APPENDIX 13-1

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TRAFFIC IMPACT ASSESSMENT

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MOYGADDY CASTLE SHD

Sky Castle Ltd **S665** 26 August 2022





Multidisciplinary Consulting Engineers

TRAFFIC IMPACT ASSESSMENT

Moygaddy Castle SHD

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MOYGADDY CASTLE SHD



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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 proposed 360nr. unit residential and crèche development at Moygaddy, Co. Meath, which is located northeast of the town of Maynooth, Co. Kildare.

SETTING

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

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





ADMINISTRATIVE JURISDICTION

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

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

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

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

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

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





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

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

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

- A submission was made on the Maynooth Transport Strategy as part of public consultation no. 1 on the 12th 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 15th 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, aligning with the county boundary to Co. Kildare, and is approximately 1.5km north of the town of Maynooth, Co. Kildare, as shown in Figure 1, and is immediately bound by:

- Agricultural lands, to the east;
- Agricultural lands, to the north;
- Agricultural lands to the west; and





• River Rye Water to the south.

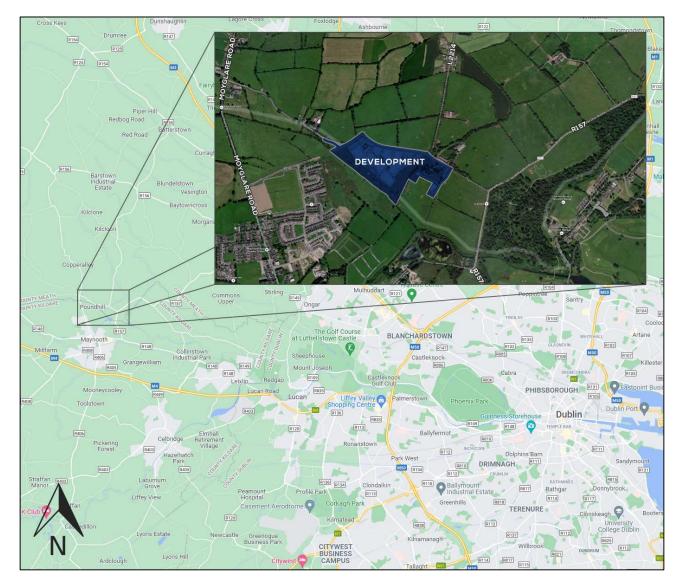


Figure 1: Development Locality Plan

DEVELOPMENT DESCRIPTION

Planning Permission is sought be Sky Castle Ltd. for the development of a site which extends to 19.52 hectares gross site area in the townland of Moygaddy, Maynooth Environs, Co. Meath. The net developable area equates to 7.89 hectares which equates to a residential density of 45.6 units per hectare.





The proposed development will consist of the following:

- 1. Construction of 360 no. residential units comprising:
 - (i) 196 no houses (including 19 no. 2 beds, 156 no. 3 beds and 21 no. 4 beds).
 - (ii) 102 no. duplexes (including 51 no. 1 beds and 51 no. 2 beds) set out in 6 no. blocks.
 - (iii) 62 no. apartments (including 26 no. 1 beds and 36 no. 2 beds) set out in 2 no. blocks.
- Provision of a public park and playground with associated 42 no. car parking spaces adjacent to Moygaddy Castle and pedestrian and cyclist links along the River Rye. The overall public open space (including the High Amenity Lands) equates to 7.98 hectares.
- 3. Provision of private open spaces in the form of balconies and terraces is provided to all individual apartments and duplexes to all elevations.
- 4. Development of a two-storey creche facility (514 sqm), outdoor play area and associated parking of 29 no. spaces.
- 5. Provision of a single storey Scout Den facility, including a hall, kitchen, meeting room and ancillary facilities (220sqm) and associated parking of 6 no. spaces.
- 6. Provision of 4 no. bridge structures comprising:
 - (i) an integral single span bridge at Moyglare Hall over the River Rye Water to connect with existing road infrastructure in County Kildare and associated floodplain works and embankments.
 - (ii) a new pedestrian and cyclist bridge at Kildare Bridge which will link the proposed site with the existing road network in County Kildare.
 - (iii) a new pedestrian and cycle bridge across Blackhall Little Stream on the L22143 adjacent to the existing unnamed bridge.
 - (iv) a new pedestrian and cycle bridge over the Moyglare Stream linking the proposed residential site with the proposed Childcare Facility, Scout Den and Moygaddy Castle Public Park.
- 7. Provision of 500m of distributor road comprising of 7.0m carriageway with turning lane where required, footpaths, cycle tracks and grass verges. All associated utilities





and public lighting including storm water drainage with SuDS treatment and attenuation.

- 8. Proposed road improvement and realignment works including:
 - (i) realignment of a section of the existing L6219 local road, which will entail the demolition of an existing section of the road which extends to circa 2,500 sqm.
 - (ii) Provision of pedestrian and cycle improvement measures along the L6219 and L22143 which abuts the boundary of Moygaddy House which is a Protected Structure (RPS ref 91558).
 - (iii) Provision of pedestrian and cycle improvement measures along the R157 which abuts the Carton Demense Wall which is a Protected Structure (RPS Ref 91556).
- Provision of 2 no. vehicular and pedestrian accesses from the L6219 local road, 1 no. vehicular and pedestrian entrance from the L22143 and an additional vehicular and pedestrian access from the R157 to the Childcare and Scout Den facilities.
- 10. The proposed development will provide 283 no. of bicycle parking spaces, of which 200 no. are long term spaces in secure bicycle stores and 83 no. are short term visitor bicycle parking spaces. 12 no. bicycle spaces are provided for the creche and 12 no. bicycle spaces are provided for the Scout Den.
- 11. A total of 667 no. car parking spaces are provided on site located at surface level. The car parking provision includes 10 no. Electric Vehicle charging and Universally Accessible spaces allocated for the Apartment & Duplex units. All Houses will be constructed with provision for EV Charging.
- 12. Provision of site landscaping, public lighting, bin stores, 3 no. ESB unit substations, site services and all associated site development works.
- 13. A Natura Impact Statement (NIS) and Environmental Impact Assessment Report (EIAR) has been included with this application.

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





strategic master planning for future phases that will be delivered from 2029 to 2038 (the Design Year) which includes the delivery of the entire MOOR within the same timeframe.

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

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





MASTERPLAN PHASING

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

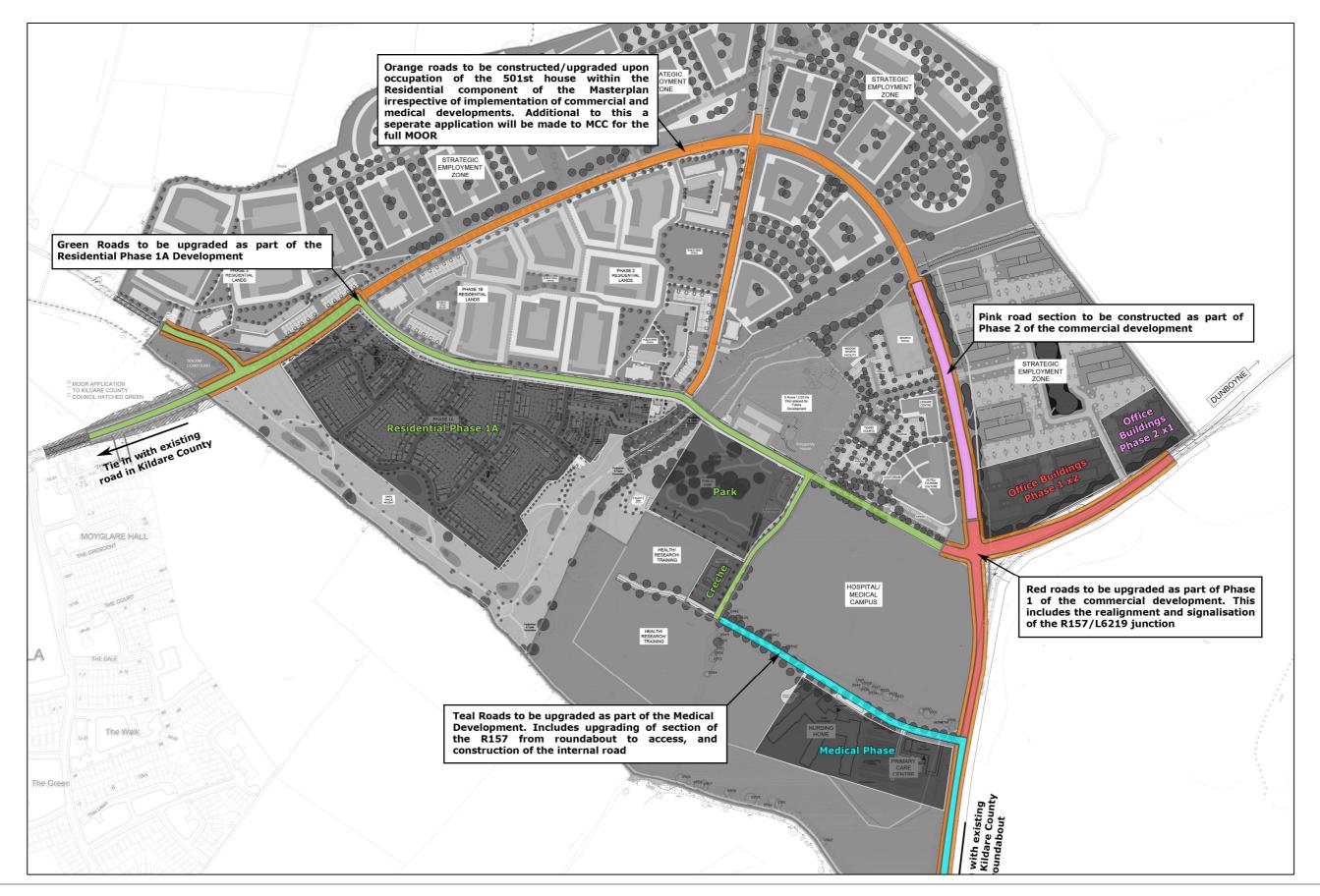
The colour of the first three columns links to the figure on the next page. Specific road infrastructure upgrades will be required depending on the timetable when each phase is constructed. The last column of the table indicates in which scenario year the trip generation of that section of the development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

Item	Linked Road Infrastructure	Trip Generation Year				
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* of this document, 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 factors¹ 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 factors². 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 Trics³ 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.

³ Trip Rate Information Computer System





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

² 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 timedependent capacities for the individual flows. Dynamic assignment takes these temporal fluctuations into account.



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

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

Origin-Destination Matrix

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

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

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

- Zone 1: Moygaddy, south via Moyglare Road
- Zone 2: Moyglare Hall
- Zone 3: Moyglare Road West
- Zone 4: Moyglare Road North
- Zone 5: L2214/Kilcloon Road North
- Zone 6: R157 East
- Zone 7: Dunboyne Road
- Zone 8: Moygaddy, west via the R148
- Zone 9: R148 east





These zones are shown in the figure below:

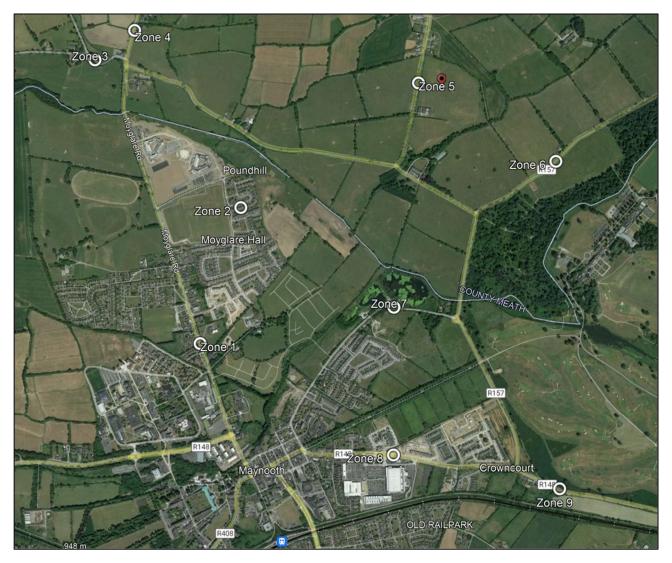


Figure 3: Model Zones

Road Network

The available capacity at certain junctions could potentially also lead to redistribution. Should capacity not be available along the L6219/L22143 or the MOOR, vehicles could reroute through Moygaddy itself. To determine this, the link between Zone 1 and Zone 8 was completed, providing an alternate route. However, in reality, the majority of road users will opt to use the MOOR as driving through town will increase the road user cost due to lower speeds, junctions, pedestrians, etc.





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

Calibration Criteria

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

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

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



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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 > 2700 vph	> 85% of the cases
GEH statistic:	
Individual flows: GEH < 5	> 85% of the cases
Table 2, TAC Upit M2 1 Criteria (https://www.gov.uk	/transport applysis guidance

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





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;
- <u>Year of Opening (2025)</u> The performance of the local road network during the Year of Opening;
- <u>Year of Opening + 5 (2030)</u> 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:
 - A Primary Care Centre (PCC) and Nursing Home Unit to the west of R157, and south-east of the residential development;
 - Three office buildings (approximately 16,700 sqm) on the eastern side of the development area, also 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.





- <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



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	AMPEak	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	FMFEak	2030	Do Something
14		2040	Do Nothing
15		2040	Do Something
16		2040	Do Maximum

Table 6: Scenario Roadmap







TRAFFIC GROWTH

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

Year	Growth Rates			
i cai	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	2016-2030		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 (TIL May 2019						

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

The application of the above growth factors should be further considered in the context of the Covid 19 pandemic and potential modal shift, which is expected to have a lasting impact on traffic growth potential and travel patterns over the coming years. Specifically, growth factors are generally developed using projections for economic growth. The global pandemic has had a significant impact in this regard which means such projections are now unlikely to be realised, meaning traffic growth is expected to be similarly over-estimated.





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

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

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

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





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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 generators (residential), while other planned developments in the nearby area, and are described further in chapter 5, act as trip attractors (nursing home, primary care centre 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:

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





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

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





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

Table 9: Base Year Road Network





5 CHARACTERISTICS OF THE DEVELOPMENT

DEVELOPMENT & SITE OVERVIEW

The overall gross site area is **c.17.6-hectares**, with c.12.5ha of this zoned by Meath County Council for **A2** - **New Residential** with the balance of 5.1ha zoned as high amenity.

The site is currently greenfield and used for agricultural purposes and can be accessed from the L6219 Road which aligns with the northern 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.

A separate application will be made to Kildare County Council for the provision of the section of MOOR south of the River Rye that ties into the already constructed section adjacent to Moyglare Hall that is within the Kildare County Council Jurisdiction, as well as 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.







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:

- A Primary Care Centre (PCC) and Nursing Home Unit to the west of R157, and southeast of the residential development;
- 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 SHD development discussed in this study, **the traffic impact of all three developments will be considered in combination**.





TRIP GENERATION

SHD Development

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

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

The ancillary elements such as the amenities and childcare facility are expected to serve residents at the development and as a result, they are not expected to be independent trip generators and has not been included in this assessment from a trip generation perspective.

It is noted that the potential additional trips generated by the proposed SHD development are estimated by apartment and housing 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 apartments and houses have different peak hours, the development is considered holistic, and the maximum trips are considered for the full development with a combination of trips from the two different land-uses.



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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.

		Apartments		Houses			SHD
Time Range	166	units	Tatal	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 10: Estimated Future Trips Generated by the Development

Based on Table 10, the proposed SHD development is expected to generate approximately **1048 additional trips per day**. Of these, approximately **32 arrivals** and **86 departures** are expected during the A.M. peak (08:00 – 09:00) while approximately **74 arrivals** and **24 departures** are expected in the P.M peak hour (17:00 – 18:00).

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 0, are shown in the tables below:





	Prima	ary Care Cent	re	Nu	rsing Home U	nit	Medical
Time Range	30.49	per 100m ²	Tatal	156	beds	Total	Development
	Arrivals	Departures	Total	Arrivals	Departures	Total	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 11: Estimated Future Trips Generated by the Medical Development

	Business Park – 3 Buildings					
Time Range	267	Parking spaces	Total			
	Arrivals	Departures	TOLAI			
07:00-08:00	55	6	62			
08:00-09:00	106	12	118			
09:00-10:00	44	12	56			
10:00-11:00	16	11	27			
11:00-12:00	14	14	28			
12:00-13:00	19	27	47			
13:00-14:00	24	21	45			
14:00-15:00	15	18	34			
15:00-16:00	11	31	42			
16:00-17:00	10	52	62			
17:00-18:00	7	80	87			
18:00-19:00	4	41	45			
Daily Trips:	325	327	652			

Table 12: Estimated Future Trips Generated by the Office Development – 3 Buildings





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 0, are shown in the tables overleaf:

	Residential Phase 1B ¹					
Time Range	140	units	Tatal			
	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			

¹Included 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	Total			
	Arrivals	Departures	TOLAT			
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

		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 ²	Tatal			
	Arrivals	Departures	Total			
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	Tatal			
	Arrivals	Departures	Total			
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



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	Hotel and Tourism Development										
	Leisu	re Centre ¹	Th	eatre ¹	Art	Galleries ¹	Hotel			Total	
Time Range	25	per 100 sqm	250	seats	10	per 100 sqm	118	Beds			
	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

¹Included 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	АМ		Р	М	AADT	
origin/ Destination	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.





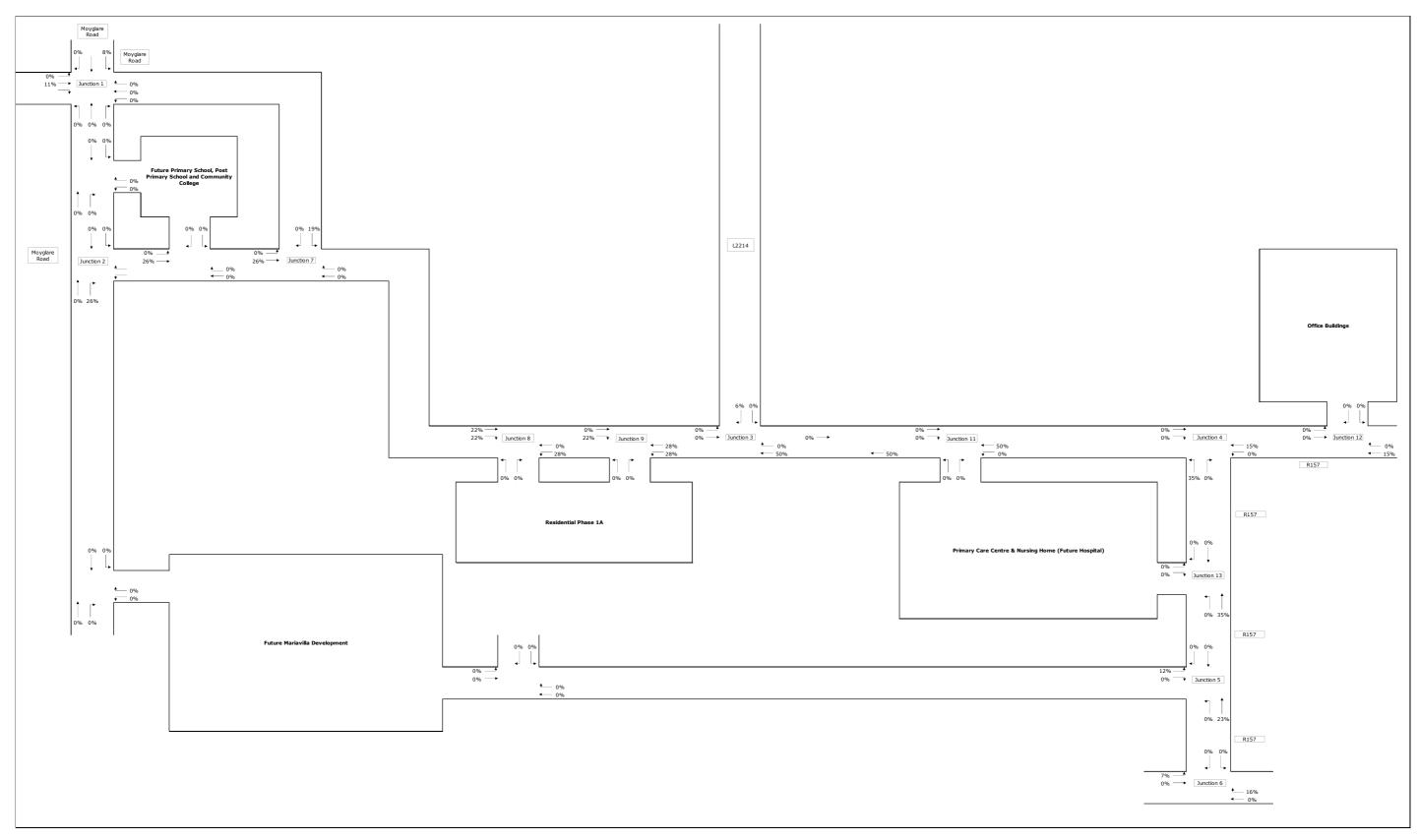


Figure 6: Development Trip Arrival Distribution – AM Peak



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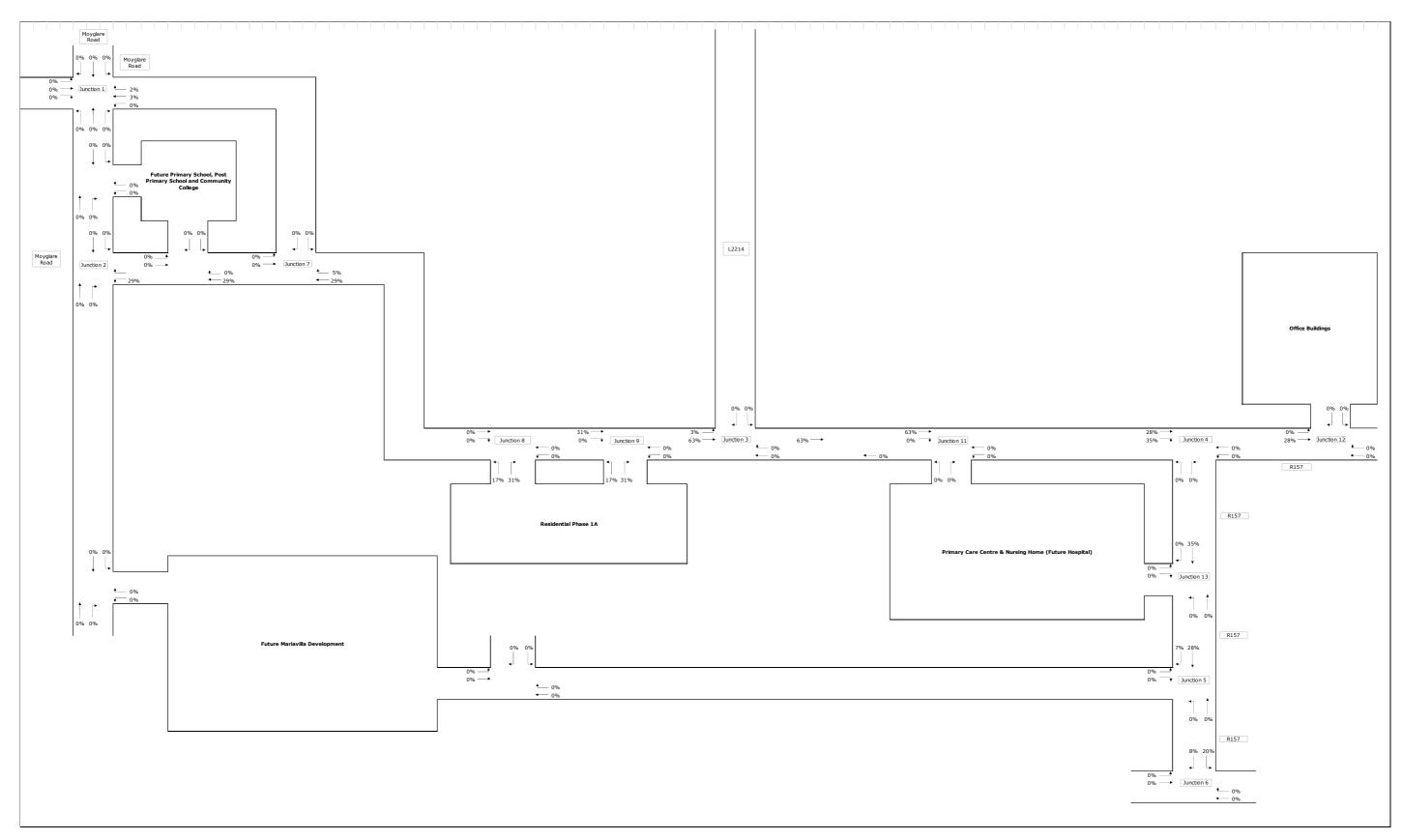


