3	0	0	0	8.3
9:15	18	0	5	4.0	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	18.3	2	0	1	2.3	0	0	0.2	5.3
9:45	9	0	1	2.3	0	0	0	12.3	1	0	1	0	0	0	0	2
10:00	7	0	4	0	0	0	0	11.3	2	0	0	0	0	0	0	2
10:15	4	0	2	2.3	0	0	0	8.3	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	2.3	0	0	0	9.3	l i	1	1	2.3	0	0	0	5.3
11:00	9	0	3	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	12.2	1	0	0	2.3	0	0	0.2	3.5
11:30	4	0	0	2.3	0	0	0	6.3	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	0.2	11.2	1	0	2	2.3	0	0	0	5.3
12:45	6	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	16.6	3	0	0	0	0	0	0	3
13:15	5	0	1	2.3	0	0	0	8.3	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	1.2	0	8.2	5	0	0	2.3	0	0	0	7.3
14:00	6	0	0	4.6	0	0	0.2	10.8	7	0	1	0	0	0	0.2	8.2
14:15	11	0	0	2.3	0	0	0	13.3	3	0	0	0	0	0	0	3
14:30	7	0	0	2.3	0	0	0	9.3	3	0	1	0	0	0	0.2	4.2
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 15:45	11	0	0	0	0	0	0.2	3.2	6 2	0	0	0	0	0	0	6 2
16:00	9	0	4	0	0	0	0.2	13	3	0	0	2.3	0	0	0	5.3
16:00	18	0	1	0	0	0	0.4	19.4	1	0	4	0	0	0	0	5.3
16:30	12	0	2	0	0	0	0.4	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	<u> </u>	0	0	0	0	0	0	
17:15	13	0	0	0	0	0	0	13	1	0	0	0	0	0	0	l i ∥
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	2.3	0	0	0	12.3	3	0	0	0	0	0	0.2	3.2
18:45	6	0	1	0	0	0	0	7	1	0	0	0	0	0	0	1
25.75	764	3	114	55.2	0	1.6	1.2	939	171	2	30	27.6	0	0	1	231.6



Site No.

Location Moyglare Road(N) / Moyglare Road(W) / Moyglare Road(S) / Moyglare Road(E) Tuesday 28 May 2019

Date

Date			y 28 Ma													
Time		C to B - M	oyglare R	oad(S) to	Moyglare	e Road(W)		Veh.		C to A - N	Noyglare F	Road(S) to	Moyglar	e Road(N)		Veh.
Time	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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 1	39	29.9	0	0.4	1.8	229.1	489	1 4	76	119.6	2	0.8	1.4	692.8



10084 / Moygaddy May 2019 Junction Turning Count

Site No.

Location Moyglare Road(N) / Moyglare Road(W) / Moyglare Road(S) / Moyglare Road(E) Tuesday 28 May 2019

Date

Date		Tuesday	y 28 Ma	y 2019												
T		C to D - N	Noyglare F	Road(S) to	Moyglar	e Road(E)		Veh.		D to C - N	Aoyglare I	Road(E) to	o Moygla	re Road(S	)	Veh.
Time	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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
10:05	2	0	1	2.3	0	0	0	5.3	9	0	3	0	0	0	0	12
10:13	7	1	1	2.3	0	0	0	11.3	9	0	1	2.3	0	0	0	12.3
10:30	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	4.0	0	0	0.2	24	9	0	1	0	0	0	0	10.3
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
12:15	11	0	0	2.3	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
13:15	21	0	1	6.9	0	0	0	28.9	20	1	3	0	0	0	0	24.3
13:45	10	1	2	0.7	0	0	0	13	24	1	0	0	0	0	0	
14:00	17	1	2	4.6	0	0	0	24.6	18	0	5	0	0	0	0	25 23
14:15	33	0	0	0	0	0	0	33	20	0	0	2.3	0	0	0	22.3
14:13	23	0	2	0	0	0	0	25	17	0	0	2.3	0	0	0	19.3
14:30	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	32.3	23	0	1	2.3	0	0	0	26.3
15:00	28	1	3	2.3	0	0	0	27.3	23	1	0	0	0	0	0	
15:15	8	0	3	0	0	0	0	11	32	4	1	0	0	0	0	25 37
15:30	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
	27	0	2	0	2	0	0	31	21	0	2	2.3	0	0	0	40.3 25.3
16:15 16:30	27	0	4	0		0	0.2	33.2	28	0		2.3	0	0	0	
					0						6					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	1172.9	1261	14	107	89.7	8	0	0.4	1480.1



Site No.

Location Moyglare Road(N) / Moyglare Road(W) / Moyglare Road(S) / Moyglare Road(E) Tuesday 28 May 2019

Date

Date			y 28 Ma													
Time		D to B - M	oyglare R	oad(E) to	Moyglare	Road(W)		Veh.		D to A - M	oyglare R	oad(E) to	Moyglar	e Road(N)		Veh.
Time	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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	1 0	0.2	360.9



10084 / Moygaddy May 2019 Junction Turning Count

Site No.

Location Moyglare Road(N) / Moyglare Road(W) / Moyglare Road(S) / Moyglare Road(E)

Date			y 28 Ma													
Time				Moyglare		)		Veh.			rom Arm A					Veh.
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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 16	0	1	2.3	0	0	0.2	17.3 26.5	12 19	0	2	4.6 2.3	0	0	0	18.6
15:45	27	0	8	2.3	0	0	0.2	32.5	15	0		0	0	0	0	23.3
16:00	38	0	6	9.2	0	0	0.2	32.5 53.2	10	0	1	0	2	0	0	19
	28	0	3	6.9	0	0	0	37.9	16		1	2.3	2	0	0	
16:30 16:45	28	0	5	4.6	0	0	0	36.6	15	0	0	2.3	0	0	0	21.3 17.3
17:00	34	1	8			0					3	0	0	0		16
17:00	40	0	7	6.9 2.3	0	0	0.2	50.1 49.3	13	0		0	0	0	0	14
17:15	40	0	4	0			0	44.4	16	0	6	0	0	0	0	20
17:30	40	0	3	2.3	0	0.4	0	44.4	14	1	2	2.3	0	0	0	19.3
	28	1	5	2.3	0	0	0	36.3	11	0	0	0	0	0	0	19.3
18:00										1				0		
18:15	19	0	5	0	0	0.4	0	24.4	15	1	2	4.6 2.3	0	0	0	22.6 21.5
18:30 18:45	27 22	0	3	0 2.3	0	0	0	28 27.3	15 18	0	2	0	0	0	0.2	20.2
25.75	799	8	123	172.5	2	0.8	1.8	1107.1	817	9	1 114	156.4	1 6	0.8	0.2	1105.6
23./3	117	0	123	172.3	Z	0.8	1.8	1107.1	01/	9	114	136.4	6	0.8	2.4	1105.6



Site No.

Location Moyglare Road(N) / Moyglare Road(W) / Moyglare Road(S) / Moyglare Road(E) Tuesday 28 May 2019

Date

Date			y 28 Ma													
Time				Moyglare				Veh.			om Arm B					Veh.
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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 11:30	3	1 0	2	6.9 2.3	0	0	0	12.9 17.3	10	0	3	2.3	0	0	0.4	15.7 8.5
	8	0	1					11.3	9	1	2			0	0.2	
11:45	13	0	1	2.3	0	0	0	11.3	9	0	1	0	0	0	0	12 10
12:15	9	0	6	2.3	0	0	0	17.3	9	0	1	0	0	0	0	10
12:15	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	0.4	17.5	7	0	1	0	0	0	0.2	8
13:00	9	0	2	0	0	0	0.2	17.5	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	0.4	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	0.4	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	0.2	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	0.2	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	0.2	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	0.0	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.

Location Moyglare Road(N) / Moyglare Road(W) / Moyglare Road(S) / Moyglare Road(E)

Date		Tuesda														
Time				- Moyglar				Veh.			rom Arm (					Veh.
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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 71	0	6 7	11.5	0 2	0	0.2	55.7	28 40	1	4	2.3	0	0	0.2	35.5
8:15 8:30	76	1	4	4.6 0	2	0	0	84.6 83	71	0	3	4.6	2	0	0.2	43 81.8
8:45	71	0	4	16.1	2	0	0.2	93.3	51	2	3	4.6	0	0	0.2	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 37	0	1	11.5	0	0	0	76.5 48.2	32	1	5	0	2	0	0	40
15:00 15:15	30	2	2	9.2	0	0	0	39.6	45 33	0	4	4.6 11.5	0	0	0.2	53.8 49.7
15:15	47	4	2	4.6 2.3	0	0	0	55.3	21	0	6	2.3	0	0	0.2	29.3
15:30	4/	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	0.2	80
16:30	40	0	8	2.3	2	0	0	52.3	48	0	9	2.3	0	0.4	0.8	60.1
16:45	52	0	4	2.3	2	0	0	60.3	43	0	9	4.6	0	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	0.4	0.2	41.6
18:30	38	3	3	4.6	0	0	0.2	48.8	34	0	4	0	0	0	0	38
18:45	51	0	2	0	0	0	0.2	53.2	29	1	2	0	4	0	0.4	36.4
25.75	1924	22	208	243.8	14	0.8	3.2	2415.8	1646	22	196	211.6	14	1.2	4	2094.8



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

Date

Date	ĺ	100300	y 28 Ma	y 2017 - Moyglar	e Road(F)			Veh.		Fi	rom Arm E	) - Movala	re Road!	F)		Veh.
Time	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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 37	0	2	4.6	0	0	0	31.6	29	1 2	4	4.6	0	0.4	0	38.6
13:30 13:45	21	1	4	9.2 0	0	1.2	0	50.2 27.2	33 35	1	6 2	2.3	0	0.4	0	43.7 40.3
14:00	23	1	2	11.5	0	0	0.2	37.7	39	0	9	0	0	0	0	40.3
14:15	49	0	0	2.3	0	0	0.2	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



10084 / Moygaddy May 2019 Junction Turning Count

Site No.

Location Moyglare Road(N) / Moyglare Road(S) / Mariavilla Dat

ate	Tuesday	/ 28 May	2019

Date			y 28 Mid		ND 4- 14					4 t- D	la contant	to a although	Married	- D 1/01		
Time	0.0			are Road(			D. (0	Veh. Total				load(N) to			2/0	Veh. Total
7.00	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		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
<b>8:45</b> 9:00	<b>4</b> 8	0	1	0	0	0	0	<b>6</b> 9	61	0	4	<b>7</b>	0	0	1	<b>74</b> 73
		0	3	1	0	0	0	9	54	0	0	1	0	0	1	
9:15 9:30	5	0	1	1	0	0	0	6	36	3	0	2	0	0	1	56 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
10:00	2	0	1	0	0	0	0	3	19	0	3	0	0	0	0	29
10:15	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	1535	15	173	100	7	2	16	1848



Site No.

Location Moyglare Road(N) / Moyglare Road(S) / Mariavilla Tuesday 28 May 2019

Date

Date		Tuesda	y 28 Ma	y 2019												-
Time		B to A - N	Noyglare R	load(S) to	Moyglare	Road(N)		Veh.		B to 0	C - Moygl	are Road	(S) to Mar	iavilla		Veh.
lime	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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 13:30	24 30	0	5	5 1	0	0	0	35 32	18	0	3	1 2	0	0	0	21 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



10084 / Moygaddy May 2019 Junction Turning Count

Site No.

Location Moyglare Road(N) / Moyglare Road(S) / Mariavilla

7:00 7:15 7:30 7:45 8:00 8:15 8:30	CAR 27 27 18 21	Taxi 0	B - Mariav LGV 3	HGV	yglare Ro			Veh.		C to /	A - Mariav	illa to Mo	yglare Ro	ad(N)		Veh.
7:00 7:15 7:30 7:45 8:00 8:15	27 27 18	0			PSV											
7:15 7:30 7:45 8:00 8:15	27 18	1	3			M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
7:30 7:45 8:00 8:15	18			0	0	0	0	30	5	0	1	0	0	0	0	6
7:45 8:00 8:15			3	0	0	0	0	31	12	0	3	0	0	0	0	15
8:00 8:15	21	1	1	0	0	0	0	20	17	0	1	0	0	0	0	18
8:15		0	3	2	0	0	1	27	9	0	0	0	0	0	0	9
	28	0	0	2	0	1	0	31	12	0	0	0	0	0	1	13
8:30	31	1	0	0	0	1	0	33	25	0	0	0	0	0	0	25
0.45	42	0	1	1	0	0	0	44	34	0	0	0	0	0	1	35
<b>8:45</b> 9:00	<b>24</b>	0	3	0	0	0	0	<b>26</b> 20	<b>21</b>	0	0	0	0	0	0	<b>23</b> 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 15:15	9 7	0	0	1	0	0	0	10	6	0	0	0	0	0	0	8 7
15:15	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.

Moyglare Road(N) / Moyglare Road(S) / Mariavilla Location

Date			y 28 Ma													
Time					e Road(N			Veh.			om Arm A					Veh.
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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		82
9:15	30	3	1	5	0	0	0	39	59	0	3	2	0	0	1	65
9:30 9:45	20 16	0	4 2	4	0	0	0	28	40	3	1 2	3	0	0	0	48
10:00	27	0	3	0	0	0	1	31	32 23	0		4	0	0	0	37
10:00	11	0	5	3	0	0	0	19	23	0	6	0	0	0	0	25
10:15	13	1	4	3	0	0	0	21	26	0	4	2	0	0	0	32
10:30	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 25.75	32 1651	1 20	203	0 98	2	0	1 20	38	1883	0 21	2 218	0	0	0	1	47 2260
25./5	1651	20	203	98	/	3	20	2002	1883	21	218	112	/		17	2260



10084 / Moygaddy May 2019 Junction Turning Count

Site No.

Location Moyglare Road(N) / Moyglare Road(S) / Mariavilla

Date			y 28 Ma													
Time			To Arm B					Veh.			rom Arm E					Veh.
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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	1	0	0	52
9:00	79	0	7	6	0	0		93	34	0	3	5		0	1	44
9:15	68	1	1	1	0	0	1	72	39	2	2	4	0	0	0	47
9:30 9:45	42 42	3	2	4 5	0	0	0	52 51	31 17	1	3	4 2	0	0	0	39 21
10:00	28	1	7	4	0	0	0	40	33	0		0	0	0	1	40
10:00	28	0	5	0	0	0	0	34	15	0	6 5	3	0	1	0	24
10:15	33	0	9	2	0	1	0	45	20	1	3	3	0	0	0	27
10:30	33	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.

Location Date Moyglare Road(N) / Moyglare Road(S) / Mariavilla

Date		Tuesda	y 28 Ma						-							
Time				n C - Mar				Veh.				rm C - Mo				Veh.
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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
<b>8:45</b> 9:00	14 20	0	3	3	0	0	0 1	18 25	<b>45</b> 25	0	<b>2</b>	0	0	0	0	<b>49</b> 28
9:15	19	0	4	1	0	0	0	23	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 18:00	45 46	0	3	0	0	0	0	48 49	21 17	0	0	2	0	0	0	23 17
				0			0	57	23				0	0	0	27
18:15 18:30	50 36	1	6 2	0	0	0	0	40	13	0	3	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	1 4	9	1166
20.70	725	20	100	- 50				10/4	702	20	100	70			_ ′	1100



10084 / Moygaddy May 2019 Junction Turning Count

Site No.

Moyglare Road(N) / Moyglare Road(S) / Mariavilla Location Data

Date		Tuesda														
Time		A to (		are Road(				Veh.		A to B - M		Road(N) to				Veh.
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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 2	4.6	0	0	0	32.6
13:30	1	1	1	_	0	0	0	3	27	-		9.2	0	0	0	38.2
13:45	8	0	0	2.3	0	0	0	10.3	29	0	3 7	2.3	_	0	0	35.3
14:00	7	0	1	0	0	0	0	8	24	0	0		0	0	0.2	31.2
14:15	3	0		0	0	0	0	4	30	0	1	4.6	0	0		27.8
14:30 14:45	17	0	0	4.6	0	0	0	21.6	45	0	2	4.6 11.5	0	0	0.4	36 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	0.7	0	0	0	36
15:30	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	0.2	22	26	0	6	0	0	0	0	32
17:13	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.

Location Moyglare Road(N) / Moyglare Road(S) / Mariavilla Tuesday 28 May 2019

Date

<u>Date</u>		Tuesda	y 28 Ma	y 2019												
		B to A - M	oyglare R	oad(S) to	Moyglare	e Road(N)		Veh.		B to 0	C - Moygl	are Road	S) to Mar	iavilla		Veh.
Time	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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		0	1	9.2	2	0	0	34.2	12		2	2.3	0	0	0.2	
	22									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	0.2	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	0.4	0	21
16:15	45	0	7	2.3	0	0.4	0.2	54.5	15	0	1	0	0	0	0	16
16:30	53	0	8	2.3	0	0	0.2	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				0	0.2	65.8	14	0	2	0	0	0	0	16
17:00	74	0	6 8	4.6	0	0	0.2	82	7	0	1	2.3	0	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	1 2	0.4	708.6



10084 / Moygaddy May 2019 Junction Turning Count

Site No.

-Moyglare Road(N) / Moyglare Road(S) / Mariavilla Tuesday 28 May 2019 Location

Date		Tuesda														
Time		C to I	B - Mariav	rilla to Mo	yglare Ro	ad(S)		Veh.		C to a	A - Mariav	illa to Mo	yglare Ro	ad(N)		Veh.
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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 15:30	7	0	1 2	2.3	0	0	0	11.3	6	0	0	0	0	0	0	7
15:45	14	1	0	0	0	0	0	10 15	6	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
16:00	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
16:30	12	1	3	2.3	0	0	0	18.3	11	0	6	0	0	0	0.6	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	6	42	29.9	0	0	1.4	390.3



Site No.

Location Moyglare Road(N) / Moyglare Road(S) / Mariavilla Tuesday 28 May 2019

Date

Date	ĺ		y 28 Ma		- D						/	14.	D	VI)		
Time				- Moyglar				Veh.			om Arm A					Veh.
7.00	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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	0.4	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	0.0	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	0.2	89.3	48	0	6	0	0	0	0.2	54
17:30	57	0	6	0	0	0.4	0	63.4	55	0	6	4.6	0	0	0	65.6
17:30	66	0	3	2.3	0	0.4	0.2	71.5	68	2	6	4.6	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		5	4.6	0	0	0	69.6
18:30	36	0	3	0	0	0	0.2	39.2	33	3	3 2	4.6	0	0	0.2	43.8
18:45	32	1 20	2 203	0	4	0	0.2	39.2	44	0 21	218	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



10084 / Moygaddy May 2019 Junction Turning Count

Site No.

Location Moyglare Road(N) / Moyglare Road(S) / Mariavilla

Date		Tuesda	y 28 Ma													
Time				- Moyglar				Veh.			rom Arm E					Veh.
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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 10:00	42	0	7	11.5	0	0	0	57.5	17	1	1	4.6	0	0	0	23.6
10:00	28 29	0	5	9.2	0	0	0	45.2	33	0	6 5	0 6.9	0	0	0.2	39.2 27.3
10:15	33	0	9	0 4.6	0	0.4	0	34 47	15 20	0	3	6.9	0	0.4	0	30.9
10:30	32	1	3	9.2	0	0.4	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	0.2	52.9
11:15	27	0	2	9.2	0	0	0.8	39	23	<u>'</u>	6	4.6	0	0.4	0	34.6
11:30	42	0	6	6.9	0	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	51.3	55	4	5	2.3	0	0	0.2	66.5
18:15	47	1	2	4.6	0	0	0	54.6	49	1	5	0	0	0.4	0.2	55.6
18:30	33	3	1	4.6	0	0	0.2	41.8	59	1	2	0	0	0.4	0	62.4
18:45	51	0	2	0	0	0	0.4	53.4	45	0	3	0	4	0	0	52
25.75	2206	29	239	299	14	2.4	3.6	2793	1917	28	221	250.7	14	3.2	3	2436.9



Site No.

Location Moyglare Road(N) / Moyglare Road(S) / Mariavilla



10084 / Moygaddy May 2019 Junction Turning Count

Site No.

Location Owenstown(N) / Owenstown(W) / Moygaddy

Date			y 28 Ma													
Time					to Moygo			Veh.			- Owenst					Veh.
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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 20	2	1	1	1	0	0	35	7	2	0	0	0	0	0	9
9:45		_	0	1	0	0	0	21	5	0	0	0	0		_	5
10:00 10:15	15 8	0	2	0	2	0	0	20 9	2 4	0	1	0	0	0	0	3
10:15	5	0	0	1	0	0	0	6	4	0	1	0	0	0	0	5
10:30	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 16:30	20 17	0	3 2	0	0	0	0	23 19	4	0	0	1	0	0	0	5
							_	_								
16:45 17:00	10 7	0	2	0	0	0	0	12 8	8	0	2	0	0	0	0	7
17:00	10	0	1	0	0	0	0	11	5	0	1	0	0	0	0	
17:15	13	0	1	0	0	0	0	14	8	0	0	0	0	0	0	6 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
.0.0.	0,0				, ,	Ü	, i	, 00	200	Ü	0,		, i			00.



Site No.

Location Owenstown(N) / Owenstown(W) / Moygaddy Tuesday 28 May 2019

Date

Date			y 28 Ma													
Time		B to A	- Owenst	own(W) to	Owensto	wn(N)		Veh.		B to	C - Ower	istown(W)	to Moyg	addy		Veh.
lime	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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 31	0	0	0 2	0	0	0	46 34
14:30	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
15:00	12	0	0	0	0	0	0	13	27	1	4	2	0	0	0	34
15:15	1	0	1	0	0	0	0	2	20	0	3	1	0	0	0	24
15:30	3	0	0	0	0	0	0	3	20	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	i	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	1 4	10	2144
23.73	240	- "		Z		J	9	200	1000	10	173	- 01		- 4	70	2144



10084 / Moygaddy May 2019 Junction Turning Count

Site No.

Location Date Owenstown(N) / Owenstown(W) / Moygaddy

Date			y 28 Ma													
Time			B - Moyg					Veh.				addy to C				Veh.
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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		0	0	0	0	24
9:15 9:30	32	0	4	1	0	0	0	37 29	22	2	1	0	0	0	0	25 7
9:30	27 15	0	0	0 4	0	0	0	29	4	0	0	0	1	0	0	6
10:00	14	0	1	2	0	0	0	17	8	0	0	0	0	0	0	8
10:05	13	0	3	0	0	0	0	16	5	0	3	0	0	0	0	8
10:15	12	0	2	3	0	0	1	18	11	0	2	1	0	0	0	14
10:30	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		3	754



Site No.

Location Date Owenstown(N) / Owenstown(W) / Moygaddy
Tuesday 28 May 2019

Date	u	Tuesda	y 28 Ma						-							
Time				A - Owens				Veh.			From Arm					Veh.
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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 8:30	11 17	0	0 2	0	0	0	0	11 19	24 29	0	6	0	0	0	0	30 36
8:30	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 29	8	0	0	0	0	0	0	8 32
15:00	24	2	2	1	0	0	0		31 37	0 2	1	0	0	0	0	
15:15 15:30	19 15	0	2 2	0	2	0	0	23 17	19	1	1	1	0	0	0	40 22
15:30	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.

Location Date Owenstown(N) / Owenstown(W) / Moygaddy

Date		Tuesda	y 28 Ma													ī
Time				- Owens				Veh.				B - Ower				Veh.
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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 8:30	47 51	0	7	3	0	0	0	57 60	111	0	3	3	0	0	0	118
8:30	58	0	6 7	1 2	1	0	0	68	88	0 2	4	4	0	1	0	114 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 7	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 17:30	95 104	0	10 8	1	0	0	0	106 113	63	0	4	0	0	0	0	68
							_		40		6					46
17:45 18:00	100	2	12 15	0 2	0	0	1 0	115	42 39	0	5	0	0	0	0	47 42
					0		_								0	
18:15 18:30	100 59	1	12	1	0	0	0	114	26 35	0	4	0	0	0	1	31 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
23.73	2270	20	2/1	00	-4	J	12	2072	2100	20	210	00	0	-4	13	2424



18:30

10084 / Moygaddy May 2019 Junction Turning Count

Site No.

Owenstown(N) / Owenstown(W) / Movaaddy

Location Date	on		town(N) y 28 Ma		nstown(	W) / Mo	ygaddy									
		100300		n C - Moy	aaddy			Veh.			From Ar	rm C - Mo	vaaddv			Veh.
Time	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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 29	0	3	2	0	0	0	36	25	1	8	2	0	0	1	37
13:00 13:15	29	0	4	2	0	0	0	35 30	36 35	0	6 5	3	0	0	0	43 44
13:15	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
14:13	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



10084 / Moygaddy May 2019 Junction Turning Count

Location Owenstown(N) / Owenstown(W) / Moygaddy
Tuesday 28 May 2019

Date

Date			y 28 Ma													
Time				nstown(N)		,		Veh.				own(N) to				Veh.
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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 12	0	0	2.3	0	0	0	7.3	4	0	0	0	0	0	0	5
10:45	11	0	3	0	0	0	0	13 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	10.5	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	11.5	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	U	U	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



Site No. Location

Owenstown(N) / Owenstown(W) / Moygaddy
Tuesday 28 May 2019 Date

Date			y 28 Ma													
Time		B to A	- Owenst					Veh.		B to	C - Owen			<del> </del>		Veh.
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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 2	0	0	2.3	0	0	0	5.3	22	2	2	9.2	0	0	0.2	35.4
14:15		0	0	0	0	0	0	2	46	0	0	0	0	0	0	46
14:30	3 14	0	1 0	0	0	0	0	4	31 29	0	1 2	4.6 0	0 2	0	0	36.6 34
14:45 15:00	12	0	1	2.3	0	0	0	17.3	30	0	7	0	0	0	0	37
1		0	0		0	0	0		27	1			0	0	0	
15:15 15:30	1	0	1	0	0	0	0	1 2	20	0	3	4.6 2.3	0	0	0	36.6 25.3
15:30	3	0	0	0	0	0	0	3	20	0	3	0	0	0	0	25.3
16:00	13	0	0	0	0	0	0	13	22	0	2	0	0	0	0.2	24.2
16:00	6	0	0	0	2	0	0	8	43	0	1	0	0	0	0.2	44.4
16:30	7	0	1	0	0	0	0	8	37	0	6	0	0	0	0.4	43.2
16:30	5	0	1	0	0	0	0	6	29	0	4	2.3	0	0	0.2	35.3
17:00	9	0	1	0	0	0	0	10	46	0	3	0	0	0	0	49
17:00	7	0	2	0	0	0	0	9	56	0	2	2.3	0	0	0	60.3
17:13	6	0	2	0	0	0	0	8	34	0	4	0	0	0	0	38
17:30	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
18:30	3	0	1	0	0	0	0.2	4.2	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
20.73	240		1 20	7.0			0.0	201.2	1000	10	170	140.0	10	1.0		2217.7



10084 / Moygaddy May 2019 Junction Turning Count

Site No.

Location Owenstown(N) / Owenstown(W) / Moygaddy

Date			y 28 Ma													
Time		C to	B - Moyg	addy to C				Veh.		C to		gaddy to C				Veh.
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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	16.1	12	0.4	0.6	766.1



Site No.

Location Owenstown(N) / Owenstown(W) / Moygaddy

Date		Tuesda	y 28 Ma			, ,	/ 3 /												
				A - Owens	town(N)														
Time	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total			
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	0	43			
7:45	10	0	4	0	2	0	0	16	29	0	4	2.3	0	0	0	35.3			
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	2.3	0	0	0	37.3			
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	2.3	0	0	0	51.3			
9:30	8	1	0	2.3	2	0	0	13.3	37	4	1	2.3	2	0	0	46.3			
9:45	8	0	1	0	2	0	0	11	25	0	0	2.3	0	0	0	27.3			
10:00	10	0	1	0	0	0	0	11	17	0	3	2.3	4	0	0	26.3			
10:15	9	0	3	0	0	0	0	12	12	0	2	2.3	0	0	0	16.3			
10:30	14	0	3	2.3	0	0	0	19.3	9	0	1	2.3	0	0	0	12.3			
10:45	11	0	1	0	0	0	0	12	13	0	1	0	0	0	0	14			
11:00	8	0	3	2.3	0	0	0	13.3	16	0	6	2.3	0	0	0	24.3			
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	0.2	22.2	20	1	1	2.3	0	0	0	24.3			
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	0.2	20.2	10	0	1	2.3	0	0	0	13.3			
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	0.2	9.2	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	2.3	0	0	0	21.3	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 2	2.3	0	0	0.2	17.3	24 10	0	1	0	0	0	0 0.2	25			
14:15	12			0	0	0		14.2		0	0	0		0		10.2			
14:30	17 34	1 2	2	0 2.3	0 2	0	0	20 40.3	9 8	0	2	0	0	0	0	11			
14:45	24	2	2	2.3	0	0	0	30.3	31		1	0	0	0	0	32			
15:15	19	0	2	0	4	0	0	25	37	0 2	1	0	0	0	0	40			
15:15	15	0	2	0	0	0	0	17	19	1	1	2.3	0	0	0	23.3			
15:45	20	0	1	0	0	0	0	21	23	0	1	0	4	0	0	23.3			
16:00	30	0	3	0	0	0	0	33	23	0	4	0	0	0	0	27			
16:15	22	0	4	0	2	0	0	28	24	0	3	2.3	0	0	0	29.3			
16:30	32	0	6	0	0	0	0	38	18	0	3	2.3	0	0	0	23.3			
16:45	25	0	3	0	0	0	0	28	18	0	4	0	0	0	0	22.3			
17:00	39	0	7	2.3	0	0	0	48.3	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	0.2	38.2	15	0	5	0	0	0	0	20			
18:15	28	0	2	0	0	0	0.2	30.2	15	1	3	0	0	0	0	19			
18:30	19	0	3	0	0	0	0.2	22.2	17	0	3	0	0	0	0	20			
18:45	18	0	6	0	0	0.4	0.2	24.4	20	0	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			



10084 / Moygaddy May 2019 Junction Turning Count

Site No.

Location Date Owenstown(N) / Owenstown(W) / Moygaddy Tuesday 28 May 2019

Date		Tuesda	y 28 Ma						1							
Time				B - Owenst				Veh.				B - Owen				Veh.
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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



Site No. 3

Location Owenstown(N) / Owenstown(W) / Moygaddy

Date		Tuesda	y 28 Ma	y 2019		.,,,										
Time				n C - Moy				Veh.				m C - Mo				Veh.
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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 12	6.9	0 2	0	0.2	137.1 141.6	46 58	0	5	6.9 2.3	0 2	0	0	57.9
8:30	97	2	5	4.6							6		2	0	0	69.3
<b>8:45</b> 9:00	64	0	5	9.2 6.9	0 2	0.4	0	77.9	60	0	10	4.6 13.8	0	0	0	<b>76.6</b> 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	0.2	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	127 119	0 2	12	2.3	0	0	0.2	141.3
17:45	42	2	2	0				48		0	13					134.2
18:00	40 34	1	7	0	0	0	0	44	118	0	17 14	4.6 2.3	0	0	0.2	139.8
18:15 18:30	46	0	5	2.3	0	0	0	42 53.3	72	1	5	2.3	0	0	0.2	137.3 80.5
18:30	39	1	2	0	4	0	0.2	46.2	72	0	16	2.3	0	0.4	0.2	91.7
25.75	2551	20	264	161	20	1.6	2	3019.6	2677	29	324	2.0	20	1.6	2.8	3254.5
20.70	200.	20	20.		20	1.0	-	30.7.0	20,,		02.	200.1			2.0	520



10084 / Moygaddy May 2019 Junction Turning Count

Site No.