Figure 7: Development Trip Destination Distribution – AM Peak



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Moygaddy Castle SHD Traffic Impact Assessment



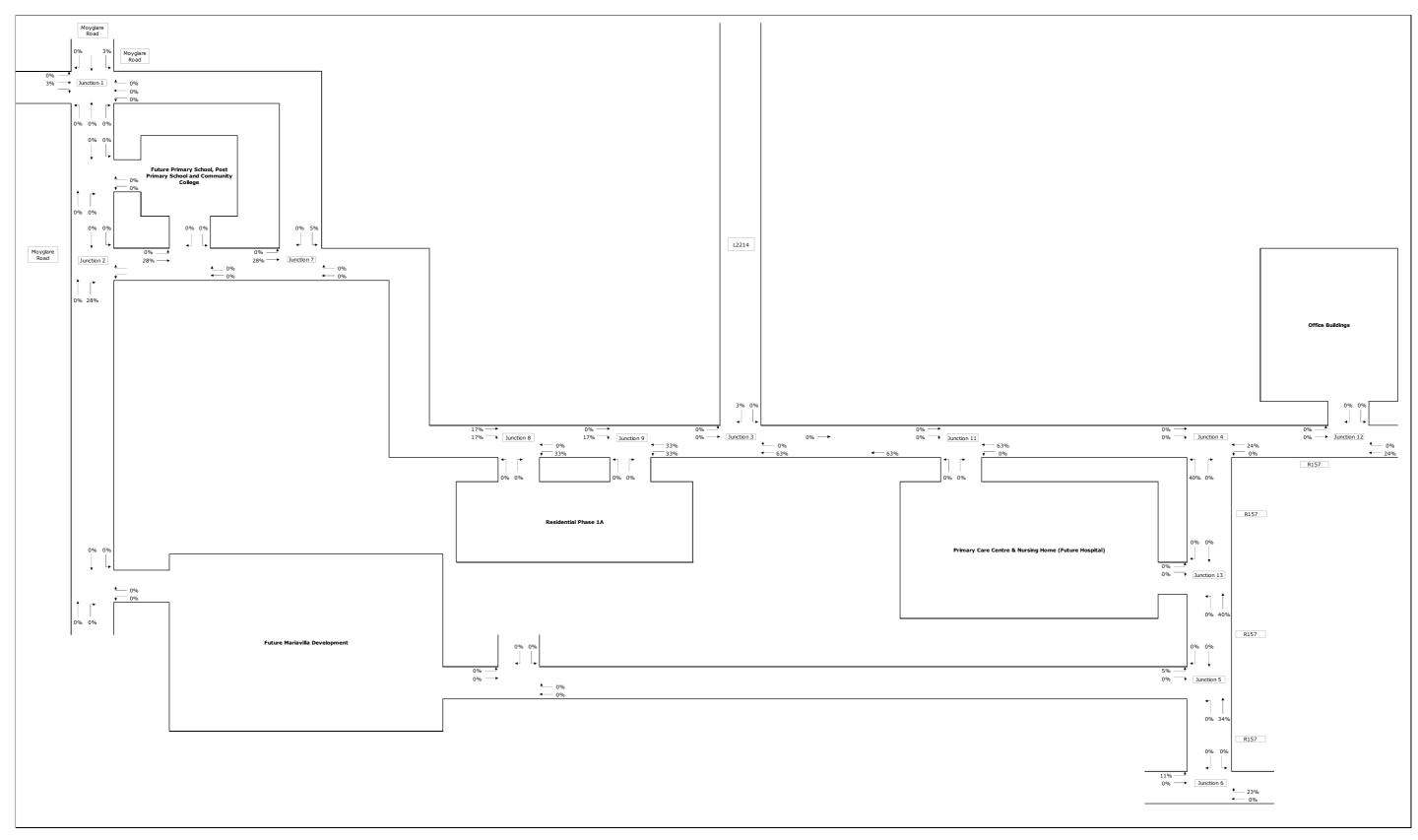
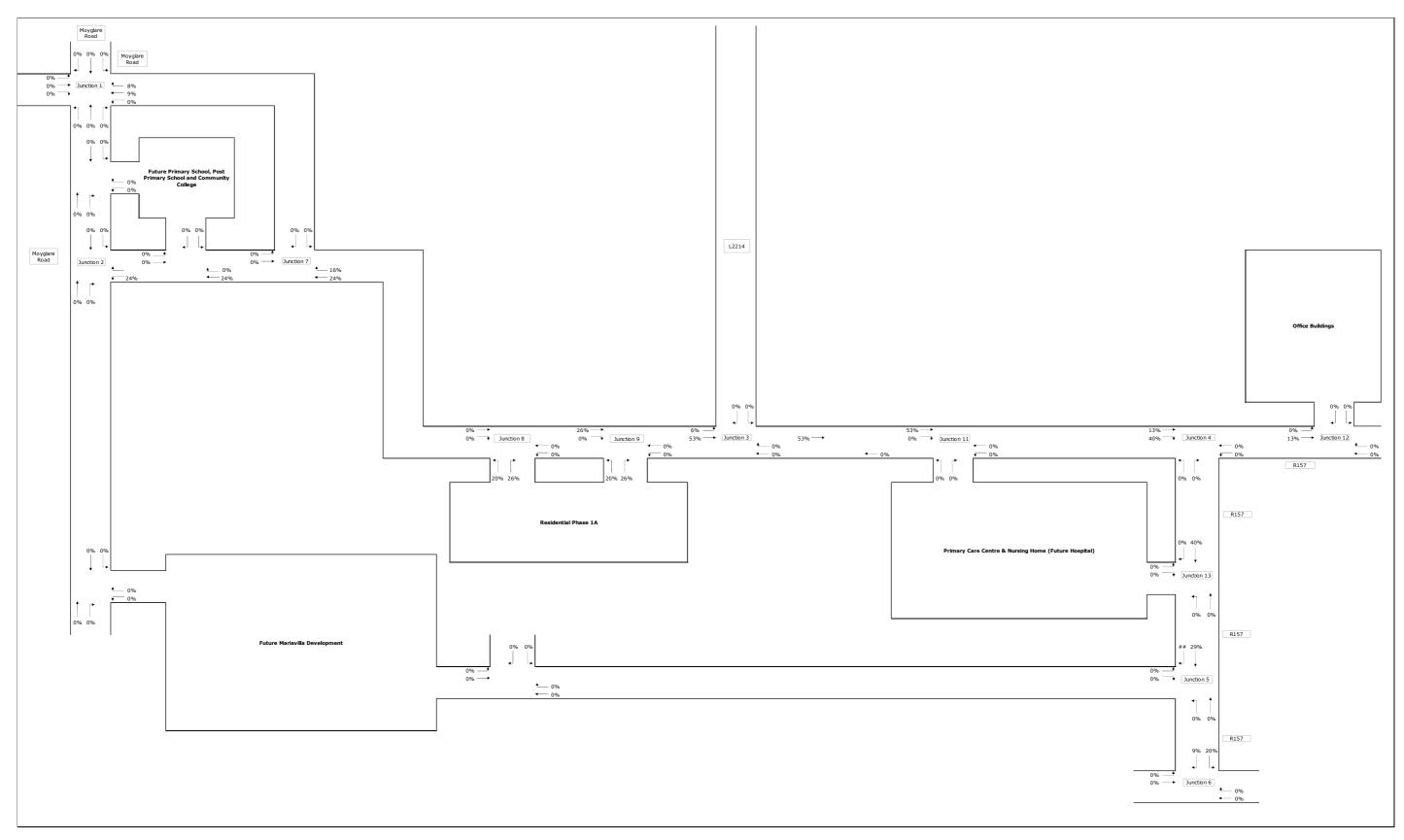


Figure 8: Development Trip Arrival Distribution – PM Peak



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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 SHD 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 SHD application is located solely within the MCC jurisdiction, this report will only reference the parking standards of the MCC Development Plan.

Apartment Guidelines

The "Sustainable Urban Housing: Design Standards for New Apartments" (December 2020) defines three types of urban areas:

- Central/Accessible Urban In larger scale and higher density developments, comprising wholly of apartments in more central locations that are well served by public transport, the default policy is for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances (15 minutes' walk of city centre/employment location, 10 minutes of rail, 5 minutes of high-frequency bus services (10 min peak hour frequency);
- Intermediate Urban Locations suburban/urban locations served by public transport or close to town centres or employment areas and particularly for housing schemes with more than 45 dwellings per hectare net (18 per acre), planning authorities must consider a reduced overall car parking standard and apply an appropriate maximum car parking standard;





 Peripheral/Less Accessible Urban Locations - one car parking space per unit, together with an element of visitor parking, such as one space for every 3-4 apartments, should generally be required.

As this development is approximately 1.5 km north of the town of Maynooth, Co. Kildare, it can be considered a Peripheral and/or Less Accessible Urban Location. This results in a requirement of one car parking space per unit, together with an element of visitor parking such as one space for every 3-4 apartments.

Meath County 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 *MCC County Development Plan 2021 – 2027,* Section 9 – Parking Standards, Table 11.2, notes the following car parking requirements:

the County requires 2 spaces per flat or apartment and conventional dwellings, and 1 visitor space per 4 apartments. It is noted that reduced car parking requirements are available for developments adjacent to existing and future rail stations, and there are minimum requirements in peripheral/or less accessible urban locations, as per the "Sustainable Urban Housing: Design Standards for New Apartments" (December 2020) referenced above.

Furthermore, for the other parts of the development, the following is required as per the Development Plan:

- Creche 1 space per 5 children, or 1 per employee & set-down
- Scout Den 1 space per employee/Scout Leader





CAR PARKING PROVISION

It is proposed for the house-type units to provide parking in line with the local guidance as set out in the Development Plan, and for the apartment/duplex type units it is proposed to provide parking in line with national guidance as set out in the Apartment Guidelines. The following table shows the details of the development, as well as the provided car parking spaces:

Unit Type	Provision (spaces per unit)	Number of Units	Number of Spaces	Percentage EV Charging Points
Apartments & Duplexes	1.25	164	207	5% (10)
2-Bedroom Houses	1.5	19	29	-
3- & 4- Bedroom Houses	2	177	354	-
Total	-	360	590	10
		<i>T</i> <i>i i i i i</i>		

Table 21: Car Parking Provision - Residential

The comparison of the provided car parking and the requirements of the various documents mentioned earlier in this chapter is shown in the table below:

Unit Type	Provided	Apartment Guidelines	MCC Development Plan
Apartments & Duplexes	207	205	-
2-Bedroom Houses	29	-	38
3- & 4- Bedroom Houses	354	-	354
Total	590	59	97

Table 22: Car Parking Comparison

From the above, the following conclusions can be drawn:





- In reference to the *Design Standards for New Apartments*, the required car parking spaces for apartments and duplexes are 164 for residents and 41 for visitors. The development provides for 207 car parking spaces, which meets the requirements;
- As the *Design Standards for New Apartments* do not specify requirements for houses, the *MCC Development Plan* takes precedence in this regard. This states a requirement of 392 car parking spaces for housing. The development provides for 354 at a rate of 2 spaces per 3- & 4- Bedroom House, and 29 spaces at a rate of 1.5 spaces per 2-Bedroom House.

The provided parking is under the relevant guidance, i.e. it is in line with the guidelines for apartments & duplexes, as per the Apartment Guidelines, and in line with the guidelines for houses, as per the MCC Development Plan.

The provision of car parking for the creche is in line with the requirements set out in the Meath County Development Plan 2021-2027. The requirement as set out in the development plan for a creche is for 1 car parking space per employee & dedicated set down and 1 car parking space for 4 children & dedicated set down.

Based on the number of children and staff expected at the creche, it is proposed to provide 29 no. car parking spaces plus set down to service the creche. This would be in line with the development plan requirements and is expected to adequately meet the expected demand.

The other developments within the SHD for which car parking is provided is:

- Scout Den 6 car parking spaces;
- Playground & Moygaddy Castle Public Park 42 car parking spaces (Includes 18 no. additional spaces for future creche expansion).

This means that the development provides a total of 667 no. car parking spaces, with 10 EV charging points for apartments and duplexes. These EV charing points will be provided at Visitor/Universally Accessible spaces. Furthermore, all houses will be provided with EV charger connection points in the external ESB box units.





BICYCLE PARKING

In the interest of sustainable transport, extensive, high-quality cycle parking is proposed at the development. The Local Development Plan requires 1 cycle parking space per unit and 1 cycle parking space per 2 units for visitors. This equates to a total of 246 cycle parking spaces. The current allocation of cycle parking is 1 cycle parking space per unit, and 1 visitor space per 2 units, which totals 164 long-term, secure cycle parking spaces and 82 no. on-surface, short-term visitor cycle parking spaces. The current quantum of cycle parking satisfies the requirements of the Local Development Plan.

Bicycle parking for the crèche will be proposed in line with the Meath County Development Plan 2021-2027. The standard applicable to the creche is for a standard of 1 bicycle parking space per employee. The development provides 12 bicycle spaces as per the development plan.

Furthermore, a total of 12 no. bicycle spaces are provided for the Scout Den and Playground & Public Park respectively.

This means that the development as a whole provides for a total of 200 no. long-term and 83 no. short-term bicycle spaces.





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 9,000 m³. 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 19.52 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.





Item	Cut Volume (m ³)		Fill Volum	e (m³)	
Fill 4.4m – 5.5m	-			10	
Fill 3.3m – 4.4m	-		50		
Fill 2.2m – 3.3m	-		1 250		
Fill 1.1m – 2.2m	-			6 600	
Fill 0m – 1.1m	- 41 100			41 100	
Cut 0m – 1.1m	17 300			-	
Cut 1.1m – 2.2m	3 300		-		
Cut 2.2m – 3.3m	1 400		-		
Cut 3.3m – 4.4m	400		-		
Cut 4.4m – 5.5m	50			-	
Cut 5.5m – 6.6m	-			-	
Total Cut	Cut	Rei	use	Export	
	22 450 m ³	17 45	50 m ³	5 000 m ³	
Total Fill	Fill	Rei	use Import		
	49 010 m ³ 17 45		50 m ³ 31 560 m ³		
Total Haulage		c. 84 100) Tonnes		

Table 23: 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 8-hour day and a 22-working day month, 24 vehicles per hour equates to 4,224 vehicles per month.





It is worth noting however that the 84 100 tonnes of combined recycling & disposal equate to just over 4 205 truckloads based on 20 tonnes per load. It should be further noted that two developments are earmarked for construction during a similar timeframe as this development, within the same area. It could be possible that excess cut volumes from these sites can be used for the shortfall of fill volume for this site, reducing the amount of material that needs to be imported.

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

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





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:

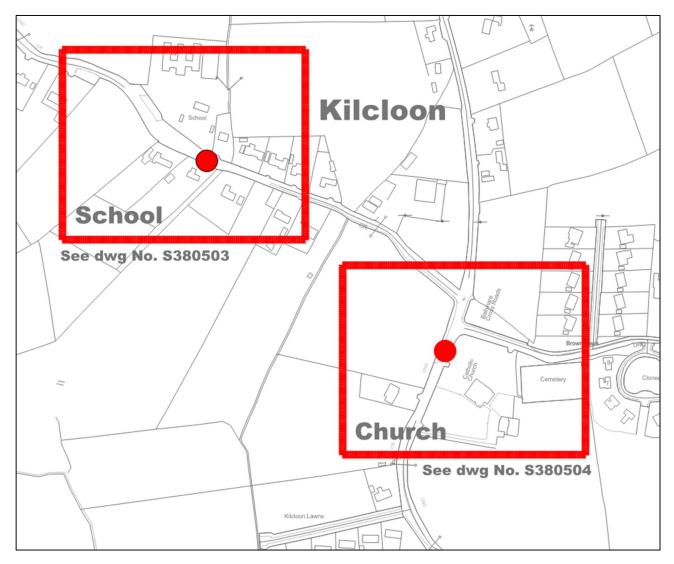


Figure 10: Proposed Site Location of Kilcloon Traffic Calming Scheme

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.

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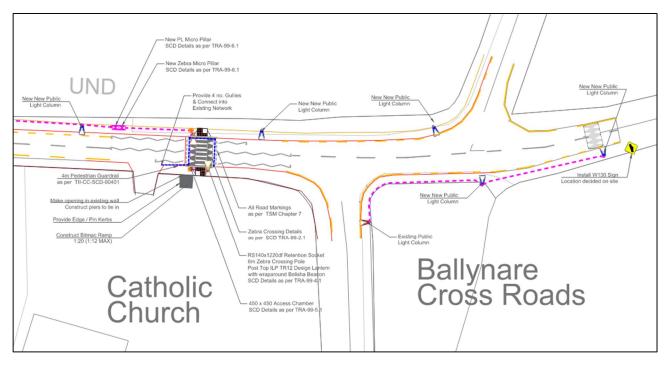


Figure 11: Extent of Traffic Calming Proposed at Kilcloon Catholic Church

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	Year		Moygla	re Road		L	L2214 - Kilcloon Road			
Scenario	rear	North	%	South	%	North	%	South	%	
	2019	50	-	131	-	54	-	116	-	
Do	2023	64	-	174	-	59	-	145	-	
Nothing 2028	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%	
Something	2038	74	10%	204	9%	84	12%	178	10%	
Do Max	2038	60	-10%	168	-11%	74	-1%	217	34%	

Table 24: R156 Potential Traffic Redistribution - AM Peak

Cooperie	Veer		Moygla	re Road		L2214 - Kilcloon Road			
Scenario	Year	North	%	South	%	North	%	South	%
	2019	156	-	56	-	142	-	56	-
Do	2023	176	-	70	-	163	-	60	-
Nothing 2028	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%
Something	2038	219	1%	87	-1%	198	14%	73	4%
Do Max	2038	215	-1%	75	-15%	182	5%	72	3%

Table 25: R156 Potential Traffic Redistribution - PM Peak

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

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

Table 26: Worst-Case Scenario (2040) Kilcloon Link Volumes





From the above tables, the following can be concluded:

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

Redistribution to Maynooth

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

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







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

			Maynooth ⁻	Town Road	
Scenario	Year	Southeast	%	Northwest	%
	2019	16	-	31	-
Do Nothing	2023	192	-	26	-
	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 27: 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.

			Maynooth	Town Road	
Scenario	Year	Southeast	%	Northwest	%
	2019	1	-	14	-
Do Nothing	2023	10	-	35	-
Do Nothing	2028	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 28: Maynooth Potential Traffic Redistribution - PM Peak





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

LINK CAPACITIES

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

TA 79/99 "Traffic Capacity of Urban Roads" from the DMRB provides information on the capacity of urban roads based on classification and width. Table 29 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				3	3-4	4	4+
Carriageway (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 29: Urban Road Capacities





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

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

Base Year (2019)

The Base Year RFC value for the links within the study area are shown in Table 30 below:

Link	Width (m)	Link Capacity (veh/hr)	A.M. Peak (veh/hr)	RFC (%)	P.M. Peak (veh/hr)	RFC (%)
Moyglare Road	6.00	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 30: 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 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 31 below:

Link	Width (m)	Link Capacity (veh/hr)	A.M. Peak (veh/hr)	RFC (%)	P.M. Peak (veh/hr)	RFC (%)
Moyglare Road	6.00	1260	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 31: Opening Year Do Something Link RFC Values for Local Network

For the Opening Year, the L6219 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 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 32 below:

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

Table 32: Opening Year + 5 Do Something Link RFC Values for Local Network





For this scenario, the full MOOR will be in operation. Flow on the L6219 and 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 33 below:

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

Table 33: Design Year Do Something Link RFC Values for Local Network

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

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





JUNCTION CAPACITIES

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

Analysis Criteria

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

LOS	Signalized Intersection	Unsignalized Intersection				
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				
E	55-80 sec	35-50 sec				
F	>80 sec	>50 sec				

Table 34: Level of Service (Exhibit 18-4, HCM 2010)

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





Junction 1 - Moyglare Road/L6219

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

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

Table 35: Junction 1 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>: 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 northsouth movement (Moyglare Road) as the major road. The worst-performing movement at each approach, for each scenario, is shown in the table below.

Peak	Scenario		Year	Moyglare (N)		Mariavilla (E)		Moyglare (S)	
				LOS	Queue	LOS	Queue	LOS	Queue
АМ	1	DN	2019	А	0.00	А	0.17	А	0.02
	2	DN	2025	А	0.00	А	1.88	А	0.56
	3	DS	2025	А	0.00	В	1.71	А	0.91
	4	DN	2030	А	0.00	В	4.67	А	1.55
	5	DS	2030	А	0.00	С	9.57	А	0.46
	6	DN	2040	А	0.00	С	11.62	А	0.78
	7	DS	2040	А	0.00	В	4.01	А	0.73
	8	DM	2040	А	0.00	С	11.31	А	0.55
Peak	Scenario		Year	Moyglare (N)		Mariavilla (E)		Moyglare (S)	
reak				LOS	Queue	LOS	Queue	LOS	Queue
РМ	9	DN	2019	А	0.00	А	0.11	А	0.10
	10	DN	2025	А	0.00	А	0.23	А	0.17
	11	DS	2025	А	0.00	А	0.32	А	0.08
	12	DN	2030	А	0.00	А	0.41	А	0.49
	13	DS	2030	А	0.00	А	0.73	А	0.26
	14	DN	2040	А	0.00	В	0.87	А	0.41
	15	DS	2040	А	0.00	В	1.88	А	0.23
	16	DM	2040	А	0.00	Е	12.58	А	10.87

Table 36: 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.





	Scenario		Year	L621	9 (W)	L221	4 (N)	L22143 (E)	
Peak	Scer	lano	Tear	LOS	Queue	LOS	Queue	LOS	Queue
	1	DN	2019	А	0.00	А	0.22	А	0.06
	2	DN	2025	А	0.00	А	0.29	А	0.29
	3	DS	2025	А	0.00	В	0.99	А	0.18
АМ	4	DN	2030	А	0.00	А	0.66	А	0.20
AM	5	DS	2030	А	0.00	А	0.01	А	0.00
	6	DN	2040	А	0.00	А	0.73	А	0.03
	7	DS	2040	В	0.00	А	0.01	А	0.00
	8	DM	2040	А	0.00	А	0.01	А	0.00
Peak	Scor	nario	Year	L621	9 (W)	L221	4 (N)	L2214	43 (E)
Teak	Jee	lano	rear	LOS	Queue	LOS	Queue	LOS	Queue
	9	DN	2019	А	0.00	А	0.12	А	0.03
	10	DN	2025	А	0.00	А	0.11	А	0.10
	11	DS	2025	А	0.00	А	0.29	А	0.55
PM	12	DN	2030	А	0.00	А	0.09	А	0.26
P M	13	DS	2030	А	0.00	А	0.00	А	0.00
	14	DN	2040	А	0.00	А	0.21	А	0.18
	15	DS	2040	А	0.00	А	0.00	А	0.00
	16	DM	2040	А	0.00	А	0.00	А	0.00

Table 37: 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.

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 <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 northwest 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 nearby office development, 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.

Deels	Scenario		Year	R157	7 (E)	R15	7 (S)	L2214	43 (W)
Peak			i cui	LOS	Queue	LOS	Queue	LOS	Queue
	1	DN	2019	В	6.60	А	0.54	А	0.00
АМ	2	DN	2025	E	28.76	А	1.29	А	0.00
AM	4	DN	2030	E	32.68	А	2.27	А	0.00
	6	DN	2040	F	45.91	А	3.03	А	0.00
Peak	Scor	nario	Vear	R157	7 (E)	R15	7 (S)	L2214	43 (W)
Peak	Scer	nario	Year	R157 LOS	7 (E) Queue	R15 LOS	7 (S) Queue	L2214 LOS	I3 (W) Queue
Peak	Scer 9	nario DN	Year 2019						. ,
				LOS	Queue	LOS	Queue	LOS	Queue
Peak PM	9	DN	2019	LOS B	Queue 0.80	LOS	Queue 1.41	LOS	Queue 0.00

Table 38: 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.





Deele	Scer	ario	Year	R15	7 (E)	R15	7 (S)	L2214	3 (W)
Peak	5001	lano	i cui	LOS	Queue	LOS	Queue	LOS	Queue
AM	3	DS	2025	В	3.22	С	12.60	С	15.55
Peak	Scer	ario	Year	R15	7 (E)	R15	7 (S)	L2214	3 (W)
reak	5001			LOS	Queue	LOS	Queue	LOS	Queue
PM	9	DS	2025	В	7.45	D	17.02	С	3.30

Table 39: Junction 4 Analysis Results – DS

For the Opening Year Do Something scenario, this junction will be upgraded to a fourleg 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:





O'Connor Sutton Cronin & Associate Multidisciplinary Consulting Engineers

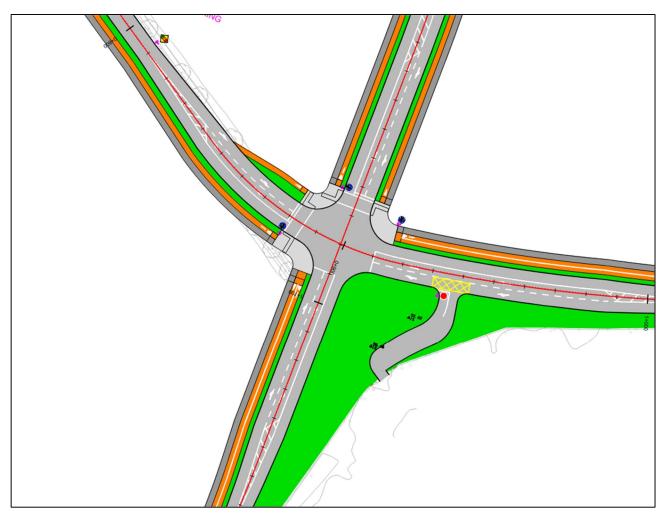


Figure 12: Junction 4 Do Something Layout





Peak	Scer	aria	Year	MOC)R (N)	R15	7 (E)	R15	7 (S)	R621	l9 (W)
Реак	SCEI	Idi iu	Tear	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
Doold	Scor	aria	Voar	MOC)R (N)	R15	7 (E)	R15	7 (S)	R621	l9 (W)
Peak	Scer	nario	Year	MOC LOS	R (N) Queue	R15 LOS	7 (E) Queue	R15 LOS	7 (S) Queue	R621 LOS	9 (W) Queue
Peak	Scer 9	nario DS	Year 2030								
Peak PM				LOS	Queue	LOS	Queue	LOS	Queue	LOS	Queue
	9	DS	2030	LOS C	Queue 6.45	LOS C	Queue 23.94	LOS D	Queue 21.36	LOS C	Queue 3.54

Table 40: Junction 4 Analysis Results – DM

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

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

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

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





Junction 5 - R157/Dunboyne Road

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

Peak	Scenario		Year	R157 (N)		R157 (S)		Dunboyne Road (W)	
				LOS	Queue	LOS	Queue	LOS	Queue
	1	DN	2019	А	0.44	А	0.20	А	0.82
	2	DN	2025	А	0.60	А	0.61	А	0.77
	3	DS	2025	А	1.73	А	0.73	А	0.77
AM	4	DN	2030	А	1.00	А	0.64	А	1.41
AM	5	DS	2030	А	3.19	А	1.42	А	3.55
	6	DN	2040	А	0.75	А	1.04	А	1.47
	7	DS	2040	А	5.39	А	1.52	А	2.74
	8	DM	2040	А	2.52	А	4.37	С	7.02
Peak	Scer	nario	Year	R157	7 (N)	R15	7 (S)		ne Road V)
reak	0000		i cui	LOS	Queue	LOS	Queue	LOS	Queue
	9	DN	2019	А	0.37	А	0.58	А	0.25
	10	DN	2025	А	0.66	А	0.79	А	0.30
	11	DS	2025	А	0.65	А	1.45	А	0.41
PM	12	DN	2030	А	0.70	А	0.97	А	0.30
FIN	13	DS	2030	А	5.57	А	2.95	А	0.56
	14	DN	2040	А	1.23	А	1.23	А	0.43
	15	DS	2040	А	4.02	А	3.36	А	0.58
	16	DM	2040	А	4.13	А	1.48	А	0.24

Table 41: 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.





- <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.

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

Table 42: Junction 6 Analysis Results





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.
- <u>Do Maximum</u>: 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.

Internal Junctions and Accesses

The extension of the Mariavilla Access Road up to the L6219, which is planned for the Opening Year, will lead to the construction of a new junction between these two roads. Together with this junction, the two accesses to the SHD development have been assessed to ensure correct operations. The location of these junctions can be seen in the figure overleaf and are described under the headings Junction 7, Junction 8, Junction 9 and Junction 14:







Figure 13: Internal Junctions and Accesses



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Junction 7: L6219/Mariavilla Access Road

This is a new junction that will be constructed with the extension of the Mariavilla Access Road to the R6219, as shown in Figure 13. The junction will operate as a prioritycontrolled T-junction with the east-west movement (Mariavilla Access Road/MOOR) as the major road. The worst performing movement at each approach, for each scenario, is shown in the table below.

Peak	Scenario		Year	L621	9 (N)	MOOR (E)		Mariavilla (W)	
геак	SCE	nano	Tear	DOS	Queue	DOS	Queue	DOS	Queue
	3	DS	2025	В	0.54	А	0.18	-	-
AM	5	DS	2030	А	0.75	А	0.25	-	-
АМ	7	DS	2040	А	2.06	А	0.21	-	-
	8	DM	2040	А	0.53	А	0.18	-	-
Peak	Sco	nario	Year	L621	9 (N)	MOO	R (E)	Mariav	illa (W)
Реак	Sce	IIallo	rear	DOS	Queue	DOS	Queue	DOS	Queue
	11	DS	2025	А	0.02	А	0.30	-	-
	10	DS	2030	٨	0 17	٨	0 1 2		_
DM	13	05	2030	A	0.17	A	0.13	-	-
PM	15	DS	2030	A	0.17	A	0.13	-	-
PM		-			-			-	-

Table 43: Junction 7 - Worst DoS & Queue Results

This junction will function adequately for all scenarios.

Junction 8: SHD Development Western Access

This junction will act as the access to the SHD development on the western side. The junction will operate as a priority-controlled T-junction with the east-west movement (R6219) as the major road. The worst performing movement at each approach, for each scenario, is shown in the table below.





Peak	Sco	Scenario Yea		R621	9 (E)	Acces	ss (S)	R621	9 (W)
геак	SCE	liano	Tear	LOS	Queue	LOS	Queue	LOS	Queue
	3	DS	2025	-	-	А	0.16	А	0.14
AM	5	DS	2030	-	-	А	0.00	А	0.04
AM	7	DS	2040	-	-	А	0.02	А	0.00
	8	DM	2040	-	-	А	0.01	А	0.03
Peak	Sco	nario	Year	R621	9 (E)	Acces	ss (S)	R621	9 (W)
Реак	Sce	liano	rear	LOS	Queue	LOS	Queue	LOS	Queue
	11	DS	2025	-	-	А	0.04	А	0.01
PM	13	DS	2030	-	-	А	0.00	А	0.02
FIM	15	DS	2040	-	-	С	0.02	А	0.01
	16	DM	2040	-	-	А	0.65	А	16.46

Table 44: Junction 8 – Worst LOS & Queue Results

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

Junction 9: SHD Development Eastern Access

This junction will act as the access to the SHD development on the eastern side. The junction will operate as a priority-controlled T-junction with the east-west movement (R6219) as the major road. The worst performing movement at each approach, for each scenario, is shown in the table below.

Peak	Sco	nario	Year	R621	9 (E)	Acces	s (S)	R621	9 (W)
Реак	Sce	lano	rear	LOS	Queue	LOS	Queue	LOS	Queue
	3	DS	2025	-	-	А	0.14	А	0.00
A N/	5	DS	2030	-	-	А	0.07	А	0.00
AM	7	DS	2040	-	-	А	0.00	А	0.00
	8	DM	2040	-	-	А	0.01	А	0.00
Peak	Sco	nario	Year	R621	9 (E)	Acces	s (S)	R621	9 (W)
геак	SCE		Tear	LOS	Queue	LOS	Queue	LOS	Queue
	11	DS	2025	-	-	А	0.05	А	0.05
PM	13	DS	2030	-	-	А	0.01	А	0.01
PM	15	DS	2040	-	-	А	0.01	А	0.00
	16	DM	2040	-	-	А	0.01	А	55.92
					Table AF	1			ua Daquita

Table 45: Junction 9 - Worst LOS & Queue Results

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





Junction 14 – MOOR/R6219

This junction will be included as part of the Opening Year + 5 and Design Year scenarios, due to the build-out of the MOOR, as shown in Figure 13. The junction will operate as a priority-controlled T-junction with the east-west movement (MOOR) as the major road. The worst-performing movement at each approach is shown in the table below.

Peak	Sco	nario	Year	MOO	R (E)	R621	9 (S)	MOO	R (W)
Реак	Scel	liano	rear	LOS	Queue	LOS	Queue	LOS	Queue
	5	DS	2030	-	-	А	0.37	А	1.15
AM	7	DS	2040	-	-	А	0.32	А	1.05
	8	DM	2040	-	-	А	0.51	А	0.20
Peak	Sco	nario	Year	MOO	R (E)	R621	9 (S)	MOO	२ (W)
Реак	Scel	liano	rear	LOS	Queue	LOS	Queue	LOS	Queue
	13	DS	2030	-	-	А	0.29	А	0.64
PM	15	DS	2040	-	-	А	0.66	А	1.18
	16	DM	2040	-	-	А	0.21	А	1.28

Table 46: Junction 14 – 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 entirerty 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.



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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.



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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







O'Connor Sutton Cronin & Associate Multidisciplinary Consulting Engineers

Appendix A **TRAFFIC SURVEY DATA**





whill	A B C A Site 2 A A A C C A C C A C C A C C A C C C C	Presonal Presonal Maynooth EED Maynooth EED	C B B 5 C	A B B B B B C		Roy	-
	Sites / Location:	1 to 6 / Moygaddy	No: 10084	Diagram No:	10084-01	Drawn By:	AC
NDC MARCHWINDE DATA COLLECTION	Survey Date:	Tuesday 28th May 2019	Project Name:	MOYGADDY			
	Survey Times:	07:00 to 19:00	Diagram Title:	General Location Plo	an		

NDC

Site No. Location

1

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

Date			y 28 Ma		/0		,, .,			, ,		- ()				
			loyglare F		Moyglar	e Road(E)		Veh.		A to C - N	Noyglare F	Road(N) 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	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 7
11:45	3	0	1	1	0	0	0	5	4	0	1	0	0	0	0	8
	1	0	1	1	0	0	1	-	10	0		0	0	0	1	11
12:15 12:30	6	0	0	0	0	0	0	4	6	0	0	1	0	0	0	8
12:30	3	0	1	0	0	0	0	4	9	0	0	2	0	0	0	- °
12.45	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

	NDC
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Site No.

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

Date			y 28 Ma					, grai o it								_
Time		A to B - M	oyglare R	oad(N) to	Moyglare	e Road(W))	Veh.		B to A - M	oyglare R	oad(W) to	o Moyglar	e Road(N)	Veh.
mme	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	0	0	0	0	0	0	1
7:45	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	1
8:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
9:00	2	0	0	0	0	0	0	2	1	0	1	0	0	0	0	2
9:15	0	0	1	0	0	0	0	1	2	0	0	0	0	0	0	2
9:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
10:30	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
10:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
11:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
12:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
12:15	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	1
12:30	1	0	1	0	0	0	0	2	0	0	1	0	0	0	0	1
12:45	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
13:00	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	4
13:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
13:30	2	0	0	1	0	0	0	3	0	0	1	0	0	0	0	1
13:45	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1
14:00	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
15:30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
16:15	1	0	1	0	0	0	0	2	0	0	0	1	0	0	0	1
16:30	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1
16:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
17:00	1	0	0	0	0	0	0	1	1	0	1	0	0	0	0	2
17:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
17:30	1	0	1	0	0	0	0	2	1	0	0	0	0	0	0	1
17:45	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
18:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:15	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
18:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
18:45	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
25.75	31	0	10	2	0	0	0	43	34	0	10	4	0	0	1	49



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

Date		Tuesda	<u>y 28 Ma</u>	y 2019												
Time		B to D - N	loyglare R	oad(W) to	o Moyglar	e Road(E)		Veh.		B to C - N	loyglare R	oad(W) to	o Moygla	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	0	1	1	0	0	0	8	1	1	1	1	0	0	0	4
11:00	9	0	3	0	0	0	0	12	4	0	0	1	0	0	0	5
11:15	9	0	3	0	0	0	1	13	1	0	0	1	0	0	1	3
11:30	4	0	0	1	0	0	0	5	2	0	0	0	0	0	0	2
11:45	6	1	2	0	0	0	0	9	2	0	0	0	0	0	0	2
12:00	9	0	1	0	0	0	0	10	0	0	0	0	0	0	0	0
12:15	6	0	1	0	0	0	0	7	2	0	0	0	0	0	0	2
12:30	9	0	2	0	0	0	1	12	1	0	2	1	0	0	0	4
12:45	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1
13:00	10	0	2	2	0	0	0	14	3	0	0	0	0	0	0	3
13:15	5	0	1	1	0	0	0	7	5	0	0	0	0	0	0	5
13:30	10	0	2	0	0	0	0	12	1	0	0	0	0	0	0	1
13:45	6	0	1	0	0	3	0	10	5	0	0	1	0	0	0	6
14:00	6	0	0	2	0	0	1	9	7	0	1	0	0	0	1	9
14:15	11	0	0	1	0	0	0	12	3	0	0	0	0	0	0	3
14:30	7	0	0	1	0	0	0	8	3	0	1	0	0	0	1	5
14:45	15	0	3	0	0	0	0	18	3	1	1	0	0	0	0	5
15:00	6	0	2	0	0	0	0	8	3	0	0	0	0	0	0	3
15:15	6	0	0	0	0	0	0	6	1	0	1	0	0	0	0	2
15:30	11	0	0	0	0	0	0	11	6	0	0	0	0	0	0	6
15:45	3	0	0	0	0	0	1	4	2	0	0	0	0	0	0	2
16:00	9	0	4	0	0	0	0	13	3	0	0	1	0	0	0	4
16:15	18	0	1	0	0	0	2	21	1	0	4	0	0	0	0	5
16:30	12	0	2	0	0	0	0	14	4	0	1	0	0	0	0	5
16:45	l		0	0	0					0	0	0				
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 12	0	2 0	0	0	0	0	6 12	6 5	0 0	0	0	0	0 0	0	6 5
18:00			1		0	0	0	12	4		0	0	0	0	0	5
18:15 18:30	10 8	0	2	0	0	0	0		4	0	0	0	0	0	1	4
		0	1	0	0	0	0	7	1	0	0	0	0	0	0	4
18:45	6 764	3	114	24	0		6	915	171	2	30	12	0	0	5	220
25.75	/64	3	114	24	0	4	6	915	1/1	2	- 30	12	0	0	5	220

	NDC
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Site No.