Location R157(N) / Moygaddy / R157(S)
Date Tuesday 28 May 2019

Date																
Time	A to C - R157(N) to R157(S)								A to B - R157(N) to Moygaddy							Veh.
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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 14
11:00	25	0	1	2	0	0	0	28	10	0	2	2	0	0	0	12
11:15 11:30	28 24	0	3	4 2	0	0	0	35 29	11	0	0	2	0	0	0	24
11:30	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	i	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	0	50
Total	1654	7	242	94	7	7	2	2013	1261	15	153	47	4	2	8	1490



Site No.

Location R157(N) / Moygaddy / R157(S) Tuesday 28 May 2019

Date

Date			y 28 Mc													
Time			B to A - M			,		Veh.			B to C - M					Veh.
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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 2	0	0	0	0	23
14:30	19		0	1	0	0		20	19	0		1	0	0		22
14:45	15 17	0	1 4	0	2	0	0	18 21	17	0	1	0	0	0	0	19 25
15:00 15:15	32	0	3	0	0	0	0	36	28	2	2	0	0	0	1	32
		0		1	0	0	0						0	0		
15:30	18 11	0	2	0				20	11	1	2	1	2		0	15
15:45 16:00	14	0	5	0	0	0	0	12	27 27	0	1	0	0	0	1	31 29
16:15	37	0	1	0	0	0	2	40	25	0	4	0	0	0	0	29
16:15	28	0	5	0	0	0	1	34	25	0	3	0	0	0	0	27
16:45	28	0	4	0	0	0	0	25	20	0	2	1	0	0	0	27
17:00	42	0	2	0	0	0	0	44	10	0	2	0	0	0	0	12
17:00	34	0	1	1	0	0	0	36	20	0	3	0	0	0	0	23
17:15	39	0	3	0	0	0	0	42	17	0	4	0	0	0	0	23
													0			
17:45 18:00	23	0	6	0	0	0	0	29	19 17	0	1	0	0	0	0	20 18
18:00	17	0	2	0	0	0	0	19	16	1	5	0	0	0	0	22
18:15	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	23	19	0	1	0	0	0	0	26
25.75	1343	12	149	44	6	4	9	1567	1170	12	121	25	5	0	2	1335
23./3	1040	12	147	44	0	4	7	130/	11/0	12	121	20	3	U	4	1000



10084 / Moygaddy May 2019 Junction Turning Count

Site No.

Location R157(N) / Moygaddy / R157(S)

Date			y 28 Mc													-
Time			C to B - R1					Veh.				R157(S) to				Veh.
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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	i	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	i	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
18:00	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	43	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
23./3	1300	13	1//	30	0		0	1027	10/4	14	217	107	3	J	13	2037



Site No.

Location R157(N) / Moygaddy / R157(S) Tuesday 28 May 2019

Date

Date		ruesaa	y 28 Ma													
Time				rm A - R15				Veh.				Arm A - R				Veh.
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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
8:00	147	1	18	7	0	0	1	174	54	0	7	6	0	0	0	67
8:15	145	0	6	12	0	0	1	164	61	1	12	3	0	0	0	77
8:30	117	1	12	3	1	0	0	134	70	0	5	3	1	0	0	79
8:45	93	2	5	7	1	1	0	109	59	1	8	5	1	0	0	74
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 5	3 5	0	0	0	44	35	0	5	3	0	0	0	53 42
11:15	44	0	5	3	0	0	7	59	39	0	3	5	0	0	0	42
11:15	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	i	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
25.75	3017	26	366	153	11	9	22	3604	2915	22	395	141	11	9	10	3503



10084 / Moygaddy May 2019 Junction Turning Count

Site No.

Location R157(N) / Moygaddy / R157(S) Tuesday 28 May 2019

Date

Date	i	Tuesda	y 28 Mc													ī —
Time				n B - Moyg				Veh.				rm B - Mo				Veh.
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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
8:00	26	0	3	3	0	0	0	32	125	1	13	1	0	0	1	141
8:15	48	0	5	2	0	0	0	55	112	0	5	3	0	0	1	121
8:30	58	1	6	1	1	0	0	67	107	0	12	2	1	0	0	122
8:45	60	0	10	2	1	0	0	73	117	1	5	2	0	1	0	126
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 4	0	3	0	28
14:00	41	0	10	0	0	0	0	51	37	2	4	0	0	0	1	48
14:15	42	0	5	2	0	0	1 0	50	57		0 2	2	0	0	0	57
14:30	50	1						53	38	0			0	0	0	42
14:45 15:00	89 48	1 2	2	6	0	0	0	99 55	32 39	0	2	0	2	0	0	37 46
		2			2					2		1		0		
15:15 15:30	57 70	4	6 5	1	1	0	0	68 82	60 29	1	4	1	0	0	0	68
15:30	68	1	6	0	0	0	0	75	38	0	3	0	2	0	0	35 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	49
18:00	1126	0	12	1	0	0	0	125	33	1	7	0	0	0	0	41
18:30	72	1	5	2	0	0	1	81	44	0	4	1	0	0	0	41
18:45	72	0	16	0	0	1	2	97	40	0	2	0	2	0	1	45
25.75	2649	28	330	85	10	3	14	3119	2513	24	270	69	11	4	11	2902
23./3	2047	20	330	00	10	3	14	3117	2313	24	2/0	07	- 11	4	- 11	2702



Site No.

Location R157(N) / Moygaddy / R157(S) Tuesday 28 May 2019

Date

Date		Tuesda	y 28 Ma													
Time				m C - R1.				Veh.				Arm C - R				Veh.
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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	0	0	0	40
10:00	33	0	5	3	2	0	0	43	31	1	4	2	0	0	1	39
10:15	45 22	0	7	5	0	0	0	57 28	32 35	0	10 9	2	0	0	0	45 48
10:30	48	0	4	1	0	0	0	53	30	0	5	1	0	0	0	36
11:00	48	0	7	3	0	0	0	53	24	0	6	3	0	0	0	33
11:15	45	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.

Location R157(N) / Moygaddy / R157(S) Tuesday 28 May 2019 Date

Date		ruesaa	y 28 Ma	y 2019 R157(N) to	D157/01						A to B - R1	E7/NI) + a N	Anyaadd	.,		N/ 1
Time	CAR	Tand	LGV	HGV	PSV	14/6	P/C	Veh. Total	CAR		LGV	HGV	PSV	M/C	P/C	Veh. Total
7:00	23	Taxi 0	6	2.3	0	M/C 0	0	31.3	6	Taxi 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		26	12	0	3	2.3	0	0	0	17.3
13:15 13:30	28 25	0	6 3	9.2	0	0	0	34 37.2	10 16	0	4	2.3	0	0	0	16.3 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	/	242	216.2	14	2.8	0.4	2136.4	1261	15	153	108.1	8	0.8	1.6	1547.5

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



Site No.

Location R157(N) / Moygaddy / R157(S) Tuesday 28 May 2019

Date

	Date			y 28 Ma		L- D1C7/11	1					D 4- C		4- D157/0	1		
700	Time																Veh.
7.15	7.00																Total
1.730																	39
7-45																	51.3
8:00																	48
8:15																	50.3
8:45         45         1         2         0         0         0.4         0         48.4         72         0         3         4.6         0         0         0         0         0         48.4         72         0         3         4.6         0		_											-				56
8.45		_															43
9:00																	68.3
9:15         39         1         5         4.6         0         0         0         49.6         40         0         1         0         0         0         0         1         0 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>79.6</td></td<>																	79.6
9:30   32   1	9:00	41			6.9				52.9	29		3					35.3
9:45																	41
1000																	52.3
10:15																	27.6
10:30	10:00	14			6.9		0	0	23.9	22	0					0	30.3
10:45																	21.3
11:00		-															9
11:15		18			4.6							2					21
11:30		-															26.3
1146																	20
12:00																	10
12:15   13	11:45	13	0	2	2.3	0	0	0	17.3	24	2		2.3	0	0	0	28.3
12:30	12:00	19	0	4	2.3	0	0	0	25.3	15	0	2	2.3	0	0	0	19.3
12:45	12:15	13	1	2	0	0	0	0	16	7	0	5	4.6	0	0	0	16.6
13:00	12:30	12	1	0	0	0	0	0	13	22	0	2	0	0	0	0	24
13:15	12:45	15		1	0	0		0		17	0	2	2.3		0	0	21.3
13:30	13:00	14	0	3	2.3	0	0	0	19.3	11	0	1	2.3	0	0	0	14.3
13:45	13:15	15	0	1	4.6	0	0	0	20.6	10	0	1	0	0	0	0	11
14:00	13:30	18	0	3	9.2	0	0	0	30.2	19	0	2	2.3	0	0	0	23.3
14:15   34   0   0   0   0   0   0   0   34   23   0   0   0   0   0   0   0   0   0	13:45	11	0	3	0	0	1.2	0	15.2	9	0	2	0	0	0	0	11
14:30         19         0         0         2.3         0         0         0         21.3         19         0         2         2.3         0         0         0         14:45         15         0         1         0         4         0         0         20         17         1         1         0	14:00	14	2	2	4.6	0	0	0.2	22.8	23	0	2	4.6	0	0	0	29.6
14:45	14:15	34	0	0	0	0	0	0	34	23	0	0	0	0	0	0	23
15:00	14:30	19		0	2.3	0	0	0	21.3	19	0	2	2.3		0	0	23.3
15:15   32   0   3   2.3   0   0   0   0   37.3   28   2   1   0   0   0   0   0.2     15:30   18   0   2   0   0   0   0   0   20   11   1   2   2.3   0   0   0   0     15:45   11   0   1   0   0   0   0   0   12   27   0   2   0   4   0   0   0     16:50   14   0   5   0   0   0   0   0   19   27   0   1   0   0   0   0   0.2     16:15   37   0   1   0   0   0   0   0.4   38.4   25   0   4   0   0   0   0   0     16:30   28   0   5   0   0   0   0   0.2   33.2   24   0   3   0   0   0   0     16:45   21   0   4   0   0   0   0   0   25   20   0   2   2.3   0   0   0   0     17:00   42   0   2   0   0   0   0   0   44   10   0   2   0   0   0   0     17:15   34   0   1   2.3   0   0   0   0   37.3   20   0   3   0   0   0   0     17:45   23   0   6   0   0   0   0   22   17   0   1   0   0   0   0     18:15   17   0   2   0   0   0   0   24.3   23   0   0   0   0   0     18:15   21   0   1   2.3   0   0   0   0   24.3   23   0   0   0   0   0     18:45   21   0   1   0   4   0   0.2   26.2   19   0   1   0   0   0   0   0      18:45   21   0   1   0   4   0   0.2   26.2   19   0   1   0   0   0   0      10   10	14:45	15	0	1	0	4	0	0	20	17	1	1	0	0	0	0	19
15:30	15:00	17	0	4	0	0	0	0	21	22	0	2	2.3	0	0	0	26.3
15:45	15:15	32	0	3	2.3	0	0	0	37.3	28	2	1	0	0	0	0.2	31.2
16:00	15:30	18	0	2	0		0	0	20	11	1		2.3	0	0	0	16.3
16:15   37   0   1   0   0   0   0.4   38.4   25   0   4   0   0   0   0   0     16:30   28   0   5   0   0   0   0.2   33.2   24   0   3   0   0   0   0   0     16:45   21   0   4   0   0   0   0   25   20   0   2   2.3   0   0   0   0     17:00   42   0   2   0   0   0   0   0   44   10   0   2   0   0   0   0     17:15   34   0   1   2.3   0   0   0   3   3   0   0   0   0	15:45	11	0	1	0	0	0	0	12	27	0	2	0	4	0	0	33
16:30         28         0         5         0         0         0.2         33.2         24         0         3         0         0         0         0         0         16:45         21         0         4         0         0         0         0         25         20         0         2         2.3         0         0         0         0         17:00         42         0         2         0         0         0         0         0         44         10         0         2         0	16:00	14	0	5	0	0	0	0	19	27	0	1	0	0	0	0.2	28.2
16:45         21         0         4         0         0         0         0         25         20         0         2         2.3         0         0         0         0           17:00         42         0         2         0         0         0         0         44         10         0         2         0         0         0         0           17:15         34         0         1         2.3         0         0         0         37.3         20         0         3         0	16:15	37	0	1	0	0	0	0.4	38.4	25	0	4	0	0	0	0	29
17:00   42   0   2   0   0   0   0   44   10   0   2   0   0   0   0   0     17:15   34   0   1   2.3   0   0   0   37.3   20   0   3   0   0   0   0     17:30   39   0   3   0   0   0   0   42   17   0   4   0   0   0   0     17:45   23   0   6   0   0   0   0   22   17   0   1   0   0   0   0     18:00   20   2   1   0   0   0   0   23   17   0   1   0   0   0   0     18:15   17   0   2   0   0   0   0   19   16   1   5   0   0   0   0     18:30   21   0   1   2.3   0   0   0   24.3   23   0   3   0   0   0   0     18:45   21   0   1   0   4   0   0.2   26.2   19   0   1   0   0   0   0   0     18   17:00   1   0   0   0   0   0   0   0     18:45   21   0   1   0   4   0   0.2   26.2   19   0   1   0   0   0   0     17:15   34   10   10   10   10   10   10   10   1	16:30	28	0	5	0	0	0	0.2	33.2	24	0	3	0	0	0	0	27
17:15         34         0         1         2.3         0         0         0         37.3         20         0         3         0 <t< td=""><td>16:45</td><td>21</td><td>0</td><td>4</td><td>0</td><td>0</td><td>0</td><td>0</td><td>25</td><td>20</td><td>0</td><td>2</td><td>2.3</td><td>0</td><td>0</td><td>0</td><td>24.3</td></t<>	16:45	21	0	4	0	0	0	0	25	20	0	2	2.3	0	0	0	24.3
17:30         39         0         3         0         0         0         0         42         17         0         4         0         0         0         0           17:45         23         0         6         0         0         0         29         19         0         1         0         0         0         0           18:00         20         2         1         0         0         0         0         23         17         0         1         0         0         0         0           18:15         17         0         2         0         0         0         0         16         1         5         0         0         0         0           18:30         21         0         1         2.3         0         0         0         24.3         23         0         3         0         0         0         0           18:45         21         0         1         0         4         0         0.2         26.2         19         0         1         0         0         0         0	17:00	42	0	2	0	0	0	0	44	10	0	2	0	0	0	0	12
17:45         23         0         6         0         0         0         29         19         0         1         0         0         0         0           18:00         20         2         1         0         0         0         0         23         17         0         1         0         0         0         0           18:15         17         0         2         0         0         0         16         1         5         0         0         0         0           18:30         21         0         1         2.3         0         0         0         24.3         23         0         3         0         0         0         0           18:45         21         0         1         0         4         0         0.2         26.2         19         0         1         0         0         0         0	17:15	34	0	1	2.3	0	0	0	37.3	20	0	3	0	0	0	0	23
18:00         20         2         1         0         0         0         0         23         17         0         1         0<	17:30	39	0	3	0	0	0	0	42	17	0	4	0	0	0	0	21
18:15         17         0         2         0         0         0         19         16         1         5         0         0         0         0           18:30         21         0         1         2.3         0         0         0         24.3         23         0         3         0         0         0         0           18:45         21         0         1         0         4         0         0.2         26.2         19         0         1         0         0         0         0	17:45	23	0	6	0	0	0	0	29	19	0	1	0	0	0	0	20
18:30         21         0         1         2.3         0         0         0         24.3         23         0         3         0         0         0         0         0         18.45         21         0         1         0         4         0         0.2         26.2         19         0         1         0         0         0         0		20	2		0	0	0	0	23	17	0	1	0	0	0	0	18
18:30         21         0         1         2.3         0         0         0         24.3         23         0         3         0 <t< td=""><td>18:15</td><td>17</td><td>0</td><td>2</td><td>0</td><td>0</td><td>0</td><td>0</td><td>19</td><td>16</td><td>- 1</td><td>5</td><td>0</td><td>0</td><td>0</td><td>0</td><td>22</td></t<>	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		0	0	0	0	26
<u></u>	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	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



10084 / Moygaddy May 2019 Junction Turning Count

Site No.