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

Date		Tuesda	y 28 Ma	y 2019	e,giaio			giaron								
Time		C to B - N	1oyglare R	oad(S) to	Moyglare	Road(W)		Veh.		C to A - N		Road(S) to	Moyglare	e Road(N)		Veh.
mme	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 9:45	4	0	1	1	0	0	0	6	3	0	2	0	0	0	0	5
9:45	1	0	1	0	0	0	0	2	9	0	0	2	0	0	1	- 11
10:00	0	0	0	0	0	0	0	0	9	0	3	1	0	0	0	13
10:13	2	0	2	0	0	0	0	4	0	0	1	0	0	0	0	13
10:30	3	0	1	0	0	0	0	4	6	0	1	2	0	0	0	9
11:00	2	0	0	0	0	0	0	2	7	1	1	1	0	0	0	10
11:15	1	1	1	2	0	0	0	5	3	0	1	2	0	0	0	6
11:30	1	0	0	1	0	0	0	2	8	0	0	5	0	0	0	13
11:45	1	0	0	0	0	0	0	1	7	0	0	1	0	0	0	8
12:00	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
12:15	2	0	3	0	0	0	0	5	7	0	1	0	0	0	0	8
12:30	3	0	0	0	0	0	0	3	14	0	1	1	0	0	0	16
12:45	2	0	0	0	0	0	0	2	6	0	0	2	0	0	0	8
13:00	2	0	1	0	0	0	0	3	9	0	1	0	0	0	0	10
13:15	0	0	1	1	0	0	0	2	13	0	1	2	0	0	0	16
13:30	6	0	0	0	0	0	0	6	10	0	1	0	0	0	1	12
13:45	1	0	0	0	0	0	0	1	11	1	3	1	0	0	0	16
14:00	2	0	1	1	0	0	0	4	5	0	0	0	0	0	0	5
14:15	2	0	0	0	0	0	0	2	12	0	1	0	0	0	0	13
14:30	3	0	1	0	0	0	0	4	8	0	2	0	0	0	0	10
14:45	2	0	0	0	0	0	0	2	7	0	4	0	0	0	0	11
15:00	4	0	2	0	0	0	0	6	13	0	0	1	0	0	1	15
15:15	3	0	0	0	0	0	0	3	9	0	1	4	0	0	1	15
15:30	6	0	2	1	0	0	0	9	7	0	1	0	0	0	0	8
15:45	7	0	1	1	0	0	0	9	13	0	5	1	0	0	1	20
16:00	9	0	2	1	0	0	0	12	16	0	1	1	0	0	1	19
16:15	9	0	1	0	0	1	0	11	28	0	6	2	0	0	0	36
16:30	2	0	3	0	0	0	3	8	17	0	2	1	0	0	0	20
16:45	5	0	1	0	0	0	0	6	19	0	4	2	0	0	0	25
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



 Site No.
 1

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

Date			y 28 Ma		.,		177100	/ 3	(. , ,	.,0		()				
			Noyglare F		Moyglar	e Road(E)		Veh.		D to C - N	∕loyglare 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	1	4	1	0	0	0	19	23	0	1	1	0	0	0	25
12:30	11	0	0	0	0	0	0	11	11	0	2	1	0	0	0	14
12:45	13	0	1	1	0	0	0	15	7	0	2	1	0	0	0	10
13:00	11	0	0	0	0	0	0	11	13	0	3	1	0	0	0	17
13:15	17	0	1	1	0	0	0	19	18	0	4	1	0	0	0	23
13:30	21	0	1	3	0	0	0	25	20	1	3	0	0	0	0	24
13:45	10	1	2	0	0	0	0	13	24	1	0	0	0	0	0	25
14:00	17	1	2	2	0	0	0	22	18	0	5	0	0	0	0	23
14:15	33	0	0	0	0	0	0	33	20	0	0	1	0	0	0	21
14:30	23	0	2	0	0	0	0	25	17	0	0	1	0	0	0	18
14:45	23	1	1	0	1	0	0	26	52	0	0	3	0	0	0	55
15:00	28	0	2	1	0	0	0	31	23	0	1	1	0	0	0	25
15:15	21	1	3	1	0	0	0	26	24	1	0	0	0	0	0	25
15:30	8	0	3	0	0	0	0	11	32	4	1	0	0	0	0	37
15:45	22	0	3	0	0	0	0	25	29	0	2	0	1	0	0	32
16:00	22	0	1	0	0	0	0	23	35	0	3	1	0	0	0	39
16:15	27	0	2	0	1	0	0	30	21	0	2	1	0	0	0	24
16:30	29	0	4	0	0	0	1	34	28	0	6	1	0	0	0	35
16:45	19	0	4	0	0	0	0	23	42	0	4	0	1	0	0	47
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

	NDC
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Site No.

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

Date			y 28 Ma		e y grare					, g						_
Time		D to B - N	loyglare R	oad(E) to	Moyglare	e Road(W)		Veh.		D to A - N	Noyglare F	Road(E) to	Moyglare	e Road(N)		Veh.
mme	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



Site No. 1 Location Moyglare Road(N) / Moyglare Road(W) / Moyglare Road(S) / Moyglare Road(E)

Date			<u>y 28 Ma</u>													
Time			To Arm A					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	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 9:15	10 11	0 1	1 2	5 3	0	0	0	16 17	21 32	0	1	2	0	0 0	1	25 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	22	0	2	2	0	0	0	27
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	12
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	-	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	1	1	2	0	0	0	15	12	0	2	2	0	0	0	16
13:00	18	0	3	0	0	0	0	21	4	1	2	0	0	0	0	7
13:15	19	1	1	2	0	0	0	23	11	0	0	1	0	0	0	12
13:30	17	0	3	1	0	0	1	22	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	19
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	19	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	1	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 18:00	42 28	0	3 5	1	0	0	0	46 35	14	1	2 0	1	0 0	0 0	0	18
18:00	19	0	5	0	0	1	0	25	15	1	2	2	0	0	0	20
18:15	27	0	5	0	0	0	0	25	15	1	3	1	0	0	1	20
18:45	27	0	3	1	0	0	0	20	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
23.73	111	0	125	/5		2	/	1017	017		114	00		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													
Time			To Arm B -	Moyglare	e Road(W)		Veh.		Fr	om Arm B	- Moygla	ire Road(V	∧)		Veh.
IIme	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	2	0	0	0	59
7:15	4	0	1	1	0	0	0	6	60	0	18	1	0	0	0	79
7:30	10	0	5	2	0	0	0	17	69	0	13	3	0	0	0	85
7:45	4	0	2	0	0	0	0	6	61	1	9	1	0	0	0	72
8:00	10	0	2	0	0	0	0	12	61	0	8	1	0	0	0	70
8:15	9	0	2	2	0	0	0	13	72	0	4	3	0	0	0	79
8:30	19	0	2	0	0	0	1	22	39	0	2	0	0	0	0	41
8:45	12	0	3	2	0	0	0	17	38	0	5	2	0	1	0	46
9:00	13	0	2	1	0	0	0	16	37	1	3	3	0	0	0	44
9:15	12	0	2	2	0	0	0	16	26	0	6	1	0	0	1	34
9:30	14	1	1	1	0	0	0	17	18	0	1	2	0	0	0	21
9:45	4	0	2	1	0	0	0	7	10	0	2	1	0	0	0	13
10:00	4	0	2	1	0	0	0	7	9	0	4	0	0	0	0	13
10:00	6	0	1	0	0	0	0	7	13	0	3	1	0	0	0	17
10:15	3	0	2	2	0	0	1	8	10	0	3	0	0	0	0	17
10:30	10	0	3	1	0	0	1	15	8	1	2	2	0	0	0	13
	l	0	3	1		0	0	15		0	2	2		0	0	13
11:00	6	1	2	3	0	0	0	9	14 10	0	3	1	0	0	2	18
11:30	14	0	1	1	0	0	0	16	6	0	0	1	0	0	1	8
11:45	8	0	1	1	0	0	0	10	9	1	2	0	0	0	0	12
12:00	13	0	1	0	0	0	0	14	9	0	1	0	0	0	0	10
12:15	9	0	6	1	0	0	0	16	9	0	1	0	0	0	0	10
12:30	11	0	1	1	0	0	2	15	10	0	5	1	0	0	1	17
12:45	11	0	4	1	0	0	1	17	7	0	1	0	0	0	0	8
13:00	9	0	2	0	0	0	0	11	15	0	4	2	0	0	0	21
13:15	7	0	1	2	0	0	0	10	12	0	1	1	0	0	0	14
13:30	14	1	2	1	0	1	0	19	11	0	3	0	0	0	0	14
13:45	10	0	1	0	0	0	0	11	11	0	1	2	0	3	0	17
14:00	17	0	5	1	0	0	0	23	14	0	1	2	0	0	2	19
14:15	14	0	1	2	0	0	0	17	14	0	0	1	0	0	0	15
14:30	9	0	1	0	0	0	0	10	11	0	1	1	0	0	1	14
14:45	16	0	0	0	0	0	0	16	19	1	4	0	0	0	0	24
15:00	23	0	2	1	0	0	0	26	9	0	2	0	0	0	0	11
15:15	28	1	4	0	0	0	0	33	9	0	1	0	0	0	0	10
15:30	32	1	2	1	0	0	1	37	19	0	0	0	0	0	0	19
15:45	31	1	3	1	0	0	0	36	5	0	0	0	0	0	1	6
16:00	36	0	10	1	0	0	0	47	14	0	4	1	0	0	0	19
16:15	45	0	6	1	0	2	0	54	19	0	5	1	0	0	2	27
16:30	46	1	5	2	0	1	3	58	16	0	3	1	0	0	0	20
16:45	57	0	8	1	0	0	0	66	11	0	0	0	0	0	0	11
17:00	43	0	11	0	0	0	0	54	16	0	6	0	0	0	0	22
17:15	46	0	10	0	0	0	1	57	14	0	0	0	0	0	0	14
17:30	54	0	6	0	0	0	0	60	13	0	5	0	0	0	0	18
17:45	43	1	6	1	0	0	1	52	10	0	2	0	0	0	0	12
18:00	50	0	8	1	0	0	2	61	17	0	0	0	0	0	0	17
18:15	52	0	8	1	0	0	1	62	14	0	2	0	0	0	0	16
18:30	31	0	4	0	0	0	1	36	12	0	2	1	0	0	1	16
18:45	27	0	7	0	0	0	1	35	11	0	1	0	0	0	0	12
25.75	951	8	167	42	0	4	17	1189	969	5	154	40	0	4	12	1184



10084 / Moygaddy May 2019 Junction Turning Count

Site No.

1

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

Date			y 28 Ma													
Time			To Arm C					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	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 9:15	67 59	0	5 2	6 2	0	0	1	79 64	35 31	0 3	2 0	5 3	1 0	0 0	0	43 37
9:30	41	3	1	3	0	0	1	49	23	0	5	3	0	0	0	37
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
10:13	24	0	0 4	1	0	0	0	28	9	1	4	1	0	0	0	17
10:45	23	2	4	4	0	0	0	34	27	0	6	3	0	0	0	36
11:00	24	0	4	3	0	0	0	27	26	1	2	3	0	0	1	33
11:15	19	0	1	4	0	0	4	28	25	1	5	4	0	0	0	35
11:30	38	0	4	3	0	0	0	45	24	0	0	6	0	0	0	30
11:45	38	0	3	3	0	0	0	44	24	0	2	1	0	0	0	27
12:00	31	0	2	1	0	0	0	34	26	0	3	1	0	0	0	30
12:15	35	0	1	1	0	0	1	38	22	1	8	1	0	0	0	32
12:30	18	0	5	3	0	0	0	26	28	0	1	1	0	0	0	30
12:45	17	0	2	3	0	0	0	22	21	0	1	3	0	0	0	25
13:00	17	1	4	1	0	0	0	23	22	0	2	0	0	0	0	24
13:15	31	0	4	2	0	0	0	37	30	0	3	4	0	0	0	37
13:30	24	1	3	3	0	0	0	31	37	0	2	3	0	0	1	43
13:45	39	1	1	2	0	0	0	43	22	2	5	1	0	0	0	30
14:00	37	0	8	0	0	0	1	46	24	1	3	3	0	0	0	31
14:15	29	0	0	1	0	0	0	30	47	0	1	0	0	0	0	48
14:30	28	0	3	3	0	0	2	36	34	0	5	0	0	0	0	39
14:45	63	1	1	5	0	0	0	70	32	1	5	0	1	0	0	39
15:00	37	0	2	4	0	0	0	43	45	0	4	2	0	0	1	52
15:15	30	2	3	2	0	0	0	37	33	1	4	5	0	0	1	44
15:30	47	4	2	1	0	0	0	54	21	0	6	1	0	0	0	28
15:45	46	0	3	1	1	0	0	51	42	0	9	2	0	0	1	54
16:00	48	0	7	2	0	0	0	57	47	0	4	2	0	0	1	54
16:15	29	0	6	1	1	0	0	37	64	0	9	2	1	1	0	77
16:30	40	0	8	1	1	0	0	50	48	0	9	1	0	0	4	62
16:45	52	0	4	1	1	0	0	58	43	0	9	2	0	0	0	54
17:00	44	0	7	1	0	0	1	53	55	0	8	2	0	0	1	66
17:15	47	0	7	0	0	0	0	54	76	0	11	1	0	0	1	89
17:30	57	0	7	1	0	0	0	65	65	0	7	0	0	1	0	73
17:45	66	2	5	0	0	0	0	73	70	0	3	1	0	0	1	75
18:00	55	0	2	1	0	0	0	58	31	4	3	1	0	0	1	40
18:15	58	1	5	2	0	0	0	66	36	1	4	0	0	1	1	43
18:30	38	3	3	2	0	0	1	47	34	0	4	0	0	0	0	38
18:45	51	0	2	0	0	0	1	54	29	1	2	0	2	0	2	36
25.75	1924	22	208	106	7	2	16	2285	1646	22	196	92	7	3	20	1986

	NDC
Site	No.

Location

10084 / Moygaddy May 2019 Junction Turning Count



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

Date			y 28 Ma													
Time		A to D - N	loyglare R					Veh.		A to C - N				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	13	1	4	0	0	0	0	18	16	0	5	2.3	0	0.4	0	23.7
7:15	17	0	2	0	0	0	0	19	19	0	7	2.3	0	0	0	28.3
7:30	20	0	0	0	0	0	0	20	17	0	7	9.2	0	0	0	33.2
7:45	11	0	2	2.3	0	0	0.2	15.5	15	0	1	0	0	0.4	0	16.4
8:00	13	0	0	0	0	0	0	13	14	0	3	6.9	0	0	0.2	24.1
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	1	0	0	0	0	6	10	0	1	2.3	0	0	0	13.3
14:00	0	0	0	2.3	0	0	0	2.3	12	0	2	0	0	0	0	14
14:15	5	0	0	0	0	0	0	5	6	0	0	0	0	0	0	6
14:30	7	0	0	0	0	0	0	7	8	0	2	4.6	0	0	0.2	14.8
14:45	3	1	0	0	0	0	0	4	8	0	0	4.6	0	0	0	12.6
15:00	4	0	3	0	0	0	0	7	11	0	1	6.9	0	0	0	18.9
15:15	3	0	0	0	0	0	0	3	5	1	2	4.6	0	0	0	12.6
15:30	2	0	1	2.3	0	0	0	5.3	9	0	1	2.3	0	0	0	12.3
15:45	4	0	1	0	0	0	0	5	15	0	1	2.3	0	0	0	18.3
16:00	3	0	0	0	0	0	0	3	10	0	4	0	0	0	0	14
16:15	2	0	0	0	0	0	0	2	7	0	0	0	2	0	0	9
16:30	7	0	0	2.3	0	0	0	9.3	8	0	1	0	2	0	0	11
16:45	4	0	0	0	0	0	0	4	9	0	0	2.3	0	0	0	11.3
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	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

1	1	1	2.3	2	0.4	0.2

Time - 7:00 7:15 7:30 7:45 8:10 8:15 8:30 8:45 9:00 9:15 9:30 9:45 10:05 10:15 10:30 10:45 11:15 11:15	CAR 69 69 91 112 81 90 121 94 80 61 50 40 29 255 12 14 31 28 32	Toxi 1 0 0 1 0 0 2 1 2 0 1 0 0 2 0 2 0 0 2 0 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0	To Arm D - LGV 15 17 12 9 9 4 8 3 5 4 3 5 4 3 5 3 2	Moyglar HGV 2 1 2 2 2 1 2 2 1 2 1 4 0 3 3 2 2 2 3	e Road(E) PSV 0 0 0 0 0 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	M/C 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	P/C 0 0 1 1 0 0 0 0 0 0	Veh. Total 87 109 126 94 102 127 104 90 70	CAR 11 10 26 32 27 44 58 59	F Taxi 0 0 0 0 0 0 1 0	rom Arm E LGV 9 4 6 4 5 6 4 5 6 4 5	- Moygle HGV 0 2 1 2 2 3 0 4	rre Road(PSV 0 0 0 0 0 0 1 1	E) M/C 0 0 0 0 0 0 0 0 0 0 0 0 0	P/C 0 0 0 1 0 0 0 0 0	Veh. Total 20 16 33 39 34 53 64 69
7:00 7:30 7:15 7:30 7:45 8:00 8:15 8:30 8:45 9:00 9:15 9:30 9:45 10:00 10:15 10:30 10:45 11:00	69 91 112 81 90 121 94 80 61 50 40 29 25 12 14 31 28 28	1 0 1 1 0 2 1 2 0 1 0 0 0 2 0	15 17 12 9 9 4 8 3 3 5 4 3 5 3	2 1 2 1 2 1 2 1 4 4 0 3 2 2	0 0 0 0 0 1 0 1 0 0 0 0	0 0 0 0 0 0 0 1 0 0 0	0 0 1 1 0 0 0 0	87 109 126 94 102 127 104 90	11 10 26 32 27 44 58 59	0 0 0 0 0 0 0 1	9 4 6 4 5 6 4	0 2 1 2 2 3 0	0 0 0 0 0 0 1	0 0 0 0 0 0 0	0 0 1 0 0 0	20 16 33 39 34 53 64
7:15 7:30 7:45 8:00 8:45 8:30 8:45 9:00 9:15 9:30 9:45 10:00 10:15 10:30 10:45 11:00 10:45	91 112 81 90 121 94 80 61 50 40 29 25 12 14 31 28	0 0 1 0 0 2 1 2 0 1 0 0 0 2 0	17 12 9 4 8 3 5 4 3 5 3	1 2 1 2 1 4 0 3 2 2	0 0 0 1 0 1 0 0 0 0	0 0 0 0 0 0 1 0 0 0 0	0 0 1 0 0 0 0	109 126 94 102 127 104 90	10 26 32 27 44 58 59	0 0 0 0 0 1	4 6 4 5 6 4	2 1 2 2 3 0	0 0 0 0 0 1	0 0 0 0 0	0 0 1 0 0 0	16 33 39 34 53 64
7:30 7:45 8:00 8:15 8:30 9:15 9:30 9:45 10:00 10:15 10:30 10:45 11:00	112 81 90 121 94 80 61 50 40 29 25 12 14 31 28	0 1 0 0 2 1 2 0 1 0 0 0 2 0	12 9 4 8 3 5 4 3 5 3	2 2 1 2 1 4 0 3 2 2 2	0 0 0 1 0 1 0 0 0	0 0 0 0 0 1 0 0 0	0 1 0 0 0 0	126 94 102 127 104 90	26 32 27 44 58 59	0 0 0 0 1	6 4 5 6 4	1 2 2 3 0	0 0 0 0 1	0 0 0 0	0 1 0 0	33 39 34 53 64
7:45 8:00 8:15 8:30 8:45 9:00 9:15 9:30 9:45 10:00 10:15 10:30 10:45 11:00	81 90 121 94 80 61 50 40 29 25 12 14 31 28	1 0 2 1 2 0 1 0 0 2 0 2 0	9 4 8 3 5 4 3 5 3	2 1 2 1 4 0 3 2 2	0 0 1 0 1 0 0 0 0	0 0 0 1 0 0 0	1 0 0 0 0	94 102 127 104 90	32 27 44 58 59	0 0 0 1	4 5 6 4	2 2 3 0	0 0 0 1	0 0 0	1 0 0	39 34 53 64
8:00 8:15 8:30 8:45 9:00 9:15 9:30 9:45 10:00 10:15 10:30 10:45 11:00	90 121 94 80 61 50 40 29 25 12 14 31 28	1 0 2 1 2 0 1 0 0 2 0	9 4 3 3 5 4 3 5 3	1 2 1 4 0 3 2 2	0 0 1 0 1 0 0 0	0 0 1 0 0 0	1 0 0 0	102 127 104 90	27 44 58 59	0 0 1	5 6 4	2 3 0	0 0 1	0 0 0	0 0 0	34 53 64
8:15 8:30 8:45 9:00 9:15 9:30 9:45 10:00 10:15 10:30 10:45 11:00	121 94 80 61 50 40 29 25 12 14 31 28	0 0 2 1 2 0 1 0 0 0 2 0	4 8 3 5 4 3 5 3	2 1 4 0 3 2 2	0 1 0 1 0 0 0	0 0 1 0 0	0 0 0	127 104 90	44 58 59	0 1	6 4	3 0	0 1	0	0	53 64
8:30 8:45 9:00 9:15 9:30 9:45 10:00 10:15 10:30 10:45 11:00	94 80 61 50 40 29 25 12 14 31 28	0 2 1 2 0 1 0 0 2 0	8 3 5 4 3 5 3	1 4 0 3 2 2	1 0 1 0 0 0	0 1 0 0	0 0 0	104 90	58 59	1	4	0	1	0	0	64
8:45 9:00 9:15 9:30 9:45 10:00 10:15 10:30 10:45 11:00	80 61 50 40 29 25 12 14 31 28	2 1 2 0 1 0 0 2 0	3 5 4 3 5 3	4 0 3 2 2	0 1 0 0	1 0 0	0	90	59							
9:00 9:15 9:30 9:45 10:00 10:15 10:30 10:45 11:00	61 50 40 29 25 12 14 31 28	1 2 0 1 0 2 0	3 5 4 3 5 3	4 0 3 2 2	1 0 0	0 0 0	0			0	5	4		0	0	69
9:15 9:30 9:45 10:00 10:15 10:30 10:45 11:00	50 40 29 25 12 14 31 28	2 0 1 0 2 0	5 4 3 5 3	0 3 2 2	0 0 0	0		1 /0		<u>^</u>			•		_	
9:30 9:45 10:00 10:15 10:30 10:45 11:00	40 29 25 12 14 31 28	0 1 0 2 0	4 3 5 3	3 2 2	0	0	0	57	58 43	0	5 4	6 2	0	0	0	69 49
9:45 10:00 10:15 10:30 10:45 11:00	29 25 12 14 31 28	1 0 0 2 0	3 5 3	2	0		0	47	35	3	4	0	0	0	1	39
10:00 10:15 10:30 10:45 11:00	25 12 14 31 28	0 0 2 0	5 3	2		0	0	35	21	0	1	3	0	0	0	25
10:15 10:30 10:45 11:00	12 14 31 28	0 2 0	3			0	0	32	20	0	2	3	0	0	0	25
10:30 10:45 11:00	14 31 28	2			0	0	0	18	16	0	4	0	0	0	0	20
10:45 11:00	31 28	0		1	0	0	0	19	13	0	2	3	0	0	1	19
11:00	28		5	3	0	0	0	39	26	1	4	3	0	0	1	35
		0	5	2	0	0	1	36	17	0	6	2	0	0	0	25
		0	7	0	0	0	1	40	16	1	2	1	0	0	0	20
11:30	21	0	1	1	0	0	0	23	42	0	5	2	0	0	0	49
11:45	27	1	4	0	0	0	0	32	43	0	3	3	0	0	0	49
12:00	26	0	5	2	0	0	0	33	40	0	3	2	0	0	0	45
12:15	20	1	6	2	0	0	1	30	33	0	3	2	0	0	0	38
12:30	26	0	2	0	0	0	1	29	23	0	4	2	0	0	2	31
12:45	22	0	2	1	0	0	0	25	21	1	5	2	0	0	1	30
13:00	24	0	3	2	0	0	0	29	27	0	4	1	0	0	0	32
13:15	25	0	2	2	0	0	0	29	29	1	4	2	0	0	0	36
13:30	37	0	4	4	0	0	0	45	33	2	6	1	0	1	0	43
13:45	21	1	4	0	0	3	0	29	35	1	2	1	0	0	0	39
14:00	23	1	2	5	0	0	1	32	39	0	9	0	0	0	0	48
14:15 14:30	49 37	0	0	1	0	0	0	50 40	37 31	0	1	3	0	0	0	41 33
14:30	41	2	4	0	1	0	0	40	73	0	1	4	0	0	0	78
14.43	38	0	4	1	0	0	0	40	52	0	1	2	0	0	0	55
15:15	30	1	3	1	0	0	0	35	55	2	5	1	0	0	0	63
15:30	21	0	4	1	0	0	0	26	62	5	1	1	0	0	1	70
15:45	29	0	4	0	0	0	1	34	56	1	7	0	1	0	0	65
16:00	34	0	5	0	0	0	0	39	69	0	13	1	0	0	0	83
16:15	47	0	3	0	1	0	2	53	66	0	6	3	0	1	0	76
16:30	48	0	6	1	0	0	1	56	82	1	9	4	0	1	0	97
16:45	32	0	4	0	0	0	0	36	99	0	12	1	1	0	0	113
17:00	51	0	5	0	0	0	0	56	88	1	14	2	0	0	1	106
17:15	63	0	4	1	0	0	0	68	98	0	11	1	0	0	0	110
17:30	45	0	7	0	0	0	0	52	102	0	8	1	0	0	0	111
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	2	0	0	1	122
18:15	27	1	3	0	0	0	0	31	91	0	13	1	0	0	0	105
18:30	31	0	5	1	0	0	1	38	66	2	4	1	0	0	1	74
18:45	29	1	3	0	2	0	1	36	71	0	10	1	0	0	0	82
25.75	2058	23	228	62	6	4	13	2394	2300	25	262	85	4	3	11	2690

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

te No. ocatic	•	1 Movalc	ire Road	1(N) / M	ovalare	Road/W	/) / Mov	glare Ro	oad(S) /	Movalc	are Road	d(E)				
ate		Tuesda	y 28 Ma	y 2019				-								
Time		A to B - M						Veh.						e Road(N)		Veh
7.00	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Toto
7:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:15 7:30	1	0	0	0	0	0	0	1	0	0	0	2.3 0	0	0	0	2.3
	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	1
7:45 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
8:15	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
9:00	2	0	0	0	0	0	0	2		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	
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	l ő
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15	0	0	0	0	0	0	0	0		0	0	0	0	0	0	
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	l i	0	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	⊢ i	0	0	0	0	0	0	
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	0.1
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	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.
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
10.00											1				0	4 1

0.2

53.4

34 0

45.6

10 9.2

18:30 18:45

25.75

31 0

10 4.6

0 0



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

Date		luesda	<u>y 28 Ma</u>	<u>y 2019</u>												
Time		B to D - M	oyglare R	oad(W) to	o Moyglar	e Road(E)	1	Veh.		B to C - M	oyglare R	oad(W) 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	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	4.6	0	0	0	72.6	7	0	1	2.3	0	0	0	10.3
8:30	27	0	2	0	0	0	0	29	12	0	0	0	0	0	0	12
8:45	30	0	2	4.6	0	0.4	0	37	7	0	2	0	0	0	0	9
9:00	30	1	2	4.6	0	0	0	37.6	6	0	0	2.3	0	0	0	8.3
9:15	18	0	5	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	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	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	1	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	11	0	0	0	0	0	0	11	6	0	0	0	0	0	0	6
15:45	3	0	0	0	0	0	0.2	3.2	2	0	0	0	0	0	0	2
16:00	9	0	4	0	0	0	0	13	3	0	0	2.3	0	0	0	5.3
16:15	18	0	1	0	0	0	0.4	19.4	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	2.3	0	0	0	12.3 7	3	0	0	0	0	0	0.2	3.2
18:45 25.75	6	3	114	55.2	0	1.6	1.2	939	171	2	30	27.6	0		0	231.6
23./3	/64	3	114	33.Z	0	1.0	1.2	737	171	2	30	27.0	0	0		231.0



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

Date	1	C to D - N	y 28 Ma		Moualar	o Road/E)				D to C - N	Lovalaro I	Pogd/E) to	Movala	o Boad(S)		
Time	CAR		LGV	HGV			P/C	Veh. Total			LGV				P/C	Veh. Total
7:00	12	Taxi 0	LGV 4	HGV 0	PSV 0	м/С 0	0	16	CAR 9	Taxi 0		HGV 0	PSV 0	M/C	0	15
7:15	12	0	4	2.3	0	0	0	21.3	7	0	6	2.3	0	0	0	13.3
7:15	29	0					0	31.3	17	0	4	2.3	0	0	0	13.3
			0	2.3	0	0						-				
7:45	19	0	0	0	0	0	0	19	28	0	2	4.6	0	0	0	34.6
8:00	23	1	2	0	0	0	0.2	26.2	17	0	2	4.6	0	0	0	23.6
8:15	35	0	1	0	0	0	0	36	36	0	4	2.3	0	0	0	42.3
8:30	57	0	4	2.3	2	0	0	65.3	42	1	2	0	2	0	0	47
8:45	38	2	1	2.3	0	0	0	43.3	48	0	2	4.6	2	0	0	56.6
9:00	24	0	1	4.6	2	0	0	31.6	49	0	4	6.9	0	0	0	59.9
9:15	18	2	0	0	0	0	0	20	35	0	1	0	0	0	0	36
9:30	16	0	2	4.6	0	0	0	22.6	26	2	0	0	0	0	0.2	28.2
9:45	12	1	2	0	0	0	0	15	15	0	0	4.6	0	0	0	19.6
10:00	15	0	0	4.6	0	0	0	19.6	14	0	0	4.6	0	0	0	18.6
10:15	2	0	1	2.3	0	0	0	5.3	9	0	3	0	0	0	0	12
10:30	7	1	1	2.3	0	0	0	11.3	9	0	1	2.3	0	0	0	12.3
10:45	18	0	4	2.3	0	0	0	24.3	14	1	2	2.3	0	0	0	19.3
11:00	17	0	1	4.6	0	0	0.2	22.8	11	0	3	2.3	0	0	0	16.3
11:15	21	0	3	0	0	0	0	24	9	0	1	0	0	0	0	10
11:30	15	0	0	0	0	0	0	15	28	0	3	2.3	0	0	0	33.3
11:45	16	0	2	0	0	0	0	18	32	0	2	2.3	0	0	0	36.3
12:00	14	0	3	2.3	0	0	0	19.3	24	0	1	2.3	0	0	0	27.3
12:15	13	1	4	2.3	0	0	0	20.3	23	0	1	2.3	0	0	0	26.3
12:30	11	0	0	0	0	0	0	11	11	0	2	2.3	0	0	0	15.3
12:45	13	0	1	2.3	0	0	0	16.3	7	0	2	2.3	0	0	0	11.3
13:00	11	0	0	0	0	0	0	11	13	0	3	2.3	0	0	0	18.3
13:15	17	0	1	2.3	0	0	0	20.3	18	0	4	2.3	0	0	0	24.3
13:30	21	0	1	6.9	0	0	0	28.9	20	1	3	0	0	0	0	24
13:45	10	1	2	0	0	0	0	13	24	1	0	0	0	0	0	25
14:00	17	1	2	4.6	0	0	0	24.6	18	0	5	0	0	0	0	23
14:15	33	0	0	0	0	0	0	33	20	0	0	2.3	0	0	0	22.3
14:30	23	0	2	0	0	0	0	25	17	0	0	2.3	0	0	0	19.3
14:45	23	1	1	0	2	0	0	27	52	0	0	6.9	0	0	0	58.9
15:00	28	0	2	2.3	0	0	0	32.3	23	0	1	2.3	0	0	0	26.3
15:15	21	1	3	2.3	0	0	0	27.3	24	1	0	0	0	0	0	25
15:30	8	0	3	0	0	0	0	11	32	4	1	0	0	0	0	37
15:45	22	0	3	0	0	0	0	25	29	0	2	0	2	0	0	33
16:00	22	0	1	0	0	0	0	23	35	0	3	2.3	0	0	0	40.3
16:15	27	0	2	0	2	0	0	31	21	0	2	2.3	0	0	0	25.3
16:30	29	0	4	0	0	0	0.2	33.2	28	0	6	2.3	0	0	0	36.3
16:45	19	0	4	0	0	0	0.2	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	0.2	42.5
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
17.45	15	3	1	0	0	0	0	19	45	0	2	2.3	0	0	0	49.3
18:00	15	1	2	0	0	0	0	19	45	0	4	2.3	0	0	0	49.3
		0			0	0	0			2			0			
18:30 18:45	17	0	2	0	4	0	0.2	19 21.2	27 40	2	1	2.3 0	0	0	0	32.3
25.75	1000	17	81	62.1	4		0.2	1172.9	1261	14	107	89.7	8		0.4	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

	1.1												
	Site No.		1										
	Locatio	n	Moyglc	ire Road	d(N) / M	oyglare	Road(V	V) / Moy	glare Ro	oad(S) /	Moygle	are Road	1(E)
	Date		Tuesday 28 May 2019								-		
	Time		C to B - M	oyglare R	oad(S) to	Moyglare	e Road(W)	Veh.		C to A - N	10yglare R	load(S) to
- 1	lime	CAR	Tanui	LOV	LICY	001/	14/0	20	Total	CAR	Tanti		LICY

NDC

Date			y 28 Ma oyglare R		Movalare	Road(W	1	Veh.			10valare F	oad(s) to	Movalar	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	O HGV	0	0	P/C 0	1	3	0	1	O HGV	0	0	P/C 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		0	2	2.3	0	0	0	5.3
7:45	0	0	0	0	0	0	0	0.0	6	0	2	13.8	2	0	0	23.8
8:00	2	0	0	0	0	0	0	2	3	0	2	2.3	0	0	0	7.3
8:15	1	0	0	0	0	0	0	1	4	0	2	0	0	0	0	6
8:30	5	0	0	0	0	0	0.2	5.2	9	0	0	2.3	0	0	0	11.3
8:45	7	0	1	0	0	0	0	8	6	0	1	2.3	0	0	0	9.3
9:00	5	0	1	2.3	0	0	0	8.3	6	0	0	4.6	0	0	0	10.6
9:15	6	0	0	2.3	0	0	0	8.3	7	1	0	4.6	0	0	0	12.6
9:30	4	0	1	2.3	0	0	0	7.3	3	0	2	0	0	0	0	5
9:45	0	0	1	2.3	0	0	0	3.3	1	0	0	4.6	0	0	0	5.6
10:00	1	0	1	0	0	0	0	2	9	0	0	2.3	0	0	0.2	11.5
10:15	0	0	0	0	0	0	0	0	9	0	3	2.3	0	0	0	14.3
10:30	2	0	2	0	0	0	0	4	0	0	1	0	0	0	0	1
10:45	3	0	1	0	0	0	0	4	6	0	1	4.6	0	0	0	11.6
11:00	2	0	0	0	0	0	0	2	7	1	1	2.3	0	0	0	11.3
11:15	1	1	1	4.6	0	0	0	7.6	3	0	1	4.6	0	0	0	8.6
11:30	1	0	0	2.3	0	0	0	3.3	8	0	0	11.5	0	0	0	19.5
11:45	1	0	0	0	0	0	0	1	7	0	0	2.3	0	0	0	9.3
12:00	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
12:15	2	0	3	0	0	0	0	5	7	0	1	0	0	0	0	8
12:30	3	0	0	0	0	0	0	3	14	0	1	2.3	0	0	0	17.3
12:45	2	0	0	0	0	0	0	2	6	0	0	4.6	0	0	0	10.6
13:00	2	0	1	0	0	0	0	3	9	0	1	0	0	0	0	10
13:15	0	0	1	2.3	0	0	0	3.3	13	0	1	4.6	0	0	0	18.6
13:30	6	0	0	0	0	0	0	6	10	0	1	0	0	0	0.2	11.2
13:45	1	0	0	0	0	0	0	1	11	1	3	2.3	0	0	0	17.3
14:00	2	0	1	2.3	0	0	0	5.3	5	0	0	0	0	0	0	5
14:15	2	0	0	0	0	0	0	2	12	0	1	0	0	0	0	13
14:30	3	0	1	0	0	0	0	4	8	0	2	0	0	0	0	10
14:45	2	0	0	0	0	0	0	2	7	0	4	0	0	0	0	11
15:00	4	0	2	0	0	0	0	6	13	0	0	2.3	0	0	0.2	15.5
15:15	3	0	0	0	0	0	0	3	9	0	1	9.2	0	0	0.2	19.4
15:30	6	0	2	2.3	0	0	0	10.3	7	0	1	0	0	0	0	8
15:45	7	0	1	2.3	0	0	0	10.3	13	0	5	2.3	0	0	0.2	20.5
16:00	9	0	2	2.3	0	0	0	13.3	16	0	1	2.3	0	0	0.2	19.5
16:15	9	0	1	0	0	0.4	0	10.4	28	0	6	4.6	0	0	0	38.6
16:30	2	0	3	0	0	0	0.6	5.6	17	0	2	2.3	0	0	0	21.3
16:45	5	0	1	0	0	0	0	6	19	0	4	4.6	0	0	0	27.6
17:00	5	0	4	0	0	0	0	9	18	0	4	4.6	0	0	0.2	26.8
17:15	6	0	2	0	0	0	0.2	8.2	23	0	6	0	0	0	0	29
17:30	10	0	0	0	0	0	0	10	25	0	4	0	0	0.4	0	29.4
17:45	7	0	0	0	0	0	0.2	7.2	29	0	2	2.3	0	0	0	33.3
18:00	1	0	1	0	0	0	0.2	2.2	15	1	1	2.3	0	0	0	19.3
18:15	8	0	0	0	0	0	0.2	8.2	13	0	2	0	0	0.4	0	15.4
18:30	4	0	1	0	0	0	0	5	13	0	1	0	0	0	0	14
18:45	1	0	1	0	0	0	0.2	2.2	12	0	1	0	0	0	0	13
25.75	157	1	39	29.9	0	0.4	1.8	229.1	489	4	76	119.6	2	0.8	1.4	692.8

Veh. Total

1

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

Date			y 28 Ma													
Time				- Moyglar				Veh.			rom Arm A		<u> </u>	<u> </u>		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		0		13.8	0	0		24	10	0	2	4.6	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			2.3			0	20.3	12	0	2	2.3				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				17.3
12:45 13:00	11	1	1	4.6 0	0	0	0	17.6 21	12	0	2	4.6 0	0	0	0	18.6 7
13:00	18	1	1		0	0	0		4	0	0	2.3	0	0	0	-
13:15	19	0	3	4.6 2.3	0	0	0.2	25.6 22.5	11	0	1	2.3	0	0	0	13.3 23.5
13:45	14	1	4	6.9	0	0	0.2	22.3	16	0	2	2.3	0	0	0	20.3
13.43	14	0	4	0.7	0	0	0	14	14	0	2	2.3	0	0	0	18.3
14:15	17	0	1	0	0	0	0	14	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	0.2	16.6
15:00	23	0	0	2.3	0	0	0.2	25.5	15	0	4	6.9	0	0	0	25.9
15:15	18	0	2	11.5	0	0	0.2	31.7	9	1	2	4.6	0	0	0	16.6
15:30	14	0	1	2.3	0	0	0.2	17.3	12	0	2	4.6	0	0	0	18.6
15:45	14	0	8	2.3	0	0	0.2	26.5	12	0	2	2.3	0	0	0	23.3
16:00	27	0	3	2.3	0	0	0.2	32.5	15	0	4	0	0	0	0	19
16:15	38	0	6	9.2	0	0	0.2	53.2	10	0	1	0	2	0	0	13
16:30	28	0	3	6.9	0	0	0	37.9	16	0	1	2.3	2	0	0	21.3
16:45	27	0	5	4.6	0	0	0	36.6	15	0	0	2.3	0	0	0	17.3
17:00	34	1	8	6.9	0	0	0.2	50.1	13	0	3	0	0	0	0	16
17:15	40	0	7	2.3	0	0	0	49.3	8	0	6	0	0	0	0	14
17:30	40	0	4	0	0	0.4	0	44.4	16	0	4	0	0	0	0	20
17:45	42	0	3	2.3	0	0	0	47.3	14	1	2	2.3	0	0	0	19.3
18:00	28	1	5	2.3	0	0	0	36.3	11	0	0	0	0	0	0	11
18:15	19	0	5	0	0	0.4	0	24.4	15	1	2	4.6	0	0	0	22.6
18:30	27	0	1	0	0	0	0	28	15	1	3	2.3	0	0	0.2	21.5
18:45	22	0	3	2.3	0	0	0	27.3	18	0	2	0	0	0	0.2	20.2
25.75	799	8	123	172.5	2	0.8	1.8	1107.1	817	9	114	156.4	6	0.8	2.4	1105.6

Site No.		1													
Locatio	n	Moyglc	ire Road	1(N) / M	oyglare	Road(V	/) / Moy	glare Ro	bad(S) /	Moyglo	ire Road	d(E)			
Date		Tuesda	y 28 Ma	y 2019											
Time		D to B - M	oyglare R	oad(E) to	Moyglare	Road(W)	Veh.		D to A - M	loyglare R	Road(E) to	Moyglar	e Road(N)	
Time	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C
7:00	1	0	3	0	0	0	0	4	1	0	0	0	0	0	0
7:15	2	0	0	2.3	0	0	0	4.3	1	0	0	0	0	0	0
7:30	8	0	4	2.3	0	0	0	14.3	1	0	0	0	0	0	0
7:45	4	0	1	0	0	0	0	5	0	0	1	0	0	0	0.2
8:00	7	0	2	0	0	0	0	9	3	0	1	0	0	0	0
8:15	8	0	2	4.6	0	0	0	14.6	0	0	0	0	0	0	0
8:30	13	0	1	0	0	0	0	14	3	0	1	0	0	0	0
8:45	5	0	2	4.6	0	0	0	11.6	6	0	1	0	0	0	0
9:00	6	0	1	0	0	0	0	7	3	0	0	6.9	0	0	0
9:15	6	0	1	2.3	0	0	0	9.3	2	0	2	2.3	0	0	0
9:30	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0

NDC

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 18:45	26 25	0	3	0	0	0	0.2	29.2 31	13	0	0	0 2.3	0	0	0	13 10.3
25.75	763	7	6	62.1	0	1.2	1.6	952.9	276	4	37	43.7	0		0.2	360.9
23.75	763	/	110	02.1	0	1.2	1.0	732.7	2/0	4	3/	43.7	0	0	0.2	360.7



NDC	
Site No.	1

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

Date		Tuesda	y 28 Ma		- D					E.	A (2. Maryarda	De erell	<u>c)</u>		
Time				- Moyglar			- 10	Veh. Total			rom Arm C			<u> </u>		Veh. Total
7:00	CAR 28	Taxi	LGV	HGV 2.3	PSV	M/C 0.4	P/C 0	43.7	CAR	Taxi	LGV	HGV	PSV 0	M/C	P/C	21
	-	0	13		0				16	0	5	0		0	0	
7:15	30	0	15	4.6	0	0	0	49.6	26	0	3	4.6	0	0	0	33.6
7:30	39	0	10	13.8	0	0	0	62.8	32	0	3	6.9	0	0	0	41.9
7:45	52	0	5	4.6	0	0.4	0	62	25	0	2	13.8	2	0	0	42.8
8:00	38	0	6	11.5	0	0	0.2	55.7	28	1	4	2.3	0	0	0.2	35.5
8:15	71	0	7	4.6	2	0	0	84.6	40	0	3	0	0	0	0	43
8:30	76	1	4	0	2	0	0	83	71	0	4	4.6	2	0	0.2	81.8
8:45	71	0	4	16.1	2	0	0.2	93.3	51	2	3	4.6	0	0	0	60.6
9:00	67	0	5	13.8	0	0	0.2	86	35	0	2	11.5	2	0	0	50.5
9:15	59	0	2	4.6	0	0	0.2	65.8	31	3	0	6.9	0	0	0	40.9
9:30	41	3	1	6.9	0	0	0.2	52.1	23	0	5	6.9	0	0	0	34.9
9:45	31	0	3	4.6	0	0	0	38.6	13	1	3	6.9	0	0	0	23.9
10:00	21	0	0	11.5	0	0	0	32.5	25	0	1	6.9	0	0	0.2	33.1
10:15	24	0	6	0	0	0	0	30	11	0	4	4.6	0	0	0	19.6
10:30	23	0	4	2.3	0	0	0	29.3	9	1	4	2.3	0	0	0	16.3
10:45	24	2	4	9.2	0	0	0	39.2	27	0	6	6.9	0	0	0	39.9
11:00	20	0	4	6.9	0	0	0	30.9	26	1	2	6.9	0	0	0.2	36.1
11:15	19	0	1	9.2	0	0	0.8	30	25	1	5	9.2	0	0	0	40.2
11:30	38	0	4	6.9	0	0	0	48.9	24	0	0	13.8	0	0	0	37.8
11:45	38	0	3	6.9	0	0	0	47.9	24	0	2	2.3	0	0	0	28.3
12:00	31	0	2	2.3	0	0	0	35.3	26	0	3	2.3	0	0	0	31.3
12:15	35	0	1	2.3	0	0	0.2	38.5	22	1	8	2.3	0	0	0	33.3
12:30	18	0	5	6.9	0	0	0	29.9	28	0	1	2.3	0	0	0	31.3
12:45	17	0	2	6.9	0	0	0	25.9	21	0	1	6.9	0	0	0	28.9
13:00	17	1	4	2.3	0	0	0	24.3	22	0	2	0	0	0	0	24
13:15	31	0	4	4.6	0	0	0	39.6	30	0	3	9.2	0	0	0	42.2
13:30	24	1	3	6.9	0	0	0	34.9	37	0	2	6.9	0	0	0.2	46.1
13:45	39	1	1	4.6	0	0	0	45.6	22	2	5	2.3	0	0	0	31.3
14:00	37	0	8	0	0	0	0.2	45.2	24	1	3	6.9	0	0	0	34.9
14:15	29	0	0	2.3	0	0	0	31.3	47	0	1	0	0	0	0	48
14:30	28		3	6.9	0	0	0.4	38.3	34	0	5	0	0	0		39
14:45 15:00	63 37	1	1	11.5 9.2	0	0	0	76.5 48.2	32 45	1	5	0	2	0	0	40 53.8
15:00	37	2	2		0	0	0	48.2 39.6	45 33	1	4	4.6	0	0	0.2	53.8 49.7
		2	2	4.6	0	0	0	39.6 55.3	21	0			0	0	0.2	49.7
15:30 15:45	47 46	4	2	2.3 2.3	2	0	0	53.3	42	0	6 9	2.3 4.6	0	0	0.2	29.3 55.8
15:45	46	0	7		2	0	0	59.6	42	0	4	4.6	0	0	0.2	55.8
16:00	48	0	6	4.6 2.3	2	0	0	39.6 39.3	64	0	4	4.6	2	0.4	0.2	55.8 80
16:15	40	0	8	2.3	2	0	0	52.3	48	0	9	2.3	2	0.4	0.8	60,1
16:30	40	0	8	2.3	2	0	0	60.3	48	0	9	4.6	0	0	0.8	60.1 56.6
16:45 17:00	44	0	4	2.3	2	0	0.2	53.5	43 55	0	8	4.6	0	0	0.2	67.8
17:00	44	0	7	0	0	0	0.2	53.5 54	76	0	8	4.6 2.3	0	0	0.2	67.8 89.5
	4/	0	7			0	0			0	7		0	0.4	0.2	
17:30 17:45	66	2	5	2.3 0	0	0	0	66.3 73	65 70	0	3	0 2.3	0	0.4	0.2	72.4 75.5
		2	2					73 59.3							0.2	40.5
18:00	55	1	2	2.3	0	0	0		31	4	3	2.3 0	0	0	0.2	40.5
18:15	58 38			4.6				68.6	36					0.4	0.2	
18:30 18:45	38	3	3	4.6 0	0	0	0.2	48.8 53.2	34 29	0	4	0	0	0	0.4	38 36,4
25.75	1924	22	208		14	0.8	3.2	2415.8	1646	22	196		4	1.2	0.4	36.4 2094.8
23./3	1924	22	208	243.8	14	0.8	3.2	2415.8	1646	22	196	211.6	14	1.2	4	2074.8