Location R157(N) / Moygaddy / R157(S) Tuesday 28 May 2019 Date

Date			y 28 Ma						1		01.4	D1 57/0\ L	D1 57(NI)			1
Time				157(S) to N				Veh.		I		R157(S) to				Veh.
7.00	CAR	Taxi	LGV 1	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
7:00	12	0		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 19	0	3	4.6	0	0	0.2	31.8
10:30	16	0	2	4.6	0	0	0	22.6		0	7	4.6	0	_	0	30.6
10:45	14	0	0	0	0	0	0	14	16 14	0	5 3	2.3 6.9	0	0	0	23.3
	17	0	3	0	0	0	0	20	24	0	3		0	0	1.2	32.8
11:15	18	1	2	2.3	0	0	0.2	23.5	14	0	3	4.6 6.9	0	0	0	23.9
11:45	20	0	3	2.3	0	0	0.2	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	0.8	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	20.5	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	0.4	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	38	0	3	4.6	0	0	0	45.6	35	0	2	0	0	0	0.2	37.2
18:45	39	0	5	0	0	0.4	0.4	44.8	18	0	3	4.6	0	0	0	25.6
25.75	1388	13	177	87.4	12	0.4	1.2	1679	1674	14	217	250.7	10	2	2.6	2170.3



Site No.

Location R157(N) / Moygaddy / R157(S) Tuesday 28 May 2019

Date

Date	i	106300	y 28 Ma													
Time				rm A - R15				Veh.				Arm A - Ri				Veh.
7.00	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
7:00	116	1	27	4.6	0 2	0	0	148.6	29	0	10	2.3	0	0	0	41.3
7:15 7:30	137 169	0	20 22	6.9	0	0.8	0	165.9 207.9	38 47	0	16 11	11.5 4.6	0	0	0.2	65.5 62.8
7:30	182	0	20	9.2	0	0.8	0	207.9	53	1	5	2.3	0	0	0.2	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	0.2	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 15:45	51 38	1	8	2.3	0	0.4	0	62.7 49.6	64 75	2	5 7	4.6 2.3	2	0	0.2	77.8 85.3
16:00	42	0	6 10	4.6 4.6	0	0	0	49.6 56.6	80	0	19	2.3	0	0.4	0	120.1
16:00	68	0	6	4.6	0	0	0.4	74.4	89	0	14	6.9	0	0.4	0	110.3
16:15	61	1	10	0	0	0	0.4	72.2	107	2	13	4.6	0	0.4	0	127.4
16:30	48	0	11	0	0	0	0.2	59	122	0	17	4.6	2	0.8	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	0.2	147.7
17:13	80	0	6	4.6	0	0	0	90.6	145	0	15	2.3	2	0.4	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



10084 / Moygaddy May 2019 Junction Turning Count

Site No.

Location R157(N) / Moygaddy / R157(S) Tuesday 28 May 2019 Date

Date		luesda	y 28 Ma													
Time				n B - Moy				Veh.				rm B - Mo				Veh.
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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	32.2	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 12:30	45 27	0	5	4.6	0	0	0.6	54.6	20	1	7 2	4.6	0	0	0	32.6
12:30		1	7	4.6	0	0	0.6	37.2	34	0	3	0 2.3	0		0	37
13:00	25 32	0	7	4.6 4.6	0	0	0	37.6 43.6	32 25	0	4	4.6	0	0	0	37.3 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	0.2	57
14:30	50	1	1	2.3	0	0	0.2	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	49
18:00	126	0	17	4.6	0	0	0.2	147.8	37	2	2	0	0	0	0	41
18:15	112	0	12	2.3	0	0	0	126.3	33	1	7	0	0	0	0	41
18:30	72	1	5	4.6	0	0	0.2	82.8	44	0	4	2.3	0	0	0	50.3
18:45	78	0	16	0	0	0.4	0.4	94.8	40	0	2	0	4	0	0.2	46.2
25.75	2649	28	330	195.5	20	1.2	2.8	3226.5	2513	24	270	158.7	22	1.6	2.2	2991.5



Site No.

Location R157(N) / Moygaddy / R157(S) Tuesday 28 May 2019

Date

Date		Tuesda	y 28 Ma		E7/01						From	Arm C - D	1 = 7 (0)			N. I.
Time	CAR	т	IO A	rm C - R1: HGV	PSV	M/C	D.(C)	Veh. Total	CAR	Taxi	LGV	Arm C - R		1 14/0	P/C	Veh. Total
7:00	58	Taxi 0	LGV 10	2.3	PSV 0	M/C 0	P/C 0	70.3	71	laxi	LGV 17	2.3	PSV 0	M/C 0	P/C 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	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	23	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 51	0	5 7	11.5	2	0	0.2	66.5	56	0	8 7	2.3	0	0	0 0.2	66.3
14:15		0		6.9	0	0	0.2	65.1	40	0 2	3	4.6 2.3	0	0	0.2	51.8
14:30	51 43	1	3	11.5 0	0	0.4	0	66.5 47.4	48 88	1	3	11.5	2	0	0	55.3 105.5
15:00	53	0	2	9.2	0	0.4	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	0.2	51.9	67	3	9	4.6	0	0.4	0.2	84
15:45	73	0	8	2.3	4	0	0	87.3	66	1	10	4.6	0	0.4	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	0.2	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



10084 / Moygaddy May 2019 Junction Turning Count

Site No.

Location R157(N) / Dillow's Road / R157(S)

Date		Tuesda	y 28 Mc	ıy 2019												
Time			A to C -	R157(N) to	o R157(S)			Veh.		Α	to B - R15	7(N) to Di	illow's Roc	ad		Veh.
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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 10:45	17	0	3		0	0	0	17	11	0	3 2	0		0	0	15
11:00	33 24	0	5	0 2	0	0	0	36 31	14 18	0	2	1	0	0	0	16 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	1	0	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	6	0	0	0	0	37	30	0	2	0	0	0	0	32
Total	1738	9	175	96	9	4	4	2035	1074	7	181	19	4	2	0	1287



Site No.

R157(N) / Dillow's Road / R157(S) Tuesday 28 May 2019 Location

Date

Date		100300	y 28 Ma	R157(N) to	D1 57/N1			)/-l-			to A - Dillo	nuda Barra	1+0 D1 57/9	d)		Mele
Time	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Veh. Total	CAR	Тахі	to A - Dillo	HGV	PSV	M/C	P/C	Veh. Total
7:00	0	0	0	0	0	0	0	0	48	1UXI	11	0	0	0	0	60
7:15	0	0	0	0	0	0	0	0	58	0	4	1	0	0	0	63
7:30	2	0	1	0	0	0	0	3	65	0	15	0	0	2	0	82
7:45	0	0	0	0	0	0	0	0	71	0	9	2	0	0	0	82
8:00	0	0	0	0	0	0	0	_ <del>-</del>	52	0	7	0	0	0	0	59
8:15	0	0	0	0	0	0	0	0	47	0	3	1	0	0	0	51
8:30	0	0	0	0	0	0	0	0	51	1	6	1	0	0	0	59
8:45	0	0	0	1	0	0	0	1	42	0	4	0	0	0	0	46
9:00	1	0	0	0	0	0	0	1	36	0	5	1	0	0	0	42
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	2	0	0	0	21
10:45	0	0	0	0	0	0	0	0	11	0	3	1	0	0	0	15
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	6	28
11:30	0	0	0	0	0	0	0	0	4	0	4	1	0	0	1	10
11:45	0	0	0	0	0	0	0	0	20	0	1	0	0	0	3	24
12:00	1	0	0	0	0	0	0	1	28	0	3	1	0	0	0	32
12:15	0	0	0	0	0	0	0	0	13 19	0	3	1	0	0	0	17
12:30 12:45	0	0	0	0	0	1	0	1	9	0	5 1	1 2	0	0	0	25 12
13:00	0	0	0	0	0	0	0	-	12	0	3	1	0	0	0	16
13:15	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	1	19
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	1	0	0	0	19
15:15	0	0	0	0	0	0	0	0	18	0	1	1	0	0	1	21
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	1	0	0	0	33
18:15	0	0	0	1	0	0	0	1	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 25.75	0	0	0	0	0	0	0	0	15	0	175	0 19	0	0	0	16 1365
25./5		U			U		U	15	1147	8	1/5	19	U		12	1363



10084 / Moygaddy May 2019 Junction Turning Count

Site No.

Location R157(N) / Dillow's Road / R157(S)

Date			y 28 Ma													
Time		В		ow's Road		,		Veh.		B to		's Road to				Veh.
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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	1	0	0	0	10	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	1	0	0	0	7	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
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	1	0	0	0	3	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
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	1	0	0	0	4	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	3	0	0	0	7	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	2	0	0	0	3	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
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	2	0	0	0	5	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
15:30	3	0	0	1	0	0	0	4	0	0	0	1	0	0	0	1
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	17	0	0	0	271	1	0	0	1	0	0	0	2



10084 / Moygaddy May 2019 <sup>-</sup> Junction Turning Count

Site No.

Location R157(N) / Dillow's Road / R157(S) Tuesday 28 May 2019

Date

Date			y 28 Ma													
Time				57(S) to Di				Veh.				R157(S) to				Veh.
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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 10:45	3 2	0	0	0	0	0	0	4 2	19 19	0	4 2	2	0	0	0	25 21
10:45	1	0	0	0	0	0	0	1	16	0	2	3	0	0	0	21
		0	0	_		0	0	2		1		2		0		29
11:15	2	0	0	0	0	0	0	7	25 24	1	0	3	0	0	0	29
11:45	6	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	i	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	i	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.

R157(N) / Dillow's Road / R157(S) Tuesday 28 Ma<u>y 2019</u> Location Date

y 2017			C to C -	R157(S) to	R157(\$)			Veh.	
Time	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	
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 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	<u> </u>	0	0	0	0	0	0	i	
18:00	<u> </u>	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							0	7	



10084 / Moygaddy May 2019 <sup>-</sup> Junction Turning Count

Site No.

Location R157(N) / Dillow's Road / R157(S) Tuesday 28 May 2019

Date

Date		Tuesda	y 28 Mc													
Time				rm A - R15				Veh.				Arm A - R				Veh.
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
7:00	71	1	15	2	0	0	0	89	58	0	11	1	0	0	1	71
7:15	82	0	9	3	1	0	0	95	67	1	18	3	0	0	0	89
7:30	102	0	18	4	0	2	0	126	77	0	15	2	0	0	0	94
7:45	117	0	16	5	1	0	0	139	77	1	8	1	0	0	0	87
8:00	89	0	10	6	0	0	0	105	86	0	9	4	0	0	0	99
8:15	84	0	4	10	0	0	0	98	72	0	9	2	0	0	0	83
8:30	93	2	13	3	0	0	0	111	95	0	11	3	0	0	0	109
<b>8:45</b> 9:00	<b>79</b> 72	0	<b>8</b>	8	1	0	0	<b>97</b> 91	106	1	6	<b>4</b> 5	0	0	0	62
	_		9	8	0	0	0		52		3	1	0	_		
9:15 9:30	48 33	2	3	2	0	0	0	61 40	57 61	0	2 8	7	4	0	0	60
9:45	34	0	2	2	1	0	1	40	48	0	3	7	0	0	0	81 58
10:00	31	1	4	2	0	0	0	38	35	0		2	2	0	0	45
10:00	33	0	11	3	0	0	1	48	42	0	6 7	5	0	0	0	54
10:15	34	0	8	4	0	0	0	46	28	0	3	1	0	0	0	32
10:30	30	0	5	1	0	0	0	36	47	0	5	0	0	0	0	52
11:00	27	0	5	3	0	0	0	35	43	0	7	3	0	0	0	53
11:15	41	1	7	2	0	0	6	57	49	0	4	4	0	0	0	57
11:30	28	1	4	4	0	0	1	38	30	0	5	2	1	0	0	38
11:45	45	0	3	3	0	0	3	54	46	1	5	1	0	0	0	53
12:00	69	0	4	1	0	0	0	74	34	0	4	2	0	0	0	40
12:15	44	0	6	6	0	0	0	56	30	0	5	4	0	0	0	39
12:30	43	1	7	5	0	0	0	56	52	0	7	3	0	0	0	62
12:45	38	i	4	4	0	1	0	48	33	0	2	3	0	1	0	39
13:00	48	0	5	5	0	0	0	58	32	0	4	1	0	0	0	37
13:15	53	1	4	5	0	0	0	63	38	1	4	1	0	0	0	44
13:30	44	2	5	4	1	0	0	56	42	1	6	5	0	0	0	54
13:45	47	0	7	4	2	0	0	60	37	0	5	1	0	0	0	43
14:00	56	0	9	1	0	0	1	67	47	0	5	5	1	0	0	58
14:15	37	0	7	1	0	0	0	45	48	0	6	3	0	0	1	58
14:30	49	2	3	1	0	0	0	55	51	0	8	5	0	0	0	64
14:45	88	1	4	5	1	0	0	99	44	0	3	0	0	1	0	48
15:00	62	1	6	2	0	0	0	71	52	0	3	3	0	0	0	58
15:15	50	1	8	5	2	0	1	67	60	1	6	2	0	0	0	69
15:30	72	3	9	2	0	1	0	87	35	1	3	4	0	0	0	43
15:45	64	0	10	2	0	0	0	76	74	0	12	1	2	0	0	89
16:00	72	0	12	2	0	0	0	86	70	0	9	7	0	1	2	89
16:15	73	0	10	1	0	0	0	84	69	0	13	1	0	0	0	83
16:30	92	1	14	0	0	0	0	107	75	1	11	0	1	1	0	89
16:45	81	0	10	0	0	0	0	91	96	0	10	1	0	0	0	107
17:00	92	0	21	4	0	0	0	117	54	0	14	1	0	1	0	70
17:15	91	0	9	3	0	0	0	103	94	0	19	1	0	1	0	115
17:30	108	0	9	3	0	0	0	120	114	1	10	1	1	0	0	127
17:45	87	0	6	0	0	0	1	94	89	1	10	0	0	0	0	100
18:00	110	0	22	3	0	0	1	136	76	1	13	1	0	0	0	91
18:15	90	2	5	1	0	0	0	98	68	0	8	3	0	0	0	79
18:30	77	0	5	1	0	0	1	84	73	1	4	0	0	1	0	79
18:45	58	0	8	2	0	1	2	71	60	1	8	0	0	0	0	69
25.75	3068	27	393	149	11	6	19	3673	2823	16	357	117	13	7	4	3337



10084 / Moygaddy May 2019 Junction Turning Count

Site No.