NDC			
Site No.	1		
Locatio	 Moyglare Road(N) / Moyglare Road(W) / Moy 	glare Ro	oad(S) / Moyglare Road(E)
Date	Tuesday 28 May 2019	-	
	To Arm B - Moyglare Road(W)	Veh.	From Arm B - Moyo

			, To Arm B -	y 2019 Movalare	Road(W)		Veh.		F	rom Arm B	- Movala	re 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	2	0	3	0	0	0	0	5	48	0	9	4.6	0	0	0	61.6
7:15	4	0	1	2.3	0	0	0	7.3	60	0	18	2.3	0	0	0	80.3
7:30	10	0	5	4.6	0	0	0	19.6	69	0	13	6.9	0	0	0	88.9
7:45	4	0	2	0	0	0	0	6	61	1	9	2.3	0	0	0	73.3
8:00	10	0	2	0	0	0	0	12	61	0	8	2.3	0	0	0	71.3
8:15	9	0	2	4.6	0	0	0	15.6	72	0	4	6.9	0	0	0	82.9
8:30	19	0	2	0	0	0	0.2	21.2	39	0	2	0	0	0	0	41
8:45	12	0	3	4.6	0	0	0	19.6	38	0	5	4.6	0	0.4	0	48
9:00	13	0	2	2.3	0	0	0	17.3	37	1	3	6.9	0	0	0	47.9
9:15	12	0	2	4.6	0	0	0	18.6	26	0	6	2.3	0	0	0.2	34.5
9:30	14	1	1	2.3	0	0	0	18.3	18	0	1	4.6	0	0	0	23.6
9:45	4	0	2	2.3	0	0	0	8.3	10	0	2	2.3	0	0	0	14.3
10:00	4	0	2	2.3	0	0	0	8.3	9	0	4	0	0	0	0	13
10:15	6	0	1	0	0	0	0	7	13	0	3	2.3	0	0	0	18.3
10:30	3	0	2	4.6	0	0	0.2	9.8	10	0	1	0	0	0	0	11
10:45	10	0	3	2.3	0	0	0.2	15.5	8	1	2	4.6	0	0	0	15.6
11:00	6	0	3	2.3	0	0	0	11.3	14	0	3	2.3	0	0	0	19.3
11:15	3	1	2	6.9	0	0	0	12.9	10	0	3	2.3	0	0	0.4	15.7
11:30	14	0	1	2.3	0	0	0	17.3	6	0	0	2.3	0	0	0.2	8.5
11:45	8	0	1	2.3	0	0	0	11.3	9	1	2	0	0	0	0	12
12:00	13	0	1	0	0	0	0	14	9	0	1	0	0	0	0	10
12:15	9	0	6	2.3	0	0	0	17.3	9	0	1	0	0	0	0	10
12:30	11	0	1	2.3	0	0	0.4	14.7	10	0	5	2.3	0	0	0.2	17.5
12:45	11	0	4	2.3	0	0	0.2	17.5	7	0	1	0	0	0	0	8
13:00	9	0	2	0	0	0	0	11	15	0	4	4.6	0	0	0	23.6
13:15	7	0	1	4.6	0	0	0	12.6	12	0	1	2.3	0	0	0	15.3
13:30	14	1	2	2.3	0	0.4	0	19.7	11	0	3	0	0	0	0	14
13:45	10	0	1	0	0	0	0	11	11	0	1	4.6	0	1.2	0	17.8
14:00	17	0	5	2.3	0	0	0	24.3 19.6	14	0	1	4.6 2.3	0	0	0.4	20
14:15 14:30	14	0	1	4.6 0	0	0	0	19.6	14	0	1	2.3	0	0	0.2	16.3 14.5
14:30	16	0	0	0	0	0	0	10	19	1	4	2.3	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
15:00	23	1	2	0	0	0	0	33	9	0	2	0	0	0	0	10
15:15	32	1	4	2.3	0	0	0.2	37.5	19	0	0	0	0	0	0	10
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	14	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	0.4	21.3
16:45	57	0	8	2.3	0	0.4	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	45	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	0.2	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	10
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

te No. ocatio ate			are Road Iy 28 Ma		oyglare	Road(V	V) / Moy	glare Ro	bad(S) /	Moyglo	ire Roac	i(E)				
Time			To Arm D	- Moyglar	e Road(E)			Veh.		F	rom Arm E) - Moyglo	are Road(I	E)		Veh
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Tota
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.
8:15	121	0	4	4.6	0	0	0	129.6	44	0	6	6.9	0	0	0	56.
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.
9:00	61	1	3	9.2	2	0	0	76.2	58	0	5	13.8	0	0	0	76.
9:15	50	2	5	0	0	0	0	57	43	0	4	4.6	0	0	0	51.
9:30	40	0	4	6.9	0	0	0	50.9	35	3	0	0	0	0	0.2	38.
9:45	29	1	3	4.6	0	0	0	37.6	21	0	1	6.9	0	0	0	28.
0:00	25	0	5	4.6	0	0	0	34.6	20	0	2	6.9	0	0	0	28.
0:15	12	0	3	6.9	0	0	0	21.9	16	0	4	0	0	0	0	20
0:30	14	2	2	2.3	0	0	0	20.3	13	0	2	6.9	0	0	0.2	22.
0:45	31	0	5	6.9	0	0	0	42.9	26	1	4	6.9	0	0	0.2	38.
1:00	28	0	5	4.6	0	0	0.2	37.8	17	0	6	4.6	0	0	0	27.
1:15	32	0	7	0	0	0	0.2	39.2	16	1	2	2.3	0	0	0	21.
1:30	21	0	1	2.3	0	0	0	24.3	42	0	5	4.6	0	0	0	51.
1:45	27	1	4	0	0	0	0	32	43	0	3	6.9	0	0	0	52.
2:00	26	0	5	4.6	0	0	0	35.6	40	0	3	4.6	0	0	0	47.
2:15	20	1	6	4.6	0	0	0.2	31.8	33	0	3	4.6	0	0	0	40.
2:30	26	0	2	0	0	0	0.2	28.2	23	0	4	4.6	0	0	0.4	32
2:45	22	0	2	2.3	0	0	0	26.3	21	1	5	4.6	0	0	0.2	31.
3:00	24	0	3	4.6	0	0	0	31.6	27	0	4	2.3	0	0	0	33.
3:15	25	0	2	4.6	0	0	0	31.6	29	1	4	4.6	0	0	0	38.
3:30	37	0	4	9.2	0	0	0	50.2	33	2	6	2.3	0	0.4	0	43.
3:45	21	1	4	0	0	1.2	0	27.2	35	1	2	2.3	0	0	0	40.
4:00	23	1	2	11.5	0	0	0.2	37.7	39	0	9	0	0	0	0	48
4:15	49	0	0	2.3	0	0	0	51.3	37	0	1	6.9	0	0	0	44.
4:30	37	0	2	2.3	0	0	0	41.3	31	0	1	2.3	0	0	0	34.
4:45	41	2	4	0	2	0	0	49	73	0	1	9.2	0	0	0	83.
5:00	38	0	7	2.3	0	0	0	47.3	52	0	1	4.6	0	0	0	57.
5:15	30	1	3	2.3	0	0	0	36.3	55	2	5	2.3	0	0	0	64.
5:30	21	0	4	2.3	0	0	0	27.3	62	5	1	2.3	0	0	0.2	70.
5:45	29	0	4	0	0	0	0.2	33.2	56	1	7	0	2	0	0	66
6:00	34	0	5	0	0	0	0	39	69	0	13	2.3	0	0	0	84.
6:15	47	0	3	0	2	0	0.4	52.4	66	0	6	6.9	0	0.4	0	79.
6:30	48	0	6	2.3	0	0	0.2	56.5	82	1	9	9.2	0	0.4	0	101
6:45	32	0	4	0	0	0	0	36	99	0	12	2.3	2	0	0	115
7:00	51	0	5	0	0	0	0	56	88	1	14	4.6	0	0	0.2	107
7:15	63	0	4	2.3	0	0	0	69.3	98	0	11	2.3	0	0	0	111
7:30	45	0	7	0	0	0	0	52	102	0	8	2.3	0	0	0	112
7:45	42	0	4	0	0	0	0	46	99	2	11	0	0	0	0	11:
8:00	32	3	1	0	0	0	0	36	106	0	13	4.6	0	0	0.2	123
8:15	27	1	3	0	0	0	0	31	91	0	13	2.3	0	0	0	106
8:30	31 29	0	5	2.3 0	0	0	0.2	38.5 37.2	66 71	2	4	2.3 2.3	0	0	0.2	74. 83.

25.75 2058 23 228 142.6 12 1.6 2.6 2467.8 2300 25 262 195.5

8 1.2 2.2 2793.9



Site No. 2 Location

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

Date	201		y 28 Ma		oygiule	Kodula	j / Mun	avilla								
			C - Moygle		N) to Mar	iavilla		Veh.		A to B - N	Noyglare R	load(N) to	Movalar	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	2	0	1	0	0	0	0	3	22	0	8	1	0	1	0	32
7:15	4	0	2	0	0	0	0	6	28	0	10	2	0	0	0	40
7:30	1	0	2	0	0	0	0	3	30	0	6	6	0	0	0	42
7:45	5	0	2	1	0	0	0	8	54	0	5	1	0	1	0	61
8:00	2	0	0	0	0	0	0	2	34	0	3	5	0	0	1	43
8:15	4	0	1	0	0	0	0	5	64	0	3	1	1	0	0	69
8:30	4	1	0	0	0	0	0	5	60	0	7	1	1	0	0	69
8:45	4	0	1	1	0	0	0	6	61	0	4	7	1	0	1	74
9:00	8	0	1	0	0	0	0	9	62	0	4	6	0	0	1	73
9:15	5	0	3	1	0	0	0	9	54	0	0	1	0	0	1	56
9:30	4	0	1	1	0	0	0	6	36	3	0	2	0	0	1	42
9:45	1	0	0	0	0	0	0	1	31	0	2	3	0	0	0	36
10:00	4	0	0	0	0	0	0	4	19	0	6	4	0	0	0	29
10:15	2	0	1	0	0	0	0	3	19	0	3	0	0	0	0	22
10:30	1	0	0	0	0	0	0	1	25	0	4	2	0	0	0	31
10:45	1	0	1	1	0	0	0	3	27	1	3	3	0	0	0	34
11:00	1	0	1	1	0	0	0	3	14	0	2	2	0	0	0	18
11:15	2	0	1	1	0	0	0	4	22	0	0	3	0	0	4	29
11:30	2	0	0	0	0	0	0	2	32 34	0	4	3	0	0	0	39 41
11:45	6	0	1	0	0	0	0	7	24	0	4	3	0	0	0	26
12:00	4	0	1	0	0	0	0	5	24	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	14	1	5	2	0	0	0	20
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		412	1535	15	1/3	100	7	2	16	1848

NDC		10084 / Moygaddy May 2019 Junction Turning Count
Site No.	2	

Locatio			are Road iy 28 Ma		oyglare	Road(S	5) / Mari	avilla								
			Noyglare R		Moyglare	Road(N)		Veh.	1	B to (C - Moygl	are Road	(S) to Mari	avilla		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	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 8:45	26	1	3	2	0	0	0	31 40	4	1	0	2	0	0	0	5 12
9:00	33 22	0	1	4	1	0	0	28	10	0	2	2	0	0	1	12
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	0	0	1	35 32	18 8	1	1	1	0	0	0	21 13
13:30	21	1	4	2	0	0	0	28	13	1	3	2	0	0	0	13
14:00	23	1	3	2	0	0	0	20	13	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 18:45	34 27	0	2	0	0	0	0	36 30	25 18	1	0	0	0	1	0	27 20
25.75	1340	14	161	85	2	3	13	1623	577	14	60	24	0	5	2	682
23.75	1340	14	101	05	/	5	13	1023	3//	14	00	24	0	5	2	002



Site No. 2

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

Date	///		y 28 Ma		-,3		,,,a									
				rilla to Mo	yglare Ro	ad(S)		Veh.		C to	A - Mariav	rilla to Mo	yglare Ro	ad(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	27	0	3	0	0	0	0	30	5	0	1	0	0	0	0	6
7:15	27	1	3	0	0	0	0	31	12	0	3	0	0	0	0	15
7:30	18	1	1	0	0	0	0	20	17	0	1	0	0	0	0	18
7:45	21	0	3	2	0	0	1	27	9	0	0	0	0	0	0	9
8:00	28	0	0	2	0	1	0	31	12	0	0	0	0	0	1	13
8:15	31	1	0	0	0	1	0	33	25	0	0	0	0	0	0	25
8:30	42	0	1	1	0	0	0	44	34	0	0	0	0	0	1	35
8:45	24	0	1	1	0	0	0	26	21	1	1	0	0	0	0	23
9:00	17	0	3	0	0	0	0	20	8	0	0	0	0	0	0	8
9:15	14	1	1	0	0	0	0	16	5	1	0	1	0	0	0	7
9:30	6	0	2	2	0	0	0	10	2	0	1	2	0	0	0	5
9:45	11	0	2	2	0	0	0	15	5	0	1	1	0	0	0	7
10:00	9	1	1	0	0	0	0	11	5	0	0	0	0	0	0	5
10:15	10	0	2	0	0	0	0	12	1	0	1	0	0	0	0	2
10:30	8	0	5	0	0	1	0	14	3	0	2	1	0	0	0	6
10:45	5 20	0	0	1	0	0	0	6	2	0	1	1	0	0	0	4
11:00	5	0	0			0		21		0		2	0			6
11:15		0	2	1	0	0	0	8	2	0	1		0	0	0	4
11:30	10 9	0	2	0	0	0	0	12 9	3	0	2	0	0	0	0	5
11.43	10	0	4	0	0	0	0	14	2	0	0	0	0	0	0	2
12:00	11	0	4	1	0	0	0	14	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	20	4	0	0	0	0	0	0	4
13:00	12	1	0	0	0	0	0	13	3	0	1	0	0	0	0	4
13:15	11	0	1	2	0	1	0	15	6	0	1	1	0	0	0	8
13:30	13	2	0	2	0	0	0	17	4	0	1	0	0	0	0	5
13:45	17	0	0	1	0	0	0	18	3	1	2	0	0	0	0	6
14:00	12	0	1	0	0	0	0	13	3	0	0	1	0	0	0	4
14:15	12	0	0	2	0	0	0	14	7	0	0	0	0	0	0	7
14:30	14	0	1	0	0	0	0	15	4	0	2	0	0	0	0	6
14:45	10	1	1	1	0	0	0	13	5	0	2	0	0	0	0	7
15:00	9	0	0	1	0	0	0	10	6	0	1	1	0	0	0	8
15:15	7	1	1	1	0	0	0	10	6	1	0	0	0	0	0	7
15:30	8	0	2	0	0	0	0	10	6	0	0	0	0	0	0	6
15:45	14	1	0	0	0	0	0	15	4	0	1	0	0	0	0	5
16:00	6	0	2	0	0	0	0	8	3	0	0	0	0	0	0	3
16:15	8	1	2	0	0	0	0	11	5	0	0	0	0	0	0	5
16:30	7	0	2	1	0	0	0	10	2	0	0	0	0	0	3	5
16:45	12	1	3	1	0	0	0	17	11	0	6	0	0	0	0	17
17:00	8	0	4	1	0	0	0	13	2	0	0	0	0	0	0	2
17:15	10	0	0	0	0	0	0	10	4	0	1	1	0	0	0	6
17:30	19	0	0	0	0	0	0	19	4	0	0	0	0	0	0	4
17:45	14	0	0	2	0	0	0	16	7	0	0	0	0	0	0	7
18:00	13	0	0	0	0	0	0	13	4	0	0	0	0	0	0	4
18:15	15	0	1	0	0	0	0	16	8	1	2	0	0	0	0	11
18:30	11	0	0	0	0	0	0	11	2	0	1	0	0	0	1	4
18:45 25.75	13 671	0	0	0	0	0	1	14 787	5 311	1	42	0	0	0	1	8 379
23.75	0/1	14	00	- 30	0	4	2	/0/	311	0	42	15	0	0	/	3/7

NDC				

Locatio			are Road		oyglare	Road(S) / Mari	avilla								
Date	1		y 28 Ma						1							
Time	CAR	Taxi	To Arm A	- Moyglar HGV	e Road(N PSV) M/C	P/C	Veh. Total	CAR	Fr Taxi	rom Arm A LGV	- Moyglo HGV	re Road(PSV	N) M/C	P/C	Veh. Total
7:00	21	0	4	0	0	0	F/C	25	24	0	9	1	F3V 0	1	F/C	35
7:15	27	0	10	1	0	0	0	38	32	0	12	2	0	0	0	46
7:30	32	0	4	3	1	0	0	40	31	0	8	6	0	0	0	45
7:45	25	0	2	6	0	0	0	33	59	0	7	2	0	1	0	69
8:00	28	1	5	2	0	0	1	37	36	0	3	5	0	0	1	45
8:15	52	0	3	0	1	0	0	56	68	0	4	1	1	0	0	74
8:30	60	0	3	2	0	0	1	66	64	1	7	1	1	0	0	74
8:45	54	2	4	3	0	0	0	63	65	0	5	8	1	0	1	80
9:00	30	0	1	4	1	0	0	36	70	0	5	6	0	0	1	82
9:15	30	3	1	5	0	0	0	39	59	0	3	2	0	0	1	65
9:30	20	0	4	4	0	0	0	28	40	3	1	3	0	0	1	48
9:45	16	1	2	3	0	0	0	22	32	0	2	3	0	0	0	37
10:00	27	0	3	0	0	0	1	31	23	0	6	4	0	0	0	33
10:15	11	0	5	3	0	0	0	19	21	0	4	0	0	0	0	25
10:30	13	1	4	3	0	0	0	21	26	0	4	2	0	0	0	32
10:45	25	0	5	4	0	0	1	35	28	1	4	4	0	0	0	37
11:00	28	1	2	6	0	0	0	37	15	0	3	3	0	0	0	21
11:15	22	0	6	3	0	0	0	31	24	0	1	4	0	0	4	33
11:30	24	0	2	5	0	0	0	31	34	0	4	3	0	0	0	41
11:45	28	0	3	1	0	0	0	32	42	0	4	3	0	0	0	49
12:00	21	0	3	1	0	0	0	25	30	0	2	1	0	0	0	33
12:15	25	1	8	0	0	0	0	34	29	0	4	1	0	0	1	35
12:30	26	0	2	1	0	0	0	29	21	0	4	2	0	0	0	27
12:45	23	0	0	4	0	0	0	27	16	0	3	3	0	0	0	22
13:00	24	0	1	0	0	0	0	25	16	1	5	2	0	0	0	24
13:15	30	0	6	6	0	0	1	43	28	0	5	2	0	0	0	35
13:30	34	0	2	1	0	0	0	37	28	1	3	4	0	0	0	36
13:45	24	2	6	2	0	0	0	34	37	1	3	2	0	0	0	43
14:00	26	1	3	3	0	0	0	33	27	0	8	0	0	0	1	36
14:15	46	0	2	0	0	0	0	48	30	0	1	2	0	0	1	34
14:30	39	0	5	0	0	0	0	44	33	0	2	2	0	0	2	39
14:45	31	0	4	0	1	0	0	36	62	0	2	7	0	0	0	71
15:00	44	0	5	3	0	0	2	54	36	0	2	3	0	0	0	41
15:15	26	1	6	4	0	0	0	37	30	3	4	3	0	0	0	40
15:30	28	0	4	1	0	0	0	33	46	3	1	0	0	0	0	50
15:45	31	0	8	2	0	0	1	42	48	1	5	2	1	0	0	57
16:00	59	0	5	3	1	1	1	70	41	0	9	2	0	0	0	52
16:15	50	0	7	1	0	0	1	59	38	0	10	1	1	0	0	50
16:30	55	0	8	1	0	0	3	67	38	0	7	1	1	0	0	47
16:45	43	0	8	2	0	0	1	54	48	0	4	1	1	0	0	54
17:00	57	0	6	2	0	0	1	66	48	0	6	1	0	0	1	56
17:15	78	0	9	1	0	0	0	88	48	0	6	0	0	0	0	54
17:30	57	0	6	0	0	1	0	64	55	0	6	2	0	0	0	63
17:45	66	0	3	1	0	0	1	71	68	2	6	0	0	0	0	76
18:00	33	4	3	1	0	0	1	42	53	0	4	1	0	0	0	58
18:15	34	1	5	0	0	1	1	42	59	1	5	2	0	0	0	67
18:30	36	0	3	0	0	0	1	40	33	3	3	2	0	0	1	42
18:45	32	1	2	0 98	2	0	1	38 2002	44 1883	0	2	0	0	0	1	47 2260
25.75	1651	20	203	98	/	3	20	2002	1883	21	218	112	/	2	17	2260



Site No. 2

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

Date			y 28 Ma		.,		,, .									
1				- Moyglar	e Road(S)			Veh.		F	rom Arm E	8 - 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	49	0	11	1	0	1	0	62	23	0	4	0	0	0	0	27
7:15	55	1	13	2	0	0	0	71	25	1	11	1	0	0	0	38
7:30	48	1	7	6	0	0	0	62	24	0	3	3	1	0	0	31
7:45	75	0	8	3	0	1	1	88	22	0	3	6	0	0	0	31
8:00	62	0	3	7	0	1	1	74	21	1	5	2	0	0	0	29
8:15	95	1	3	1	1	1	0	102	36	0	4	1	1	0	0	42
8:30	102	0	8	2	1	0	0	113	30	1	3	2	0	0	0	36
8:45	85	0	5	8	1	0	1	100	43	1	3	5	0	0	0	52
9:00	79	0	7	6	0	0	1	93	34	0	3	5	1	0	1	44
9:15	68	1	1	1	0	0	1	72	39	2	2	4	0	0	0	47
9:30	42	3	2	4	0	0	1	52	31	1	3	4	0	0	0	39
9:45	42	0	4	5	0	0	0	51	17	1	1	2	0	0	0	21
10:00	28	1	7	4	0	0	0	40	33	0	6	0	0	0	1	40
10:15	29	0	5	0	0	0	0	34	15	0	5	3	0	1	0	24
10:30	33	0	9	2	0	1	0	45	20	1	3	3	0	0	0	27
10:45	32	1	3	4	0	0	0	40	27	0	4	3	0	0	1	35
11:00	34	0	2	3	0	0	0	39	33	1	7	5	0	1	0	47
11:15	27	0	2	4	0	0	4	37	23	1	6	2	0	0	0	32
11:30	42	0	6	3	0	0	0	51	27	0	1	6	0	0	0	34
11:45	43	0	4	3	0	0	0	50	26	0	2	1	0	0	0	29
12:00	34	0	5	1	0	0	0	40	29	0	4	1	0	0	0	34
12:15	36	0	3	2	0	0	1	42	32	1	10	2	0	0	1	46
12:30	32	0	10	2	0	0	0	44	40	0	2	3	0	0	0	45
12:45	31	1	6	3	0	0	0	41	28	0	1	4	0	0	0	33
13:00	27	2	5	2	0	0	0	36	32	2	2	1	0	0	0	37
13:15	35	0	5	4	0	1	0	45	42	1	6	6	0	0	1	56
13:30	40	2	2	6	0	0	0	50	38	0	4	3	0	0	0	45
13:45	46	1	3	2	0	0	0	52	34	2	5	3	0	0	0	44
14:00	36	0	8	0	0	0	1	45	35	2	4	2	0	1	0	44
14:15	35	0	0	4	0	0	1	40	51	0	2	1	0	0	0	54
14:30	44	0	2	2	0	0	2	50	43	0	5	0	0	0	0	48
14:45	55	1	3	6	0	0	0	65	40	0	3	0	1	0	0	44
15:00	37	0	1	4	0	0	0	42	61	1	5	2	0	0	2	71
15:15	33	3	5	4	0	0	0	45	36	0	7	5	0	0	0	48
15:30	43	1	2	0	0	0	0	46	36	0	6	1	0	0	0	43
15:45	52	1	4	2	1	0	0	60	35	1	7	2	0	1	1	47
16:00	37	0	10	2	0	0	0	49	74	1	7	3	1	1	1	88
16:15	32	1	10	1	1	0	0	45	60	0	8	1	0	0	1	70
16:30	38	0	7	1	1	0	0	47	68	0	8	2	0	0	0	78
16:45	43	1	5	2	1	0	0	52	41	0	2	3	0	0	1	47
17:00	40	0	8	2	0	0	0	50	69	0	8	2	0	0	1	80
17:15	36	0	6	0	0	0	0	42	81	0	9	1	0	0	0	91
17:30	55	0	5	2	0	0	0	62	71	0	6	1	0	1	0	79
17:45	62	2	6	2	0	0	0	72	84	0	6	1	0	0	1	92
18:00	46	0	3	1	0	0	0	50	55	4	5	1	0	0	1	66
18:15	47	1	2	2	0	0	0	52	49	1	5	0	0	1	1	57
18:30	33 51	3	1	2	0	0	1	40	59	1	2	0	0	1	0	63
18:45 25.75		0	2	0	0	0	2	55	45	0	221	0	2	0	0	50 2305
25.75	2206	29	239	130	/	6	18	2635	1917	28	221	109	/	8	15	2305

NDC	
Site No.	2
Location	Movalare Road(N) / Movalare Road(S) / Mariavilla

Locatio	on		are Road iy 28 Ma		oyglare	Road(S	i) / Mari	avilla								
Date	1	Tuesda		m C - Mar	iavilla			Veh.	ľ		From A	Arm C - Mo	ariavilla			Veh.
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	2	0	0	0	0	11	32	0	4	0	0	0	0	36
7:15	14	1	6	0	0	0	0	21	39	1	6	0	0	0	0	46
7:30	10	0	2	0	0	0	0	12	35	1	2	0	0	0	0	38
7:45	11	0	3	1	0	0	0	15	30	0	3	2	0	0	1	36
8:00	7	0	0	0	0	0	0	7	40	0	0	2	0	1	1	44
8:15	13	0	2	1	0	0	0	16	56	1	0	0	0	1	0	58
8:30	8	2	0	0	0	0	0	10	76	0	1	1	0	0	1	79
8:45	14	0	1	3	0	0	0	18	45	1	2	1	0	0	0	49
9:00	20	0	3	1	0	0	1	25	25	0	3	0	0	0	0	28
9:15	19	0	4	1	0	0	0	24	19	2	1	1	0	0	0	23
9:30	17	1	1	3	0	0	0	22	8	0	3	4	0	0	0	15
9:45	7	0	0	0	0	0	0	7	16	0	3	3	0	0	0	22
10:00	15 7	0	3	0	0	0	0	18	14	1	1	0	0	0	0	16 14
10:15	11	0	1	1	0	0	0	10 13	11	0	7	1	0	1	0	20
10:30	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	0	0	0	0	17
15:30 15:45	25 18	2	3	0	0	1	0	30 22	14 18	0	2	0	0	0	0	16 20
16:00	28	2	3	0	0	0	0	32	9	0	2	0	0	0	0	11
16:15	20	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	20	23	1	9	1	0	0	0	34
17:00	30	0	4	0	0	0	1	35	10	0	4	1	0	0	0	15
17:15	29	0	1	1	0	0	0	31	14	0	1	1	0	0	0	16
17:30	37	0	1	1	0	0	0	39	23	0	0	0	0	0	0	23
17:45	45	0	3	0	0	0	0	48	21	0	0	2	0	0	0	23
18:00	46	0	3	0	0	0	0	49	17	0	0	0	0	0	0	17
18:15	50	1	6	0	0	0	0	57	23	1	3	0	0	0	0	27
18:30	36	1	2	0	0	1	0	40	13	0	1	0	0	0	1	15
18:45	24	0	2	0	0	0	0	26	18	1	1	0	0	0	2	22
25.75	925	20	105	36	0	5	3	1094	982	20	108	43	0	4	9	1166



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

2

Date		Tuesda	y 28 Ma													
Time		A to C	C - Moygle	are Road(N) to Ma	riavilla		Veh.		A to B - M	oyglare R	oad(N) to	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	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		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	1	0	0	0	0	5 7.3	60	0	7		2	0	0	71.3 83.3
8:45 9:00	4	0	1	2.3 0	0	0	0	9	61 62	0	4	16.1 13.8	0	0	0.2	83.3
9:15	5	0	3	2.3	0	0	0	10.3	54	0	4	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	30	0	2	4.0	0	0	0.2	43.8 39.9
9:45	4	0	0	0	0	0	0	4	19	0	6	9.2	0	0	0	34.2
10:00	2	0	1	0	0	0	0	3	17	0	3	0	0	0	0	22
10:13	1	0	0	0	0	0	0	1	25	0	4	4.6	0	0	0	33.6
10:30	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	0.0	42.9
11:45	8	0	0	0	0	0	0	8	34	0	4	6.9	0	0	0	44.9
12:00	6	0	1	0	0	0	0	7	24	0	1	2.3	0	0	0	27.3
12:15	4	0	1	0	0	0	0	5	25	0	3	2.3	0	0	0.2	30.5
12:30	5	0	0	2.3	0	0	0	7.3	16	0	4	2.3	0	0	0	22.3
12:45	2	0	0	0	0	0	0	2	14	0	3	6.9	0	0	0	23.9
13:00	1	0	0	0	0	0	0	1	15	1	5	4.6	0	0	0	25.6
13:15	4	0	1	0	0	0	0	5	24	0	4	4.6	0	0	0	32.6
13:30	1	1	1	0	0	0	0	3	27	0	2	9.2	0	0	0	38.2
13:45	8	0	0	2.3	0	0	0	10.3	29	1	3	2.3	0	0	0	35.3
14:00	3	0	1	0	0	0	0	4	24	0	7	0	0	0	0.2	31.2
14:15	7	0	1	0	0	0	0	8	23	0	0	4.6	0	0	0.2	27.8
14:30	3	0	1	0	0	0	0	4	30	0	1	4.6	0	0	0.4	36
14:45	17	0	0	4.6	0	0	0	21.6	45	0	2	11.5	0	0	0	58.5
15:00	8	0	1	0	0	0	0	9	28	0	1	6.9	0	0	0	35.9
15:15	4	1	0	0	0	0	0	5	26	2	4	6.9	0	0	0	38.9
15:30	11	2	1	0	0	0	0	14	35	1	0	0	0	0	0	36
15:45	10	1	1	0	0	0	0	12	38	0	4	4.6	2	0	0	48.6
16:00	10	0	1	0	0	0	0	11	31	0	8	4.6	0	0	0	43.6
16:15	14	0	2	0	0	0	0	16	24	0	8	2.3	2	0	0	36.3
16:30	7	0	2	2.3	0	0	0	11.3	31	0	5 2	0	2	0	0	38
16:45	17	0	2	0	0	0	0	19 18.2	31 32	0		2.3	2	0	0	37.3 38.3
17:00 17:15	16 22	0	2	0	0	0	0.2	22	26	0	4	2.3 0	0	0	0	38.3
17:15	19	0	1	0	0	0	0	22	36	0	5	4.6	0	0	0	32 45.6
17:30	20	0	0	0	0	0	0	20	48	2	6	4.6	0	0	0	45.6
17.43	20	0	1	0	0	0	0	20	33	0	3	2.3	0	0	0	38.3
18:00	20	0	4	0	0	0	0	31	32	1	1	4.6	0	0	0	38.5
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	4.0	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

NDC	CRN													100 Junctior	M	ygaddy ay 2019 g Count
Site No. Locatio					oyglare	Road(S)	/ Mario	avilla								
Date			y 28 Ma loyglare R		Maryalan	D = = = () ()				Dia	C - Moygl	ma Da sul	(0) 1- 11			Î 1
Time	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Veh. Total	CAR	Taxi	L - Moygi	are koaa HGV	(S) TO Mar PSV	M/C	P/C	Veh. Total
7:00	16	0	3	0	0	0	F/C	19	ZAR 7	0	1	0	F3V	0	F/C	8
7:15	15	0	7	2.3	0	0	0	24.3	10	1	4	0	0	0	0	15
7:30	15	0	3	6.9	2	0	0	26.9	9	0	0	0	0	0	0	9
7:45	16	0	2	13.8	0	0	0	31.8	6	0	1	0	0	0	0	7
8:00	16	1	5	4.6	0	0	0	26.6	5	0	0	0	0	0	0	5
8:15	27	0	3	0	2	0	0	32	9	0	1	2.3	0	0	0	12.3
8:30	26	0	3	4.6	0	0	0	33.6	4	1	0	0	0	0	0	5
8:45	33	1	3	6.9	0	0	0	43.9	10	0	0	4.6	0	0	0	14.6
9:00	22	0	1	9.2	2	0	0	34.2	12	0	2	2.3	0	0	0.2	16.5
9:15	25	2	1	9.2	0	0	0	37.2	14	0	1	0	0	0	0	15
9:30 9:45	18	0	3	4.6 4.6	0	0	0	25.6 17.6	13	1	0	4.6 0	0	0	0	18.6
10:00	22	0	3	4.6	0	0	0.2	25.2	11	0	3	0	0	0	0	14
10:00	10	0	4	6.9	0	0	0.2	20.2	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 13:15	21	0	0	0	0	0	0	21 40.7	11	2	2	2.3 2.3	0	0	0	17.3 22.3
13:30	30	0	1	2.3	0	0	0.2	33.3	8	0	3	4.6	0	0	0	15.6
13:45	21	1	4	4.6	0	0	0	30.6	13	1	1	2.3	0	0	0	17.3
14:00	23	1	3	4.6	0	0	0	31.6	12	1	1	0	0	0.4	0	14.4
14:15	39	0	2	0	0	0	0	41	12	0	0	2.3	0	0	0	14.3
14:30	35	0	3	0	0	0	0	38	8	0	2	0	0	0	0	10
14:45	26	0	2	0	2	0	0	30	14	0	1	0	0	0	0	15
15:00	38	0	4	4.6	0	0	0.4	47	23	1	1	0	0	0	0	25
15:15	20	0	6	9.2	0	0	0	35.2	16	0	1	2.3	0	0	0	19.3
15:30	22	0	4	2.3	0	0	0	28.3	14	0	2	0	0	0	0	16
15:45	27	0	7	4.6	0	0	0.2	38.8	8	1	0	0	0	0.4	0	9.4
16:00	56	0	5	6.9	2	0.4	0.2	70.5	18	1	2	0	0	0	0	21
16:15 16:30	45 53	0	8	2.3 2.3	0	0	0.2	54.5 63.3	15 15	0	0	2.3	0	0	0	16 17.3
16:30	32	0	2	4.6	0	0	0.2	63.3 38.8	9	0	0	2.3	0	0	0	17.3
17:00	55	0	6	4.6	0	0	0.2	65.8	14	0	2	0	0	0	0	16
17:15	74	0	8	4.0	0	0	0.2	82	7	0	1	2.3	0	0	0	10.3
17:30	53	0	6	0	0	0.4	0	59.4	18	0	0	2.3	0	0	0	20.3
17:45	59	0	3	2.3	0	0	0.2	64.5	25	0	3	0	0	0	0	28
18:00	29	4	3	2.3	0	0	0.2	38.5	26	0	2	0	0	0	0	28
18:15	26	0	3	0	0	0.4	0.2	29.6	23	1	2	0	0	0	0	26
18:30	34	0	2	0	0	0	0	36	25	1	0	0	0	0.4	0	26.4
18:45	27	0	1	0	4	0	0	32	18	0	2	0	0	0	0	20
25.75	1340	14	161	195.5	14	1.2	2.6	1728.3	577	14	60	55.2	0	2	0.4	708.6



25.75 671 14 66 69

1.4 390.3

64 - E														Junctio	n Turning	g Count
Site No.		2														
ocatio	n				oyglare	Road(S) / Mario	avilla								
Date			y 28 Ma													
Time		C to	B - Mariav	villa to Mc	yglare Ro	ad(S)		Veh.		C to J	A - Mariav	rilla to Mo	yglare Ro	ad(N)		Veh.
lime	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
9:45	9				0	0	0	17.6	5	0	0	2.3	0		0	8.3
		1	1	0										0		
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
14:30	14	1	1	2.3	0	0	0	14.3	5	0	2	0	0	0	0	7
15:00	9 7	0	0	2.3	0	0	0	11.3	6	0	1	2.3	0	0	0	9.3 7
15:15		1	1	2.3	0	0	0	11.3	6	1		0	0	0	0	
15:30	8	0	2	0	0	0	0	10	6	0	0	0	0	0	0	6
15:45	14	1	0	0	0	0	0	15	4	0	1	0	0	0	0	5
16:00	6	0	2	0	0	0	0	8	3	0	0	0	0	0	0	3
16:15	8	1	2	0	0	0	0	11	5	0	0	0	0	0	0	5
16:30	7	0	2	2.3	0	0	0	11.3	2	0	0	0	0	0	0.6	2.6
16:45	12	1	3	2.3	0	0	0	18.3	11	0	6	0	0	0	0	17
17:00	8	0	4	2.3	0	0	0	14.3	2	0	0	0	0	0	0	2
17:15	10	0	0	0	0	0	0	10	4	0	1	2.3	0	0	0	7.3
17:30	19	0	0	0	0	0	0	19	4	0	0	0	0	0	0	4
17:45	14	0	0	4.6	0	0	0	18.6	7	0	0	0	0	0	0	7
18:00	13	0	0	0	0	0	0	13	4	0	0	0	0	0	0	4
18:15	15	0	1	0	0	0	0	16	8	1	2	0	0	0	0	11
18:30	11	0	0	0	0	0	0	11	2	0	1	0	0	0	0.2	3.2
18:45	13	0	0	0	0	0	0.2	13.2	5	1	1	0	0	0	0.2	7.2
	471	14	44	40			0.2	822	<u> </u>	<u> </u>	<u> </u>	200	L Ŭ	L Ŭ	0.2	

0 1.6 0.4 822 311

6

42 29.9

0

0

NDC	08													100 Junctior	M	ygaddy ay 2019 g Count
Site No. Locatio					oyglare	Road(S) / Maric	avilla								
Date			y 28 Ma		- De stal(bil)			<u> </u>	i	E-	A (Marcala	De stal ()	- 1)		
Time	CAR	Taxi	LGV	HGV	e Road(N) PSV	M/C	P/C	Veh. Total	CAR	Taxi	LGV	- Moyglo HGV	PSV	M/C	P/C	Veh. Total
7:00	21	0	4	0	F3V 0	0	F/C	25	24	0	9	2.3	0	0.4	P/C	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 14:15	26	1	3	6.9 0	0	0	0	36.9	27 30	0	8	0	0	0	0.2	35.2
	46 39	0	5	0	0	0	0	48 44	30	0	2	4.6	0	0	0.2	35.8 40
14:30 14:45	39	0	4	0	2	0	0	44 37	62	0	2	4.6	0	0	0.4	40 80.1
14:45	44	0	5	6.9	2	0	0.4	56.3	36	0	2	6.9	0	0	0	44.9
15:15	26	1	6	9.2	0	0	0.4	42.2	30	3	4	6.9	0	0	0	44.7
15:30	28	0	4	2.3	0	0	0	34.3	46	3	4	0.7	0	0	0	50
15:45	31	0	8	4.6	0	0	0.2	43.8	48	1	5	4.6	2	0	0	60.6
16:00	59	0	5	6.9	2	0.4	0.2	73.5	41	0	9	4.6	0	0	0	54.6
16:15	50	0	7	2.3	0	0	0.2	59.5	38	0	10	2.3	2	0	0	52.3
16:30	55	0	8	2.3	0	0	0.6	65.9	38	0	7	2.3	2	0	0	49.3
16:45	43	0	8	4.6	0	0	0.2	55.8	48	0	4	2.3	2	0	0	56.3
17:00	57	0	6	4.6	0	0	0.2	67.8	48	0	6	2.3	0	0	0.2	56.5
17:15	78	0	9	2.3	0	0	0	89.3	48	0	6	0	0	0	0	54
17:30	57	0	6	0	0	0.4	0	63.4	55	0	6	4.6	0	0	0	65.6
17:45	66	0	3	2.3	0	0	0.2	71.5	68	2	6	0	0	0	0	76
18:00	33	4	3	2.3	0	0	0.2	42.5	53	0	4	2.3	0	0	0	59.3
18:15	34	1	5	0	0	0.4	0.2	40.6	59	1	5	4.6	0	0	0	69.6
18:30	36	0	3	0	0	0	0.2	39.2	33	3	3	4.6	0	0	0.2	43.8
18:45	32	1	2	0	4	0	0.2	39.2	44	0	2	0	0	0	0.2	46.2
25.75	1651	20	203	225.4	14	1.2	4	2118.6	1883	21	218	257.6	14	0.8	3.4	2397.8