R157(N) / Dillow's Road / R157(S) Tuesday 28 May 2019 Location

Date

Date	i	ruesaa	y 28 Mc						i		-	D D7:	1.0			F
Time				B - Dillow			D.(0	Veh. Total	0.10			n B - Dillov			D.(0)	Veh. Total
7.00	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	
7:00 7:15	19 20	0	5 12	0	0	0	0	24 33	59	0	11	0	0	0	0	71 68
7:15	31	0	8	1	0	0	0	40	63 74	0	15	0	0	2	0	91
7:45	21	1	5	0	0	0	0	27	83	0	9	2	0	0	0	94
-							0				7	0	0		_	
8:00	29	0	2	1	0	0	-	32	60	0			-	0	0	67
8:15	26 30	0	5	0	0	0	0	32 32	56	0	3 7	2	0	0	0	61
8:30 8:45	55	1	3	2	0	0	0	61	60 50	0	4	0	0	0	0	69 54
9:00	16	0	1	1	1	0	0	19	42	0	5	1	0	0	0	48
9:15	20	0	0	0	0	0	0	20	26	0	5	0	0	0	0	31
9:30	23	0	4	1	1	0	0	29	22	1	2	1	0	0	0	26
9:45	13	0	0	0	0	0	0	13	24	0	1	1	0	0	0	26
10:00	8	0	1	0	0	0	0	9	21	0	0	0	0	0	0	21
10:15	14	0	1	2	0	0	0	17	15	0	3	0	0	0	0	18
10:30	14	0	3	2	0	0	0	19	17	0	4	3	0	0	0	24
10:45	16	0	2	0	0	0	0	18	12	0	4	3	0	0	0	19
11:00	19	0	2	1	0	0	0	22	11	0	3	0	0	0	0	14
11:15	18	0	1	0	0	0	0	19	19	0	6	0	0	0	6	31
11:30	18	0	3	1	0	0	0	22	7	0	4	1	0	0	1	13
11:45	24	0	3	0	0	0	0	27	23	0	1	1	0	0	3	28
12:00	15	0	2	1	0	0	0	18	35	0	3	1	0	0	0	39
12:15	13	0	3	4	0	0	0	20	18	0	3	1	0	0	0	22
12:30	24	1	4	2	0	0	0	31	21	2	5	4	0	0	0	32
12:45	15	0	0	0	0	0	0	15	10	0	1	2	0	0	0	13
13:00	13	0	2	3	0	0	0	18	12	0	4	3	0	0	0	19
13:15	16	1	3	1	0	0	0	21	21	0	2	1	0	0	0	24
13:30	21	0	6	2	0	0	0	29	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	1	24
14:15	26	0	3	1	0	0	0	30	11	0	1	0	0	0	0	12
14:30	27	0	6	1	0	0	0	34	17	1	1	0	0	0	0	19
14:45	28	0	1	1	0	0	0	30	21	0	3	0	0	0	0	24
15:00	29	0	2	3	0	0	0	34	17	0	4	3	0	0	0	24
15:15	38	0	5	0	0	0	0	43	24	0	2	2	0	0	1	29
15:30	25	0	2	1	0	0	0	28	32	2	5	2	0	0	0	41
15:45	31	0	10	0	0	0	0	41	31	0	5	0	0	0	0	36
16:00	37	0	5	3	0	0	0	45	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	1	0	0	48	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	1	0	63	27	0	4	0	0	0	0	31
17:30	74	1	10	1	1	0	0	87	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	1	0	0	0	39
18:15	54	0	4	0	0	0	0	58	25	2	3	0	0	0	0	30
18:30	40 39	0	3 2	0	0	1 0	0	44	31	0	3	0	0	0	0	34 21
18:45	74	0:00	2	U	U	U	U	41	20	U	1	U	U	0	U	21
	/4	0:00	II													



Site No.

Location R157(N) / Dillow's Road / R157(S) Tuesday 28 May 2019

Date

Date		Tuesda	y 28 Ma													
Time				m C - R1				Veh.				Arm C - R				Veh.
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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



10084 / Moygaddy May 2019 Junction Turning Count

Site No.

Location R157(N) / Dillow's Road / R157(S) Tuesday 28 May 2019 Date

Date		100300	y 28 Ma A to C -	R157(N) to	R157(S)			Veh.		A	to B - R15	57(N) to Di	llow's Roc	ıd		Veh.
Time	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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 2	9.2	0 2	0	0	45.2	16	0	1	0	0	0	0	17
11:30	19	0		4.6				27.6	11	0	3			0	0	14
11:45	25 22	1	2	2.3	0	0	0	30.3	21	0	3 2	0	0	0	0	24 13
12:00		0	2	4.6				28.6	11							
12:15 12:30	18 38	0	2	9.2 4.6	0	0	0	29.2 45.6	12	0	3	0 2.3	0	0	0	15 20.3
12:30	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



Site No.

Location R157(N) / Dillow's Road / R157(S) Tuesday 28 May 2019

Date

Date		ruesaa	y 28 Ma													
Time				R157(N) to				Veh.			to A - Dillo					Veh.
7.00	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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 <b>8:00</b>	0	0	0	0	0	0	0	0	71 52	0	9	4.6 0	0	0	0	84.6 <b>59</b>
8:15 8:30	0	0	0	0	0	0	0	0	47 51	0	3	2.3	0	0	0	52.3 60.3
8:45	0	0	0		0	0	0	2.3	42	0	6	0	0	0	0	
9:00	1	0	0	2.3	0	0	0	2.3	36	0	4 5	2.3	0	0	0	<b>46</b> 43.3
9:00	0	0		0	0	0	0	0	23			0	0	0	0	
9:15	0	0	0	0	0	0	0	0	16	0	5	0	0	0	0	28 19
9:30	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		14		3	0	0	0	0	17
10:15	0	0	0	0	0	0	0	0	15	0	4	4.6	0	0	0	23.6
10:30	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	0.2	21.6
12:00	1	0	0	0	0	0	0	1	28	0	3	2.3	0	0	0.6	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	0.4	0	0.4	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	0.2	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	0.2	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	1 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.

Location R157(N) / Dillow's Road / R157(S) Tuesday 28 May 2019

Date		Tuesda <sup>1</sup>														
Time		В	to C - Dill					Veh.		B to	B - Dillow	's Road to		load		Veh.
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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
<b>8:45</b> 9:00	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
	6	0		0				6		0	0		0	0		
9:15 9:30	3	0	0	0 2.3	0	0	0	3 8.3	0	0	0	0	0	0	0	0
9:30	6 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
10:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10:15	2	0	0	2.3	0	0	0	4.3	0	0	0	0	0	0	0	0
10:30	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 25.75	5 231	0	0	0 39.1	0	0	0	5	0	0	0	0	0	0	0	0 3.3
25./5	231	3	20	39.1	U	U	U	293.1		0	0	2.3	0	0	0	3.3



Site No.

Location R157(N) / Dillow's Road / R157(S) Tuesday 28 May 2019

Date

Date			y 28 Ma													
Time		C	to B - R15	57(S) to Di	llow's Roa	d		Veh.			C to A -	R157(S) to	R157(N)			Veh.
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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



10084 / Moygaddy May 2019 Junction Turning Count

Site No. Location Date

R157(N) / Dillow's Road / R157(S) Tuesday 28 May 2019

y 2019			C to C -	R157(S) to	R157(S)			Veh.		1
Time	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total		
7:00	0	0	0	0	0	0	0	0	i	i
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	•	1
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	٠	1
9:15	0	0	0	0	0	0	0	0		
9:30	0	0	0	0	0	0	0	0		1
9:45	0	0	0	0	0	0	0	0		
10:00	0	0	0	0	0	0	0	0	•	1
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	Ì	
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	٠	1
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	1	
13:00	0	0	0	0	0	0	0	0	Ì	
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	۰	
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	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		L
25.75	5	0	1	2.3	0	0	0	8.3		



Site No.

Location R157(N) / Dillow's Road / R157(S) Tuesday 28 May 2019

Date

Dale		100500	y 20 Mu	rm A - R15	7/811			N/ 1			Erom	Arm A - R	1 E 7 / N I \			V. 1
Time								Veh.								Veh.
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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	23	0	0	0	111	72	0	9	4.6	0	0	0	85.6
8:30	93	2	13	6.9	0	0	0	114.9	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	0.2	89	35	1	3	9.2	0	0	0	48.2
15:45	64	0	10	4.6	0	0.4	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
16:00	73	0	10	2.3	0	0	0	85.3	69	0	13	2.3	0	0.4	0.4	84.3
	92	1	14		0	0	0	107		1	11	0	2	0.4	0	
16:30 16:45	81	0		0	0	0	0	91	75 96	0	10	2.3	0	0.4	0	89.4
			10				-	122.2								108.3
17:00	92	0	21	9.2	0	0	0		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



10084 / Moygaddy May 2019 Junction Turning Count

Site No.

Location R157(N) / Dillow's Road / R157(S) Tuesday 28 May 2019

Date

Date		ruesaa	y 28 Ma		's Board			1/ 1			From A-	m B - Dillov	v/s Boord			N/ 1
Time	CAR	Tend	IO Arm	B - Dillow HGV		14/6	P/C	Veh. Total	CAR	Tand		n B - Dillov HGV		1,46	D/C	Veh. Total
7:00	CAR 19	Taxi 0	LGV 5	HGV 0	PSV 0	M/C 0	0	24	CAR 59	Taxi	LGV 11	HGV 0	PSV 0	M/C 0	P/C 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	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	58	25	2	3	0	0	0	0	30
18:30	40	0	3	0	0	0.4	0	43.4	31	0	3	0	0	0	0	34
18:45	39	0	2	0	0	0	0	41	20	0	1	0	0	0	0	21
	74	0:00														



Site No.

Location R157(N) / Dillow's Road / R157(S) Tuesday 28 May 2019

Date

Time			To A	rm C - R1	57(S)			Veh.			From	Arm C - R	157(S)			Veh.
IIITIE	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Tota
7:00	50	0	6	2.3	0	0	0.2	58.5	23	0	4	4.6	0	0	0	31.
7:15	53	1	6	4.6	0	0	0	64.6	25	0	5	4.6	2	0	0	36.
7:30	54	0	6	2.3	0	0	0	62.3	36	0	2	9.2	0	0	0	47.
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.
8:15	56	0	5	6.9	0	0	0	67.9	38	0	2	23	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.
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.
9:30	53	1	4	16.1	6	0	0	80.1	26	1	1	2.3	2	0	0	32.
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.
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.
11:15	36	0	3	9.2	0	0	0	48.2	27	1	1	4.6	0	0	0	33.
11:30	21	0	2	4.6	2	0	0	29.6	30	1	0	9.2	0	0	0	40.1
11:45	28	1	2	4.6	0	0	0	35.6	28	0	2	6.9	0	0	0	36.
12:00	29	0	2	4.6	0	0	0	35.6	44	0	1	2.3	0	0	0	47.
12:15	23	0	2	9.2	0	0	0	34.2	32	0	3	20.7	0	0	0	55.
12:30	40	2	3	11.5	0	0	0	56.5	34	2	2	11.5	0	0	0	49.
12:45	23	0	2	6.9	0	0	0	31.9	33	1	3	4.6	0	0	0	41.
13:00	22	0	4	6.9	0	0	0	32.9	39	0	3	16.1	0	0	0	58.
13:15	30	0	1	4.6	0	0	0	35.6	40	1	2	13.8	0	0	0	56.
13:30	34	1	2	6.9	0	0	0	43.9	36	2	5	9.2	2	0	0	54.
13:45	26	0	3	2.3	0	0	0	31.3	35	0	6	9.2	4	0	0	54.
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.
14:30	32	0	2	9.2	0	0	0.2	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.
15:00	37	0	2	11.5	0	0	0	50.5	59	1	3	9.2	0	0	0	72.
15:15	41	1	3	6.9	0	0	0	51.9	45	1	8	9.2	4	0	0	67.5
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	0.4	0	66.
16:00	42	0	8	9.2	0	0.4	0.4	60	56	0	12	4.6	0	0	0	72.
16:00	47	0	7	2.3	0	0.4	0.4	56.3	66	0	11	2.3	0	0	0	79.
16:30	48	0	4	0	0	0.4	0	52.4	82	1	13	0	0	0	0	96
16:45	48	0	3	2.3	0	0.4	0	54.3	78	0	5	0	0	0	0	83
17:00	30	0		2.3	0	0.4	0	38.7	83	0	14	9.2	0	0	0	106
17:00	62	0	6	2.3	0	0.4	0	73.3	83	0	5	6.9	0	0	0	95.
17:15	62	0	3	0	0	0	0		105	0	7	6.9	0	0	0	
								66								118
17:45	63	0	4	0	0	0	0	67	89	0	6	0	0	0	0.2	95.
18:00	39	0	9	2.3	0	0	0	50.3	95	0	16	4.6	0	0	0.2	115
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.
18:45	35	1	6	0	0	0	0	42	52	0	7	4.6	0	0.4	0.4	64.



10084 / Moygaddy May 2019 Junction Turning Count

Site No.

R157 / R148(W) / R148(E) Tuesday 28 May 2019 Location

<u>Date</u>		Tuesda	y 28 Ma													
Time			A to C	- R157 to				Veh.				R157 to R	148(W)			Veh.
IIIIe	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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



Site No.

6 R157 / R148(W) / R148(E) Tuesdav 28 May 2<u>019</u> Location Date

Date		Tuesda	y 28 Ma						-							
Time				R148(W)				Veh.				R148(W) to				Veh.
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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		78	2	3	1	2	_	4	90
8:00	19	0	1	1	0	0	0	21	57	0	3	1	3	0	3	67
8:15 8:30	14 16	0	3	4 0	0	0	0	19 19	62 60	0 2	3 5	0	2	0	2	69 69
8:30	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 17:45	49	0	2		0			51	79		2	0	0		2	85
17:45	51 45	0	4	0	0	0	0	53 50	83 76	0	4	0	3	0 2	0	91 86
18:00	38					0	0		76	0	6	1	0	0	0	
18:15	25	0	2	0	0	0	1	40 28	68	0	2	1	1	0	1	74 74
18:45	25	0	4	1	0	0	0	28	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
23.73	1120	0	00	ు	0		)	1204	3104	33	237	44	07	23	20	3024



10084 / Moygaddy May 2019 Junction Turning Count

Site No.

R157 / R148(W) / R148(E) Tuesday 28 May 2019 Location Date

Date	-	Tuesda	y 28 Ma													
Time				R148(E) to				Veh.				- R148(E)				Veh.
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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	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	2	0	1	71	8	0	0	1 2	1	0	0	11
9:45	57		6				1	67			1	ı	1			12
10:00	53	0	2	1	1	0	0	57	4	0	2	2	0	0	0	8
10:15	52 40	0	6 5	0	0 2	0	1	59	9	0	2	3	0	0	0	14
10:30 10:45		0	4	0 2	0	0	6	53 58	10	0	2	0	0	0	0	16 8
	52						_						_			
11:00 11:15	46 57	0	2	1	1	1	0	51 64	13	0	1	1	0	0	0	6 15
11:15	58	4	4	0	2	0	0	68	9	1	0	4	0	0	0	14
11:30	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.

R157 / R148(W) / R148(E) Tuesday 28 May 2019 Location Date

Date		Tuesda	y 28 Ma										0167			
Time	0.10			Arm A - R			0.00	Veh. Total				n Arm A -		Io	D.(0	Veh. Total
7:00	CAR 20	Taxi 0	LGV 4	HGV 2	PSV 0	M/C 0	P/C 0	26	CAR 51	Taxi 0	LGV 6	HGV 1	PSV 0	M/C 0	P/C	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	0	42	27 33	0	2	7	0	0	0	31 45
12:30	35	0	3	4	0	0	0	43	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 18:30	80	0	5	0	0	0	0	85	34 42	5	3	0	0	0	0	44
18:30	61 50	0	7	2	0	1	2	69	35	1	7	0	0	0	0	46
25.75	2156	17	216	136	11	2	9	2547	1964	22	197	101	19	3	8	2314
23.73	2100	17	210	100			,	2347	1704	22	177	101	17	0	0	2014



10084 / Moygaddy May 2019 Junction Turning Count

Site No.

6 R157 / R148(W) / R148(E) Location

Date		Tuesda	y 28 Ma													T
Time				rm B - R14				Veh.				Arm B - R1				Veh.
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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 8:45	81	1	3 7	2	2	0	1	90	76	2	8	3	1	0	1 0	88
9:00	72 72	2	2	2	0	0	0	<b>126</b> 76	<b>67</b> 79	1	<b>3</b>	1	1	0	0	<b>76</b> 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		2	2	1	136
18:15 18:30	77 96	0	5	0	3	0	2	87	109 93	0	4 5	1	0	0	0 2	114
18:30	80	0	6	0	1	2	4	106 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
23.73	3013	31	2/3	04	37	21	30	4021	4012	41	324	- //	/3	20	- 33	4000



Site No.

6 R157 / R148(W) / R148(E) Location

Date			y 28 Ma		-,											
				rm C - R1-	48(E)			Veh.			From	Arm C - R	148(E)			Veh.
Time	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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 9	5 1	1	0	0	79	79	1	4	2	2	0	0	88 104
15:45	87	0	7	3	3	0	0	100	93 99	1	8	0 2	1	0 2	0	118
	80 76	0	11	1		1	1	92 90				1	1	1	1	
16:15 16:30	76 86	1	9	0	0 2	1	0	90	105 118	0	15 11	1	2	0	1	124 134
	94	5	7				1	108	140	0		0	1	0		150
16:45				1	0	0					7				2	
17:00	121	0	15	2	2	0	1 0	144	137	0	13	3 5	0 2	0	1	154
17:15	122 116	0	10 5	0	0	1	2	132 126	124 144	2	8	2	1	0	0	141
17:30				1			0									
17:45 18:00	113 93	0	4 8	0	3 2	0 2	0	121	116 125	0	9	0 2	4	0	3 2	132
			3	1		0						0			2	
18:15 18:30	91 92	5 1	5	1	0	0	0	100	105	0	5 9	1	3	0	1	114 128
18:30	92 82	2	9	0	0	0	2	95	96	0	7	1	1	3	6	114
	4214	54	360	125	83	26	32			39	350	147	59	20	38	4560
25.75	4214	54	360	125	83	26	32	4894	3907	39	330	14/	37	20	38	4360



10084 / Moygaddy May 2019 Junction Turning Count

Location Date R157 / R148(W) / R148(E) Tuesday 28 May 2019

Date		luesda	y 28 Ma													
Time			A to C	- R157 to I				Veh.				- R157 to R				Veh.
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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	934	3	76	46	10	0.8	0.8	1070.6

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



Site No. 6

Location R157 / R148(W) / R148(E)
Date Tuesday 28 May 2019

Date		Tuesda	y 28 Ma													
Time			B to A -	R148(W)				Veh.				R148(W) to				Veh.
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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 6.9	0	0	0	16 19.9	78	2	5	2.3 4.6	0	0.4	0.4	83.7 70
	18	1	0		0	0	0	21.3	53			4.6	6	0.4	0	
11:15 11:30	16	0	0	2.3	0	0	0	16	60	1	6 8	2.3	4	0	0	67 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	0.2	72.7
12:15	19	0	2	4.6	0	0	0.2	25.8	53	1	6	6.9	0	0.4	0.2	67.1
12:30	24	0	1	0	0	0	0.2	25.0	63	1	9	0.7	4	0	0.2	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



10084 / Moygaddy May 2019 Junction Turning Count

Site No.

Location R157 / R148(W) / R148(E)
Date Tuesday 28 May 2019

Date		Tuesda	y 28 Ma													
Time				R148(E) to				Veh.				- R148(E) i				Veh.
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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	0	3	0	0	0	0	45
18:30	78	0	5	0	6	0	0.2	89.2	36	0	4	2.3	0	0	0	42.3
18:45	68	0	4	0	2	0.8	0.8	75.6	28	0	3	2.3	0	0.4	0.4	34.1
25.75	2879	28	219	101.2	108	7.6	6.8	3349.6	1028	11	131	236.9	10	0.4	0.8	1418.1



Site No. 6

Location R157 / R148(W) / R148(E)
Date Tuesday 28 May 2019

Date	ĺ	iuesda	y 28 Ma	y 2019 Arm A - R	167						Ev	o Armo A	D167			1
Time								Veh. Total				n Arm A -				Veh.
7.00	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi 0	LGV	HGV	PSV	M/C	P/C	Total
7:00	20	0	4	4.6	0	0	0 0	28.6	51		6	2.3	0	0	0.2	59.5
7:15 7:30	34	0	6 2	4.6 0	2	0	0	40.6 36	55 54	0	5 9	6.9	0	0	0.4	68.3
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	0.2	21.6	34	0	5	4.6	4	0	0.2	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	0.2	33.9	19	0	0	2.3	0	0	0	21.3
10:45	22	0	2	0.7	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	0.2	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	0.2	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 1.2	1.6	2456.1



10084 / Moygaddy May 2019 Junction Turning Count

Site No.

Location R157 / R148(W) / R148(E)
Date Tuesday 28 May 2019

Date		Tuesda	y 28 Ma													
Time	To Arm B - R148(W)					Veh.				Arm B - R1				Veh.		
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
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	0	6	0	0	147
18:00	89	0	11	4.6	0	0.4	0.4	105.4	121	0	10	0	4	0.8	0.2	136
18:15	77	0	5	2.3	2	0.4	0.4	87.1	109	0	4	2.3	0	0	0	115.3
18:30	96	0	6	0	6	0	0.2	108.2	93	0	5	2.3	2	0	0.4	102.7
18:45	80	0	6	0	2	0.8	0.8	89.6	81	1	8	2.3	0	0	0.4	92.7
25.75	3813	31	295	147.2	118	8.4	7.6	4420.2	4312	41	324	177.1	150	10.4	6.6	5021.1



Site No. 6

Location R157 / R148(W) / R148(E)

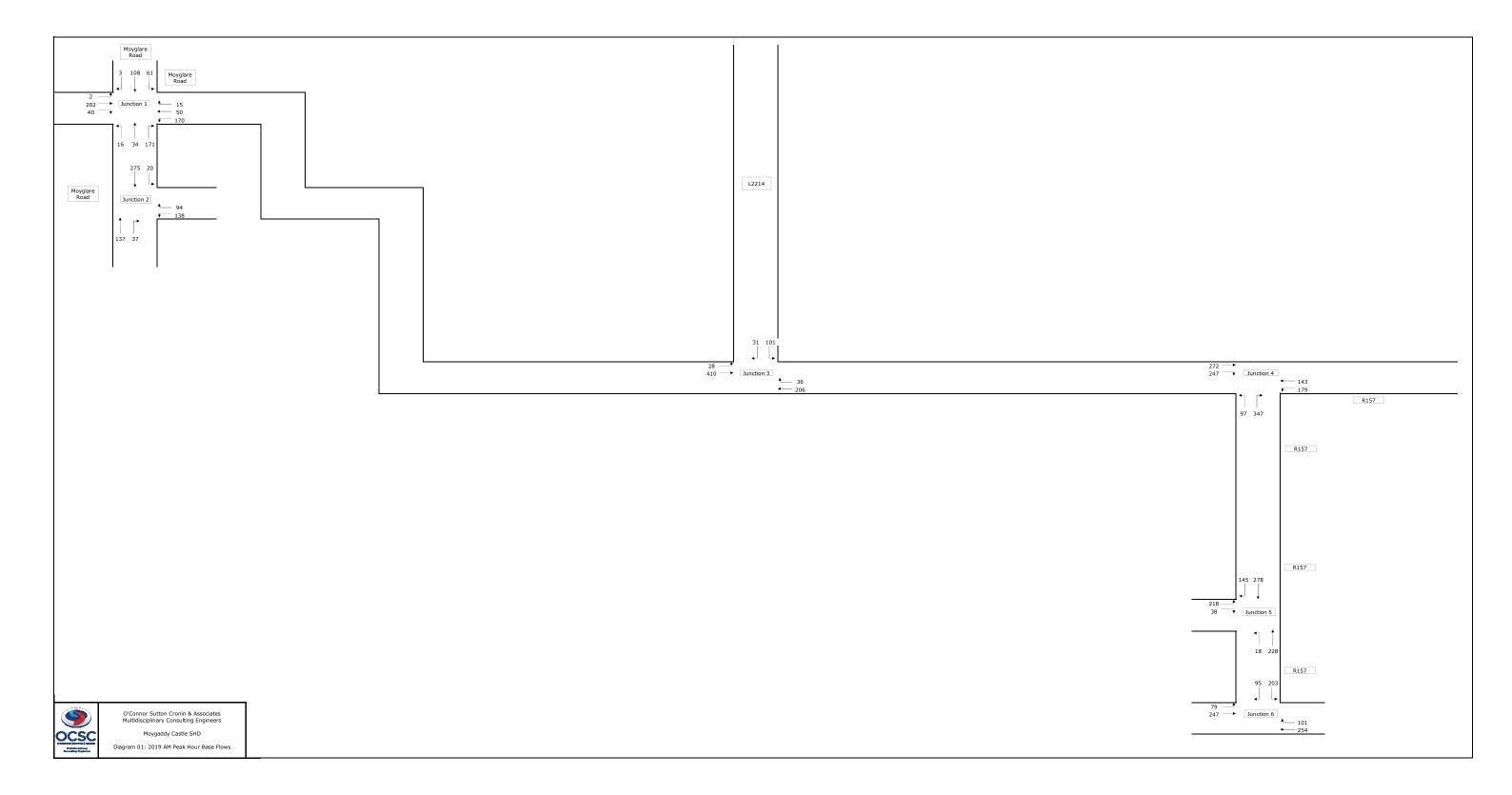
Date		Tuesda	y 28 Ma	y 2019												
Time			To A	rm C - R14	48(E)			Veh.			From	Arm C - R	148(E)			Veh.
IIIIe	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
7:00	133	0	13	4.6	10	0.8	0.2	161.6	37	0	6	9.2	2	0	0	54.2
7:15	127	3	8	4.6	8	0	0.6	151.2	35	1	7	4.6	2	0.4	0	50
7:30	128	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 9	11.5	2	0	0	86.5	79	1	4	4.6 0	4 2	0	0	92.6
15:45	87	0	7	2.3	6			104.3	93	1	8				0.2	104.2
16:00	80		11	6.9	0	0.4	0.2	95.1 89.9	99	1	13	4.6 2.3	2	0.8	0	120.4
16:15	76	0	9	2.3		0.4	0.2		105	0	15 11	2.3		0.4	0.2	124.9
16:30	86		7	0	4 0	0.4	0.2	100.4	118	0	7		4 2			136.5
16:45	94	5		2.3				108.5	140			0		0	0.4	149.4
17:00 17:15	121	0	15 10	4.6 0	4 0	1.2	0.2	146	137	0 2	13 8	6.9	0 4	0	0.2	157.1 149.5
								132	124						0	
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 18:45	92 82	1 2	5 9	2.3	2	0	0.2	102.5 93.4	114 96	0	9 7	2.3	6	0 1.2	0.2	131.5 109.7
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
23./3	4214	J4	300	207.3	100	10.4	0.4	3070.3	3707	37	330	330.1	110	0	7.0	4/0/./

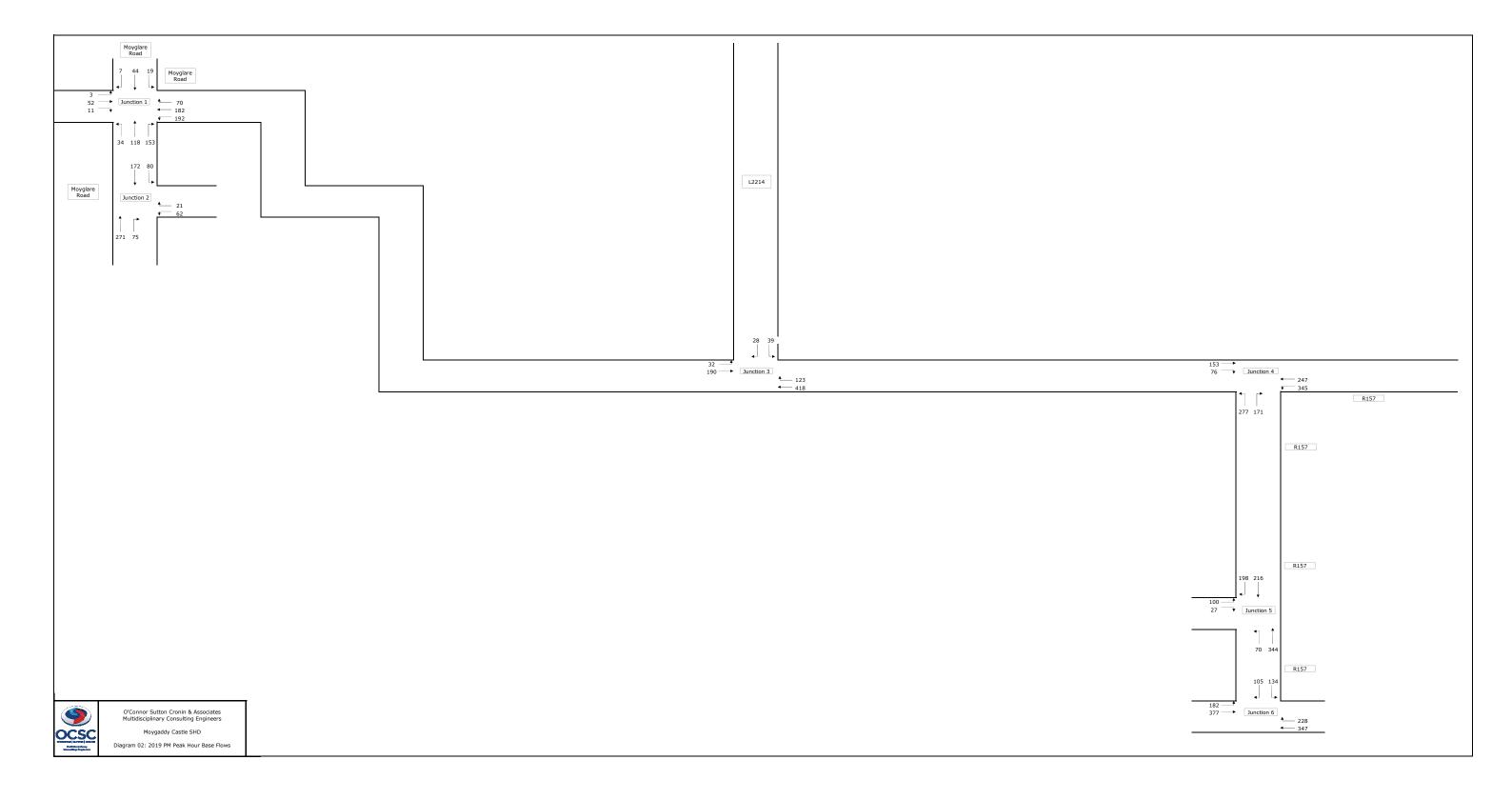
# Appendix B TRAFFIC FLOW DIAGRAMS

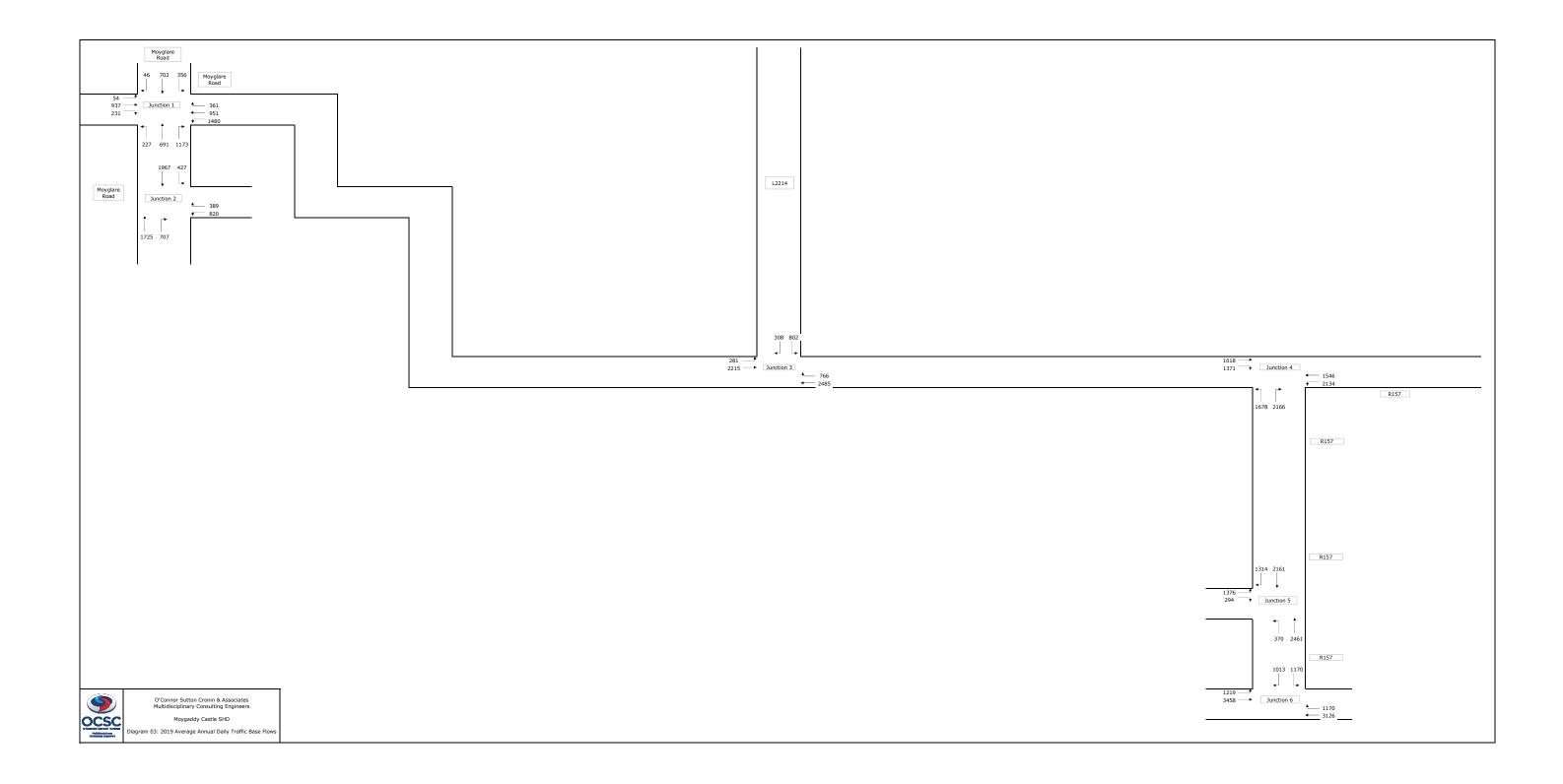


Project: S665 Issued: 29 July 2022









# Appendix C TRICS OUTPUT FILES



Project: S665 Issued: 29 July 2022



O'Connor Sutton Cronin 9 Prussia Street Dublin Licence No: 322901

Calculation Reference: AUDIT-322901-211014-1033

Page 1

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

: 03 - RESIDENTIAL

: C - FLATS PRIVATELY OWNED Category

TOTAL VEHICLES

Selected regions and areas:

**GREATER LONDON** ENFIELD ΕN 1 days SOUTH EAST 02 HERTFORDSHIRE HF 2 days 03 SOUTH WEST DC DORSET 1 days EAST MIDLANDS 05 LEICESTERSHIRE LE 1 days 11 **SCOTLAND** CITY OF EDINBURGH EΒ 1 days 13 **MUNSTER** WA WATERFORD 1 days **GREATER DUBLIN** 15 DL DUBLIN 3 days **ULSTER (NORTHERN I RELAND)** 17 ΑN 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:

Include all surveys Selection by:

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:

2 days Monday 4 days Tuesday 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 undertaking 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

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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 <u>Population within 1 mile:</u>

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.

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# LIST OF SITES relevant to selection parameters

Survey date: MONDAY

**BLOCK OF FLATS ANTRIM** AN-03-C-02 SUMMERHILL AVENUE **BELFAST** KNOCK Edge of Town Residential Zone Total No of Dwellings: 22 Survey date: FRIDAY 28/11/14 Survey Type: MANUAL DC-03-C-02 FLATS IN BLOCKS DORSET PALM COURT WEYMOUTH SPA ROAD Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 14 Survey date: FRIDAY 28/03/14 Survey Type: MANUAL DL-03-C-13 **BLOCK OF FLATS DUBLIN** SANDYFORD ROAD **DUBLIN** Neighbourhood Centre (PPS6 Local Centre) Built-Up Zone Total No of Dwellings: 52 Survey date: TUESDAY 10/09/13 Survey Type: MANUAL DL-03-C-15 **BLOCKS OF FLATS DUBLIN** MONKSTOWN ROAD **DUBLIN** MONKSTOWN Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 20 Survey date: WEDNESDAY 01/10/14 Survey Type: MANUAL DL-03-C-16 **BLOCKS OF FLATS DUBLIN BOTANIC AVENUE DUBLIN** DRUMCONDRA Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 31 Survey date: TUESDAY 22/11/16 Survey Type: MANUAL EB-03-C-01 **BLOCKS OF FLATS** CITY OF EDINBURGH MYRESIDE ROAD **EDINBURGH** CRAIGLOCKHART Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 32 Survey date: TUESDAY 26/05/15 Survey Type: MANUAL **BLOCK OF FLATS** EN-03-C-01 **ENFIELD** SOUTH STREET **ENFIELD** Suburban Area (PPS6 Out of Centre) Built-Up Zone Total No of Dwellings: 16

16/11/15

Survey Type: MANUAL

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# LIST OF SITES relevant to selection parameters (Cont.)

B HF-03-C-04 BLOCKS OF FLATS HERTFORDSHIRE

OXHEY DRIVE WATFORD SOUTH OXHEY

Neighbourhood Centre (PPS6 Local Centre)

Residential Zone

Total No of Dwellings: 84

Survey date: THURSDAY 10/06/21 Survey Type: MANUAL
03-C-05 BLOCKS OF FLATS HERTFORDSHIRE

9 HF-03-C-05 BLOCKS OF FLATS FERNDOWN ROAD WATFORD

WATFORD SOUTH OXHEY Edge of Town Residential Zone

Total No of Dwellings: 26

Survey date: MONDAY 07/06/21 Survey Type: MANUAL

10 LE-03-C-01 BLOCK OF FLATS LEI CESTERSHIRE

NEW STREET LEICESTER OADBY Neighbourhood Centre (PPS6 Local Centre) Residential Zone

Total No of Dwellings: 19
Survey date: FRIDAY 16/10/20 Survey Type: MANUAL

11 WA-03-C-01 BLOCKS OF FLATS WATERFORD

UPPER YELLOW ROAD

WATERFORD

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 51

Survey date: TUESDAY 12/05/15 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
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

Licence No: 322901

O'Connor Sutton Cronin 9 Prussia Street Dublin

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

		ARRIVALS		[	DEPARTURES		TOTALS			
	No. Ave. Trip			No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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 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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Triprate - Houses

O'Connor Sutton Cronin 9 Prussia Street Dublin Licence No: 322901

Calculation Reference: AUDIT-322901-211014-1002

Thursday 14/10/21

Page 1

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

: 03 - RESIDENTIAL Land Use

Category : A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Selected regions and areas:

SOUTH EAST ΕX ESSEX 1 days WEST SUSSEX 1 days SOUTH WEST 03 DV DEVON 1 days 07 YORKSHIRE & NORTH LINCOLNSHIRE NORTH YORKSHIRE NY 1 days SOUTH YORKSHIRE SY 1 days WY WEST YORKSHIRE 1 days 09 NORTH DΗ DURHAM 2 days

11 **SCOTLAND FALKIRK** FΑ 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 undertaking 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:

O'Connor Sutton Cronin 9 Prussia Street Dublin Licence No: 322901

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	i 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 davs

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.

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9 Prussia Street O'Connor Sutton Cronin Dublin Licence No: 322901

LIST OF SITES relevant to selection parameters

**DURHAM** DH-03-A-01 SEMI DETACHED

**GREENFIELDS ROAD BISHOP AUCKLAND** 

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 50

Survey date: TUESDAY 28/03/17 Survey Type: MANUAL

DURHAM DH-03-A-02 MIXED HOUSES

LEAZES LANE **BISHOP AUCKLAND** 

ST HELEN AUCKLAND

Neighbourhood Centre (PPS6 Local Centre)

Residential Zone

Total No of Dwellings: 125

Survey date: MONDAY 27/03/17 Survey Type: MANUAL

DV-03-A-03 TERRACED & SEMI DETACHED **DEVON** 

LOWER BRAND LANE

**HONITON** 

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings:

Survey date: MONDAY 28/09/15 Survey Type: MANUAL

EX-03-A-02 **DETACHED & SEMI-DETACHED ESSEX** 

MANOR ROAD **CHIGWELL GRANGE HILL** Edge of Town Residential Zone

Total No of Dwellings: 97

Survey date: MONDAY Survey Type: MANUAL 27/11/17

5 FA-03-A-01 SEMI-DETACHED/TERRACED **FALKIRK** 

MANDELA AVENUE

**FALKIRK** 

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 37

Survey date: THURSDAY 30/05/13 Survey Type: MANUAL **TERRACED HOUSES** NORTH YORKSHIRE

NY-03-A-08

NICHOLAS STREET

YORK

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 21

Survey date: MONDAY 16/09/13 Survey Type: MANUAL SOUTH YORKSHIRE SY-03-A-01 SEMI DETACHED HOUSES

A19 BENTLEY ROAD **DONCASTER** BENTLEY RISE

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total No of Dwellings: 54

Survey date: WEDNESDAY 18/09/13 Survey Type: MANUAL TRICS 7.8.3 290921 B20.26 Database right of TRICS Consortium Limited, 2021. All rights reserved Thursday 14/10/21 Triprate - Houses Page 4

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# LIST OF SITES relevant to selection parameters (Cont.)

8 WS-03-A-09 MI XED HOUSES & FLATS WEST SUSSEX

LITTLEHAMPTON ROAD

WORTHING

WEST DURRINGTON

Edge of Town

Residential Zone

Total No of Dwellings:

Survey date: THURSDAY 05/07/18 Survey Type: MANUAL
3-A-01 MI XED HOUSING WEST YORKSHIRE

197

9 WY-03-A-01 MIXED HOUSING SPRING VALLEY CRESCENT

LEEDS

**BRAMLEY** 

Neighbourhood Centre (PPS6 Local Centre)

Residential Zone

Total No of Dwellings: 46

Survey date: WEDNESDAY 21/09/16 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
BN-03-A-03	PT
CH-03-A-09	PT
CH-03-A-10	PT
CH-03-A-11	PT
DH-03-A-01	PT
ES-03-A-04	PT
FA-03-A-02	PT
GM-03-A-11	PT
HF-03-A-04	PT
KC-03-A-04	PT
NE-03-A-02	PT
NF-03-A-14	PT
NF-03-A-18	PT
NF-03-A-19	PT
NF-03-A-20	PT
NF-03-A-21	PT
NR-03-A-03	PT
NY-03-A-10	PT
NY-03-A-13	PT
SF-03-A-06	PT
SH-03-A-05	PT
SH-03-A-06	PT
SY-03-A-03	PT
WM-03-A-04	PT
WO-03-A-07	PT
WS-03-A-07	PT
WS-03-A-12	PT
WX-03-A-01	PT
WY-03-A-01	PT

Licence No: 322901

O'Connor Sutton Cronin 9 Prussia Street Dublin

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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:				1.651			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 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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Tuesday 28/09/21

Page 1

Calculation Reference: AUDIT-322901-210928-0915

O'Connor Sutton Cronin 9 Prussia Street Dublin Licence No: 322901

TRIP RATE CALCULATION SELECTION PARAMETERS:

: 05 - HEALTH Land Use

: F - CARE HOME (ELDERLY RESIDENTIAL) Category

TOTAL VEHICLES

Selected regions and areas:

SOUTH EAST

**HAMPSHIRE** HC 1 days

YORKSHIRE & NORTH LINCOLNSHIRE 07

NORTH YORKSHIRE NY 1 days

**SCOTLAND** 11

SR **STIRLING** 1 days

**CONNAUGHT** 12

**SLIGO** CS 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 undertaking 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

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.

Tuesday 28/09/21 Page 2

Dublin Licence No: 322901 O'Connor Sutton Cronin 9 Prussia Street

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 3 days 25,001 to 50,000 250,001 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.

O'Connor Sutton Cronin 9 Prussia Street Dublin Licence No: 322901

#### LIST OF SITES relevant to selection parameters

1 CS-05-F-01 NURSING HOME SLIGO

CHURCH HILL SLIGO

Edge of Town Residential Zone

Total Number of residents: 99

Survey date: MONDAY 27/04/15 Survey Type: MANUAL

DL-05-F-01 NURSING HOME DUBLIN

MOUNT ANVILLE PARK

DUBLIN GOATSTOWN

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of residents: 16

Survey date: TUESDAY 05/09/17 Survey Type: MANUAL

3 HC-05-F-01 CARE HOME HAMPSHIRE

BOTLEY ROAD SOUTHAMPTON

Edge of Town No Sub Category

Total Number of residents: 42

Survey date: TUESDAY 24/11/15 Survey Type: MANUAL

NY-05-F-05 NURSING HOME NORTH ÝOŘKSHIRE

SEAGRIM CRESCENT

RICHMOND

Edge of Town Residential Zone

Total Number of residents: 37

Survey date: MONDAY 04/03/19 Survey Type: MANUAL

5 SR-05-F-01 NURSING HOME STIRLING

PERTH ROAD DUNBLANE

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of residents: 60

Survey date: WEDNESDAY 18/06/14 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
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

O'Connor Sutton Cronin 9 Prussia Street Dublin

Licence No: 322901

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

TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	RESIDE	Rate	Days	RESIDE	Rate	Days	RESIDE	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 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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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Page 1 O'Connor Sutton Cronin 9 Prussia Street Dublin

Licence No: 322901

Calculation Reference: AUDIT-322901-210928-0901

Tuesday 28/09/21

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

WEST MIDLANDS WK WARWICKSHIRE

1 days

1 days

LEINSTER

KILKENNY KΚ

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

210 to 1720 (units: sqm) Actual Range: Range Selected by User: 17 to 4000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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 0 days Directional ATC Count

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 undertaking using machines.

Selected Locations:

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

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

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.

2

Secondary Filtering selection:

Use Class:

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

Tuesday 28/09/21 Page 2

O'Connor Sutton Cronin 9 Prussia Street Dublin Licence No: 322901

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.

Page 3

O'Connor Sutton Cronin 9 Prussia Street Dublin Licence No: 322901

#### LIST OF SITES relevant to selection parameters

1 KK-05-E-01 PHYSICAL THERAPY CLINIC KILKENNY

CLONMEL ROAD

CALLAN

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area: 1720 sqm

Survey date: FRIDAY 27/10/17 Survey Type: MANUAL

2 WK-05-E-01 CHIROPRACTIC CLINIC WARWICKSHIRE

ALCESTER ROAD

STRATFORD-UPON-AVON

Edge of Town Residential Zone

Total Gross floor area: 310 sqm

Survey date: FRIDAY 29/06/18 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-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

Page 4 Licence No: 322901

O'Connor Sutton Cronin 9 Prussia Street Dublin

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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							•			
Total Rates:			3.309			3.270			6.579	

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 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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Tuesday 28/09/21 Page 1

O'Connor Sutton Cronin 9 Prussia Street Dublin Licence No: 322901

1 days

Calculation Reference: AUDIT-322901-210928-0944

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLES

Selected regions and areas:

WEST MIDLANDS WO WORCESTERSHIRE

NORTH WEST 80

GREATER MANCHESTER GM 1 days

14 **LEINSTER** 

> LU LOUTH 1 days

GREATER DUBLIN 15

DUBLIN DL 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: ) 7 to 4167 (units: ) Range Selected by User:

#### 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 1 days Wednesday 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 undertaking using machines.

#### Selected Locations:

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

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:

1 Industrial Zone 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.

Tuesday 28/09/21 Page 2

O'Connor Sutton Cronin 9 Prussia Street Dublin Licence No: 322901

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 davs

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.

9 Prussia Street Dublin O'Connor Sutton Cronin Licence No: 322901

LIST OF SITES relevant to selection parameters

**BUSINESS PARK DUBLIN** DL-02-B-07

**BURTON HALL AVENUE** 

**DUBLIN** 

**LEOPARDSTOWN** Edge of Town Commercial Zone

Total Parking spaces: 174

Survey date: WEDNESDAY 01/10/14 Survey Type: MANUAL

DN-02-B-02 **BUSINESS PARK** DONEGAL

N56 **LETTERKENNY** 

KNOCKNAMONA Edge of Town No Sub Category

Total Parking spaces: 750

Survey date: MONDAY 29/09/14 Survey Type: MANUAL GREATER MANCHESTER GM-02-B-04 **BUSINESS PARK** 

SALMON FIELDS

**OLDHAM** 

3

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Total Parking spaces: 92

Survey date: THURSDAY 22/10/15 Survey Type: MANUAL

LU-02-B-01 **BUSINESS PARK** LOUTH

N52 **DUNDALK** 

Edge of Town Commercial Zone

Total Parking spaces: 193

Survey Type: MANUAL Survey date: FRIDAY 13/09/13 **WORCESTERSHIRE** 

WO-02-B-02 **BUSINESS PARK** 

**BIRMINGHAM ROAD NEAR BROMSGROVE** 

LICKEY END

Neighbourhood Centre (PPS6 Local Centre)

Village

Total Parking spaces: 233

Survey date: TUESDAY 26/06/18 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-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

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#### 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

O'Connor Sutton Cronin 9 Prussia Street Dublin

Licence No: 322901

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

TOTAL VEHICLES

Calculation factor: 1 PARKING SPACES BOLD print indicates peak (busiest) period

	ARRIVALS		DEPARTURES			TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	PARKING	Rate	Days	PARKING	Rate	Days	PARKING	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	5	288	0.186	5	288	0.023	5	288	0.209
09:00 - 09:30	5	288	0.097	5	288	0.023	5	288	0.119
09:30 - 10:00	5	288	0.054	5	288	0.022	5	288	0.075
10:00 - 10:30	5	288	0.034	5	288	0.019	5	288	0.005
10:30 - 11:00	5	288	0.031	5	288	0.019	5	288	0.003
11:00 - 11:30	5	288	0.024	5	288	0.002	5	288	0.044
11:30 - 12:00	5	288	0.024	5	288	0.022	<u>5</u>	288	0.048
	5	288		5		0.028	<u></u>		0.032
12:00 - 12:30			0.029		288			288	
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		288	0.147	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.

O'Connor Sutton Cronin 9 Prussia Street Dublin

Licence No: 322901

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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.

O'Connor Sutton Cronin 9 Prussia Street Dublin Licence No: 322901

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 undertaking 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

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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.

O'Connor Sutton Cronin 9 Prussia Street Dublin Licence No: 322901

LIST OF SITES relevant to selection parameters

1 CS-07-W-01 THEATRE SLIGO

LOWER QUAY STREET

SLIGO

Town Centre Built-Up Zone

Total Number of seats: 100

Survey date: FRIDAY 25/10/13 Survey Type: MANUAL

WS-07-W-01 THEATRE WEST SÚSSÉX

HAWTH AVENUE CRAWLEY

Edge of Town Centre

Built-Up Zone

Total Number of seats: 815

Survey date: WEDNESDAY 28/04/93 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
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	

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

Calculation factor: 1 SEATS

BOLD print indicates peak (busiest) period

	ARRIVALS		DEPARTURES			TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	SEATS	Rate	Days	SEATS	Rate	Days	SEATS	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									
Total Rates:			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 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:

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.

Dublin

O'Connor Sutton Cronin 9 Prussia Street Licence No: 322901

Calculation Reference: AUDIT-322901-210705-0731

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE

I - ART GALLERIES/MUSEUMS/EXHIBITIONS Category

TOTAL VEHICLES

#### Selected regions and areas:

CORK

13 MUNSTER CR

1 days

ULSTER (REPUBLIC OF IRELAND) 16

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

200 to 10880 (units: sqm) Actual Range: 200 to 22662 (units: sqm) Range Selected by User:

Parking Spaces Range: All Surveys Included

#### Public Transport Provision:

Include all surveys Selection by:

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 0 days Directional ATC Count

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 undertaking 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

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

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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.

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#### 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

O'Connor Sutton Cronin 9 Prussia Street Dublin

Licence No: 322901

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

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS		[	DEPARTURES		TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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									
Total Rates:			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 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: 2

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.

O'Connor Sutton Cronin 9 Prussia Street Dublin Licence No: 322901

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 HAMPSHIRE 2 days HF HERTFORDSHIRE 1 days SOUTH WEST 03 WL WILTSHIRE 1 days 09 NORTH DURHAM 1 days DH **SCOTLAND** 11 AG **ANGUS** 1 days DU **DUNDEE CITY** 1 days HIGHLAND 1 days HI 12 CONNAUGHT SLIGO CS 1 days

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

#### Primary Filtering selection:

KILKENNY

**LEINSTER** 

ΚK

14

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.

2 days

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 undertaking 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.

Dublin

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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:

2 days
2 days
3 days
1 days
1 days
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 davs

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.

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LIST OF SITES relevant to selection parameters

AG-06-A-01 **BOUTIQUE B&B ANGUS** 

CLIFFBURN ROAD ARBROATH HAYSHEAD Edge of Town Residential Zone

Total Number of bedrooms:

22/05/12 Survey date: TUESDAY Survey Type: MANUAL

CS-06-A-03 HOTEL SLIGO

STRANDHILL ROAD

**SLIGO** 

Edge of Town Centre

Built-Up Zone

Total Number of bedrooms: 98

Survey date: THURSDAY 31/10/13 Survey Type: MANUAL

PREMIER INN DH-06-A-01 **DURHAM** 

FREEMANS PLACE

**DURHAM** 

MILLENNIUM PLACE Edge of Town Centre Development Zone

Total Number of bedrooms: 103

Survey date: THURSDAY 04/12/08 Survey Type: MANUAL

DU-06-A-01 TRAVEL INN **DUNDEE CITY** 

RIVERSIDE DRIVE

**DUNDEE** 

**DISCOVERY QUAY** Edge of Town Centre No Sub Category

Total Number of bedrooms: 40

Survey date: TUESDAY 31/05/05 Survey Type: MANUAL

HC-06-A-05 TRAVEL INN **HAMPSHIRE** 

M27 WESTBOUND SOUTHAMPTON **ROWNHAMS** Edge of Town No Sub Category

Total Number of bedrooms:

39 Survey date: THURSDAY

18/07/02 Survey Type: MANUAL HC-06-A-06 HOTEL HAMPSHI RE

**GRANGE ROAD** SOUTHAMPTON **HEDGE END** Edge of Town No Sub Category

Total Number of bedrooms: 56

Survey date: THURSDAY 18/07/02 Survey Type: MANUAL

HF-06-A-03 NOVOTEL **HERTFORDSHIRE** 

A1(M) STÈVENAGE KNEBWORTH PARK Edge of Town No Sub Category

Total Number of bedrooms: 100

08/07/04 Survey date: THURSDAY Survey Type: MANUAL

HI-06-A-03 EXPRESS BY HOL.INN **HIGHLAND** 

A96

**INVERNESS** 

STONEYFIELD BUSINESS PK

Edge of Town Commercial Zone

Total Number of bedrooms: 94

Survey date: THURSDAY 25/05/06 Survey Type: MANUAL

KK-06-A-01 B&B KILKENNY

CIRCULAR ROAD KILKENNY

Edge of Town Residential Zone

Total Number of bedrooms:

Survey date: FRIDAY 21/11/08 Survey Type: MANUAL

#### LIST OF SITES relevant to selection parameters (Cont.)

10 KK-06-A-02 HOTEL KILKENNY

COLLEGE ROAD KILKENNY

Edge of Town Residential Zone

Total Number of bedrooms: 138

Survey date: FRIDAY 21/11/08 Survey Type: MANUAL

1 WL-06-A-03 TRAVELODGE WILTSHIRE

LAWRENCE HILL WINCANTON

Edge of Town No Sub Category

Total Number of bedrooms: 57

Survey date: TUESDAY 18/09/18 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
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

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#### MANUALLY DESELECTED SURVEYS

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

5.258

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Licence No: 322901

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS TOTAL VEHICLES

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

		ARRIVALS		DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	BEDRMS	Rate	Days	BEDRMS	Rate	Days	BEDRMS	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

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.

2.676

2.582

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

Total Rates:

Trip rate parameter range selected: 4 - 156 (units: )
Survey date 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

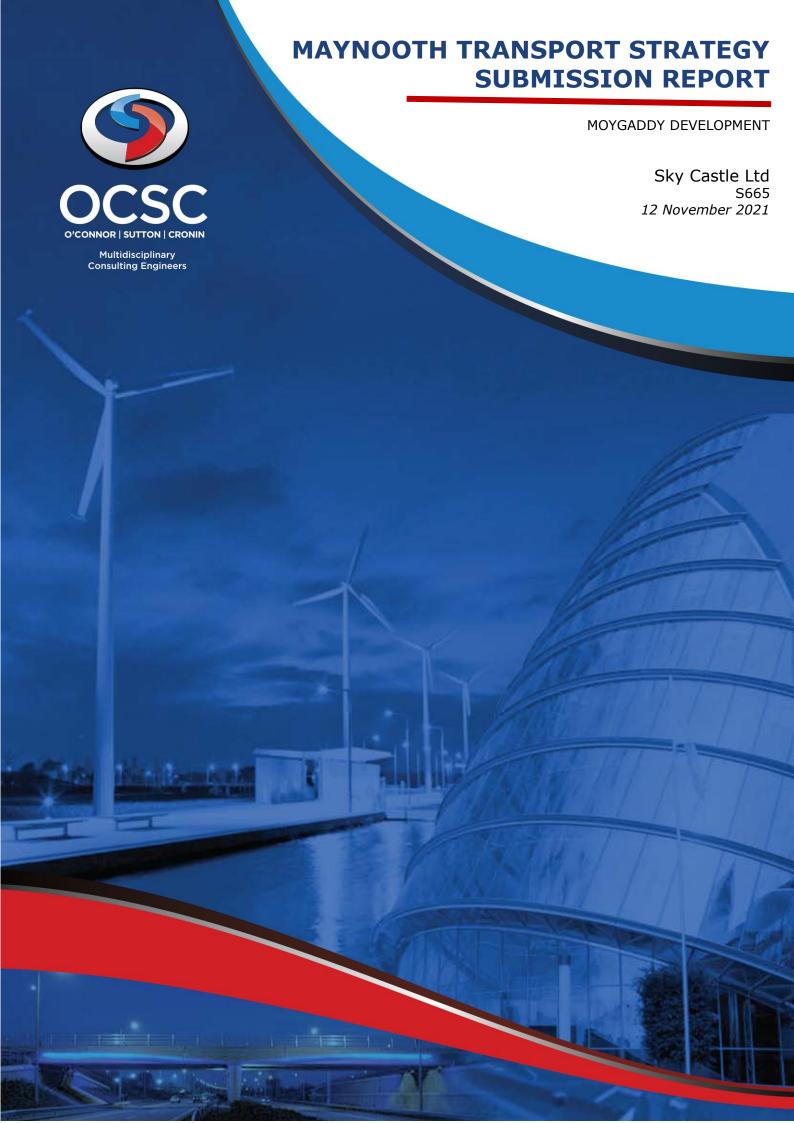
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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





Project: S665 Issued: 29 July 2022



# MAYNOOTH TRANSPORT STRATEGY SUBMISSION REPORT

## **MOYGADDY DEVELOPMENT**



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## **DOCUMENT CONTROL & HISTORY**

ocsc
Job No:
S665

Project Code	Originator	Zone Volume	Level	File Type	Role Type	Number	Status / Suitability Code	Revision
S665	ocsc	1C	xx	RP	С	0007	S2	P01

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



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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 prepare 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, 289m² creche, and public park)
- Future Applications:
  - Offices phase 2 & 3 (six office buildings, approximately 33,400 m²)
  - 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.





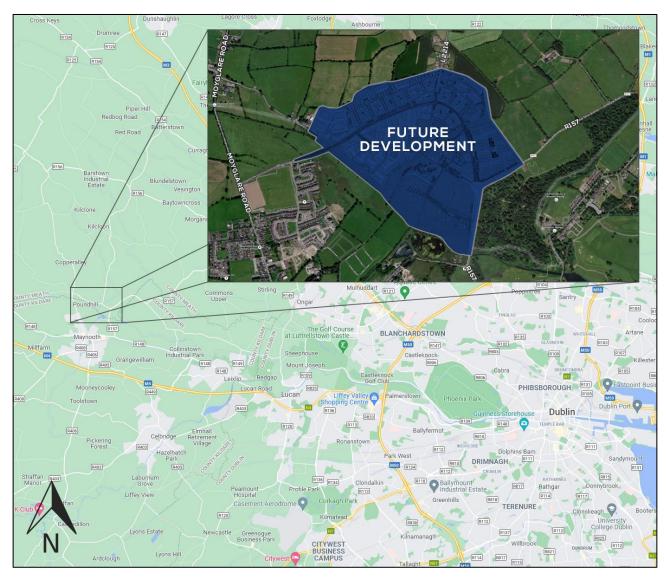


Figure 1: Locality Plan

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:

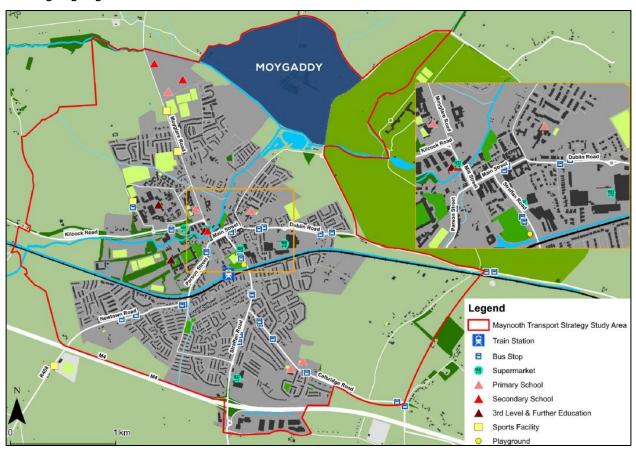


Figure 2: Transport Strategy Study Area





## 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/L6129 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









### 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.

HEAD OFFICE 9 Prussia Street Dublin 7 Ireland

T | +353 (0)1 8682000 F | +353 (0)1 8682100 E | ocsc@ocsc.ie W | www.ocsc.ie

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











Civil | Structural | Mechanical | Electrical | Sustainability | Environmental

# Appendix F KILCLOON TRAFFIC CALMING SCHEME DRAWING PACK





Project: S665 Issued: 29 July 2022