2

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

Date	///		y 28 Ma		oygiaio	nouulo	, mane	a vilica								
			To Arm B -		e Road(S)	1		Veh.		F	rom Arm E	3 - Moyglo	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	49	0	11	2.3	0	0.4	0	62.7	23	0	4	0	0	0	0	27
7:15	55	1	13	4.6	0	0	0	73.6	25	1	11	2.3	0	0	0	39.3
7:30	48	1	7	13.8	0	0	0	69.8	24	0	3	6.9	2	0	0	35.9
7:45	75	0	8	6.9	0	0.4	0.2	90.5	22	0	3	13.8	0	0	0	38.8
8:00	62	0	3	16.1	0	0.4	0.2	81.7	21	1	5	4.6	0	0	0	31.6
8:15	95	1	3	2.3	2	0.4	0	103.7	36	0	4	2.3	2	0	0	44.3
8:30	102	0	8	4.6	2	0	0	116.6	30	1	3	4.6	0	0	0	38.6
8:45	85	0	5	18.4	2	0	0.2	110.6	43	1	3	11.5	0	0	0	58.5
9:00	79	0	7	13.8	0	0	0.2	100	34	0	3	11.5	2	0	0.2	50.7
9:15	68	1	1	2.3	0	0	0.2	72.5	39	2	2	9.2	0	0	0	52.2
9:30	42	3	2	9.2	0	0	0.2	56.4	31	1	3	9.2	0	0	0	44.2
9:45	42	0	4	11.5	0	0	0	57.5	17	1	1	4.6	0	0	0	23.6
10:00	28	1	7	9.2	0	0	0	45.2	33	0	6	0	0	0	0.2	39.2
10:15	29	0	5	0	0	0	0	34	15	0	5	6.9	0	0.4	0	27.3
10:30	33	0	9	4.6	0	0.4	0	47	20	1	3	6.9	0	0	0	30.9
10:45	32	1	3	9.2	0	0	0	45.2	27	0	4	6.9	0	0	0.2	38.1
11:00	34	0	2	6.9	0	0	0	42.9	33	1	7	11.5	0	0.4	0	52.9
11:15	27	0	2	9.2	0	0	0.8	39	23	1	6	4.6	0	0	0	34.6
11:30	42	0	6	6.9	0	0	0	54.9	27	0	1	13.8	0	0	0	41.8
11:45	43 34	0	4	6.9 2.3	0	0	0	53.9 41.3	26 29	0	2	2.3	0	0	0	30.3 35.3
12:00	34	0	3	4.6	0	0	0.2	41.3	32	0	4	4.6	0	0	0.2	47.8
12:15	36	0	10	4.6	0	0	0.2	45.8	40	0	2	4.6	0	0	0.2	47.8
12:45	31	1	6	4.0	0	0	0	40.0	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	0.4	0	57.8	38	0	4	6.9	0	0	0.2	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

NDC	104													100 Junctior	м	ygaddy ay 2019 g Count
Site No. Locatio	n	2 Movala	ire Poor	1(NI) / M	ovalare	Road(S)	/ Maria	nvilla								
Date			y 28 Ma	y 2019	-	1000010	r / Mane									
Time				m C - Mar				Veh.				rm C - Mo				Veh.
7:00	CAR 9	Taxi 0	LGV 2	HGV 0	PSV 0	M/C	P/C 0	Total 11	CAR 32	Taxi 0	LGV 4	HGV 0	PSV 0	M/C	P/C 0	Total 36
7:15	14	1	6	0	0	0	0	21	39	1	6	0	0	0	0	46
7:30	10	0	2	0	0	0	0	12	35	1	2	0	0	0	0	38
7:45	11	0	3	2.3	0	0	0	16.3	30	0	3	4.6	0	0	0.2	37.8
8:00	7	0	0	0	0	0	0	7	40	0	0	4.6	0	0.4	0.2	45.2
8:15	13	0	2	2.3	0	0	0	17.3	56	1	0	0	0	0.4	0	57.4
8:30	8	2	0	0	0	0	0	10	76	0	1	2.3	0	0	0.2	79.5
8:45 9:00	14 20	0	3	6.9 2.3	0	0	0.2	21.9 25.5	45 25	0	2	2.3	0	0	0	50.3 28
9:15	19	0	4	2.3	0	0	0.2	25.3	19	2	1	2.3	0	0	0	24.3
9:30	17	1	1	6.9	0	0	0	25.9	8	0	3	9.2	0	0	0	20.2
9:45	7	0	0	0	0	0	0	7	16	0	3	6.9	0	0	0	25.9
10:00	15	0	3	0	0	0	0	18	14	1	1	0	0	0	0	16
10:15	7	0	2	0	0	0.4	0	9.4	11	0	3	0	0	0	0	14
10:30	11	0	1	2.3	0	0	0	14.3	11	0	7	2.3	0	0.4	0	20.7
10:45	5 9	0	1 7	2.3 4.6	0	0	0	8.3 21	7 23	0	1	4.6	0	0	0	12.6 30.9
11:15	5	1	2	2.3	0	0	0	10.3	7	0	3	4.6	0	0	0	14.6
11:30	8	0	1	2.3	0	0	0	11.3	13	0	4	0	0	0	0	17
11:45	14	0	0	0	0	0	0	14	17	0	1	0	0	0	0	18
12:00	16	0	2	0	0	0	0	18	12	0	4	0	0	0	0	16
12:15	16	0	5	4.6	0	0	0.2	25.8	16	0	2	2.3	0	0	0	20.3
12:30	23	0	1	6.9	0	0	0	30.9	20	0	7	2.3	0	0	0	29.3
12:45	11	0	1	0 2.3	0	0	0	12 18.3	21 15	1	3	0	0	0	0	25 17
13:15	22	1	2	2.3	0	0	0	27.3	17	0	2	6.9	0	0.4	0	26.3
13:30	9	1	4	4.6	0	0	0	18.6	17	2	1	4.6	0	0.4	0	24.6
13:45	21	1	1	4.6	0	0	0	27.6	20	1	2	2.3	0	0	0	25.3
14:00	15	1	2	0	0	0.4	0	18.4	15	0	1	2.3	0	0	0	18.3
14:15	19	0	1	2.3	0	0	0	22.3	19	0	0	4.6	0	0	0	23.6
14:30	11	0	3	0	0	0	0	14	18	0	3	0	0	0	0	21
14:45	31	0	1	4.6	0	0	0	36.6	15	1	3	2.3	0	0	0	21.3
15:00 15:15	31 20	1	2	0 2.3	0	0	0	34 24.3	15	0	1	4.6 2.3	0	0	0	20.6 18.3
15:30	20	2	3	0	0	0	0	30	13	0	2	2.3	0	0	0	16.5
15:45	18	2	1	0	0	0.4	0	21.4	18	1	1	0	0	0	0	20
16:00	28	1	3	0	0	0	0	32	9	0	2	0	0	0	0	11
16:15	29	0	3	0	0	0	0	32	13	1	2	0	0	0	0	16
16:30	22	0	2	4.6	0	0	0	28.6	9	0	2	2.3	0	0	0.6	13.9
16:45	26	0	2	2.3	0	0	0	30.3	23	1	9	2.3	0	0	0	35.3
17:00	30	0	4	0	0	0	0.2	34.2	10	0	4	2.3	0	0	0	16.3
17:15 17:30	29 37	0	1	2.3 2.3	0	0	0	32.3 40.3	14 23	0	1	2.3 0	0	0	0	17.3 23
17:30	45	0	3	2.3	0	0	0	40.3	23	0	0	4.6	0	0	0	25.6
18:00	46	0	3	0	0	0	0	49	17	0	0	0	0	0	0	17
18:15	50	1	6	0	0	0	0	57	23	1	3	0	0	0	0	27
18:30	36	1	2	0	0	0.4	0	39.4	13	0	1	0	0	0	0.2	14.2
18:45	24	0	2	0	0	0	0	26	18	1	1	0	0	0	0.4	20.4
25.75	925	20	105	82.8	0	2	0.6	1135.4	982	20	108	98.9	0	1.6	1.8	1212.3



Site No. 3 Location O

Cation Owenstown(N) / Owenstown(W) / Moygaddy

Date			y 28 Ma		1310 4411(1	110	ygaaay									
	1		C - Ower		to Movac	uddy		Veh.		A to B	- Owenste	own(N) to	Owensto	wn(W)	1	Veh.
Time	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	м/с	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	2	1	1	1	0	0	35	7	2	0	0	0	0	0	9
9:45	20	0	0	1	0	0	0	21	5	0	0	0	0	0	0	5
10:00	15	0	2	1	2	0	0	20	2	0	1	0	0	0	0	3
10:15	8	0	1	0	0	0	0	9	4	0	1	1	0	0	0	6
10:30	5	0	0	1	0	0	0	6	4	0	1	0	0	0	0	5
10:45	12	0	1	0	0	0	0	13	1	0	0	0	0	0	0	1
11:00	11	0	3	0	0	0	0	14	5	0	3	1	0	0	0	9
11:15	11	0	0	0	0	0	0	11	3	0	2	0	0	0	0	5
11:30	5	0	1	0	0	0	0	6	9	0	1	0	0	0	0	10
11:45	13	1	0	1	0	0	0	15	7	0	1	0	0	0	0	8
12:00	9	0	1	0	0	0	0	10	4	0	0	0	0	0	0	4
12:15	9	0	0	1	0	0	0	10	1	0	1	0	0	0	0	2
12:30	10	0	1	0	0	0	0	11	4	0	0	0	0	0	0	4
12:45	10	0	1	0	0	0	0	11	1	0	0	0	0	0	0	1
13:00	10	0	1	0	0	0	0	11	3	0	0	0	0	0	0	3
13:15	4	0	0	0	0	0	0	4	5	0	0	0	0	0	0	5
13:30	7	0	1	0	0	0	0	8	3	0	2	0	0	0	0	5
13:45	10	0	2	0	0	0	0	12	1	0	2	0	0	0	0	3
14:00	7	0	0	0	0	0	0	7	3	0	0	0	0	0	1	4
14:15	7	0	1	0	0	0	0	8	2	0	1	0	0	0	0	4
14:45	6	0	0	0	0	0	0	6	2	0	0	0	0	0	0	2
14.43	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	13	2	1	0	0	0	0	13
15:30	13	1	1	1	0	0	0	16	6	0	0	0	0	0	0	6
15:45	15	0	1	0	2	0	0	18	8	0	0	0	0	0	0	8
16:00	18	0	3	0	0	0	0	21	5	0	1	0	0	0	0	6
16:15	20	0	3	0	0	0	0	23	4	0	0	1	0	0	0	5
16:30	17	0	2	0	0	0	0	19	1	0	1	1	0	0	0	3
16:45	10	0	2	0	0	0	0	12	8	0	2	0	0	0	0	10
17:00	7	0	1	0	0	0	0	8	6	0	1	0	0	0	0	7
17:15	10	0	1	0	0	0	0	11	5	0	1	0	0	0	0	6
17:30	13	0	1	0	0	0	0	14	8	0	0	0	0	0	0	8
17:45	5	0	1	0	0	0	0	6	7	0	0	0	0	0	0	7
18:00	10	0	2	0	0	0	0	12	5	0	3	0	0	0	0	8
18:15	12	0	3	0	0	0	0	15	3	1	0	0	0	0	0	4
18:30	14	0	2	0	0	0	0	16	3	0	1	0	0	0	0	4
18:45	12	0	0	0	0	0	0	12	8	0	0	0	0	0	0	8
Total	696	4	71	9	5	0	0	785	250	5	39	6	0	0	1	301

NDC		10084 / Moygaddy May 2019 [,] Junction Turning Count
Site No.	3	
Location	Owenstown(N) / Owenstown(W) / Moygaddy	

Locatic Date			y 28 Ma		ISIOWII	// / ////	ygaddy									
Time	B to A - Owenstown(W) to Owenstown(N)							Veh. B to C - Owenstown(W) to Moygaddy								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 9:00	10 12	0	0	0	0	0	0	10 12	78 43	2	4 3	4 3	0	1 0	0	89 50
9:00	9	2	1	0	0	0	0	12	43	1	6	3	0	0	0	50
9:15	4	0	0	0	0	0	0	4	39	0	6 4	2	0	0	0	45
9:45	4	0	0	0	0	0	0	4	27	0	4	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	20	0	5	1	0	0	1	36
11:15	7	0	1	0	0	0	0	8	23	0	4	1	0	0	1	29
11:30	3	0	0	0	0	0	0	3	16	0	2	1	0	0	0	19
11:45	7	0	0	0	0	0	0	7	26	1	2	0	0	0	0	29
12:00	3	0	1	0	0	0	0	4	22	0	6	2	0	0	0	30
12:15	2	0	0	0	0	0	1	3	17	0	6	1	0	0	0	24
12:30	3	0	0	0	0	0	0	3	24	0	2	0	0	0	0	26
12:45	3	0	0	0	0	0	1	4	21	0	2	2	0	0	0	25
13:00	4	0	0	0	0	0	0	4	19	0	3	2	0	0	0	24
13:15	6	0	0	0	0	0	0	6	22	0	1	3	0	0	0	26
13:30	5	0	0	0	0	0	0	5	31	0	4	4	0	0	0	39
13:45	9	0	1	0	0	0	0	10	16	0	3	0	0	3	0	22
14:00	3	0	0	1	0	0	0	4	22	2	2	4	0	0	1	31
14:15	2	0	0	0	0	0	0	2	46	0	0	0	0	0	0	46
14:30	3	0	1	0	0	0	0	4	31	0	1	2	0	0	0	34
14:45	14	1	0	1	0	0	0	16	29	1	2	0	1	0	0	33
15:00	12	0	1	0	0	0	0	13	30	0	7	0	0	0	0	37
15:15	1	0	0	0	0	0	0	1	27	1	4	2	0	0	0	34
15:30 15:45	1	0	1	0	0	0	0	2	20	0	3	1	0	0	0	24
15:45	13	0	0	0	0	0	0	3	21	0	2	0	0	0	1	24 25
16:00	6	0	0	0	1	0	0	7	43	0	1	0	0	0	2	46
16:15	7	0	1	0	0	0	0	8	43	0	6	0	0	0	1	46
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	4	0	0	0	0	49
17:15	7	0	2	0	0	0	0	9	56	0	2	1	0	0	0	59
17:30	6	0	2	0	0	0	0	8	34	0	4	0	0	0	0	38
17:45	5	0	0	0	0	0	0	5	37	0	5	0	0	0	0	42
18:00	9	1	0	0	0	0	0	10	30	2	0	0	0	0	0	32
18:15	4	0	0	0	0	0	0	4	22	1	4	0	0	0	0	27
18:30	3	0	1	0	0	0	1	5	32	0	3	1	0	0	0	36
18:45	3	0	1	0	0	0	0	4	27	1	2	0	2	0	1	33
25.75	245	4	25	2	1	0	3	280	1855	16	193	61	5	4	10	2144



Site No. 3

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

Date			y 28 Ma			1.	, ,									
	C to B - Moygaddy to Owenstown(W)								C to A - Moygaddy to Owenstown(N)							
Time	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Veh. Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Veh. 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	1	0	0	0	0	24
9:15	32	0	4	1	0	0	0	37	22	2	1	0	0	0	0	25
9:30	27	1	0	0	0	0	1	29	4	1	0	1	1	0	0	7
9:45	15	0	1	4	0	0	0	20	4	0	1	0	1	0	0	6
10:00	14	0	1	2	0	0	0	17	8	0	0	0	0	0	0	8
10:15	13	0	3	0	0	0	0	16	5	0	3	0	0	0	0	8
10:30	12	0	2	3	0	0	1	18	11	0	2	1	0	0	0	14
10:45	24	1	2	2	0	0	1	30	8	0	0	0	0	0	0	8
11:00	13	0	3	1	0	0	0	17	7	0	2	1	0	0	0	10
11:15	20	1	0	1	0	0	0	22	7	0	3	0	0	0	0	10
11:30	29	0	4	3	0	0	0	36	6	1	1	0	0	0	0	8
11:45	34	0	2	3	0	0	0	39	13	0	2	0	0	0	1	16
12:00	36	0	3	2	0	0	0	41	10	0	0	0	0	0	0	10
12:15	29	0	3	2	0	0	0	34	17	0	1	0	0	0	0	18
12:30	22	0	2	2	0	0	2	28	7	0	3	0	0	0	0	10
12:45	21	1	6	2	0	0	1	31	4	0	2	0	0	0	0	6
13:00 13:15	24	0	3 5	1	0	0	0	28	12	0	3	0	0	0	0	15
13:30	22	2	6	2	0	1	0	30 41	13 8	0	2	1	0	0	0	14
13:45	33	1	0	1	0	0	0	35	15	0	2	0	0	0	0	17
13.43	32	0	8	0	0	0	0	40	9	0	3	0	0	0	0	12
14:00	33	0	2	3	0	0	0	38	10	0	2	0	0	0	1	12
14:13	35	0	0	1	0	0	0	36	14	1	1	0	0	0	0	16
14:45	64	0	2	4	0	0	0	70	20	1	0	0	1	0	0	22
15:00	43	0	3	2	0	0	0	48	12	2	1	1	0	0	0	16
15:15	38	2	4	1	0	0	0	45	18	0	2	0	2	0	0	22
15:30	56	4	2	1	0	0	1	64	14	0	1	0	0	0	0	15
15:45	51	1	7	0	1	0	0	60	17	0	1	0	0	0	0	18
16:00	65	0	11	3	0	0	0	79	17	0	3	0	0	0	0	20
16:15	66	0	7	3	0	1	0	77	16	0	4	0	0	0	0	20
16:30	83	1	8	2	0	1	0	95	25	0	5	0	0	0	0	30
16:45	84	0	11	0	1	0	0	96	20	0	2	0	0	0	0	22
17:00	85	1	12	2	0	0	1	101	30	0	6	1	0	0	0	37
17:15	90	0	9	1	0	0	0	100	19	0	3	0	0	0	0	22
17:30	96	0	8	1	0	0	0	105	31	0	4	0	0	0	0	35
17:45	93	2	12	0	0	0	1	108	26	0	1	0	0	0	0	27
18:00	95	0	12	2	0	0	0	109	23	0	5	0	0	0	1	29
18:15	97	0	12	1	0	0	0	110	24	0	2	0	0	0	0	26
18:30	56	1	3	1	0	0	1	62	16	0	2	0	0	0	0	18
18:45	58	0	11	1	0	0	0	70	15	0	5	0	0	1	0	21
25.75	2040	21	232	80	4	3	11	2391	637	8	92	7	6	1	3	754

NDC		10084 / Moygaddy May 2019 Junction Turning Count
Site No.	3	
Location	Owenstown(N) (Owenstown(W) (Movgaddy	

Locatio	on		town(N)		nstown()	N) / Mo	ygaddy	/								
Date	1 1	Tuesda	iy 28 Mo		1 6.0			1	1							ü r
Time				A - Owens				Veh.				A - Ower				Veh.
7:00	CAR 9	Taxi 0	LGV 0	HGV 0	PSV 0	M/C	P/C 0	Total 9	CAR 21	Taxi 0	LGV 3	HGV 0	PSV 0	M/C	P/C 0	Total 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	10	36	0	7	0	0	0	0	43
7:45	10	0	4	0	1	0	0	15	29	0	4	1	0	0	0	34
8:00	9	0	2	0	0	0	0	11	33	0	3	0	0	0	0	36
8:15	11	0	0	0	0	0	0	11	24	0	6	0	0	0	0	30
8:30	17	0	2	0	0	0	0	19	29	0	6	1	0	0	0	36
8:45	20	0	3	0	0	0	0	23	27	0	1	0	0	0	0	28
9:00	35	0	1	0	0	0	0	36	32	0	3	0	0	0	0	35
9:15	31	4	2	0	0	0	0	37	48	0	1	1	0	0	0	50
9:30	8	1	0	1	1	0	0	11	37	4	1	1	1	0	0	44
9:45	8	0	1	0	1	0	0	10	25	0	0	1	0	0	0	26
10:00	10	0	1	0	0	0	0	11	17	0	3	1	2	0	0	23
10:15	9	0	3	0	0	0	0	12	12	0	2	1	0	0	0	15
10:30	14	0	3	1	0	0	0	18	9	0	1	1	0	0	0	11
10:45	11	0	1	0	0	0	0	12	13	0	1	0	0	0	0	14
11:00	8	0	3	1	0	0	0	12	16	0	6	1	0	0	0	23
11:15	14	0	4	0	0	0	0	18	14	0	2	0	0	0	0	16
11:30	9	1	1	0	0	0	0	11	14	0	2	0	0	0	0	16
11:45	20	0	2	0	0	0	1	23	20	1	1	1	0	0	0	23
12:00	13	0	1	0	0	0	0	14	13	0	1	0	0	0	0	14
12:15	19	0	1	0	0	0	1	21	10	0	1	1	0	0	0	12
12:30	10	0	3	0	0	0	0	13	14	0	1	0	0	0	0	15
12:45	7	0	2	0	0	0	1	10	11	0	1	0	0	0	0	12
13:00	16	0	3	0	0	0	0	19	13	0	1	0	0	0	0	14
13:15	19	0	0	1	0	0	0	20	9	0	0	0	0	0	0	9
13:30	13 24	0	2	0	0	0	0	15 27	10	0	3	0	0	0	0	13 15
13:45	12	0	3	1	0	0	0	16	24	0	4	0	0	0	0	25
14:00	12	0	2	0	0	0	1	16	10	0	0	0	0	0	1	11
14:13	12	1	2	0	0	0	0	20	9	0	2	0	0	0	0	11
14:45	34	2	0	1	1	0	0	38	8	0	0	0	0	0	0	8
14:43	24	2	2	1	0	0	0	29	31	0	1	0	0	0	0	32
15:15	19	0	2	0	2	0	0	27	37	2	1	0	0	0	0	40
15:30	15	0	2	0	0	0	0	17	19	1	1	1	0	0	0	22
15:45	20	0	1	0	0	0	0	21	23	0	1	0	2	0	0	26
16:00	30	0	3	0	0	0	0	33	23	0	4	0	0	0	0	27
16:15	22	0	4	0	1	0	0	27	24	0	3	1	0	0	0	28
16:30	32	0	6	0	0	0	0	38	18	0	3	1	0	0	0	22
16:45	25	0	3	0	0	0	0	28	18	0	4	0	0	0	0	22
17:00	39	0	7	1	0	0	0	47	13	0	2	0	0	0	0	15
17:15	26	0	5	0	0	0	0	31	15	0	2	0	0	0	0	17
17:30	37	0	6	0	0	0	0	43	21	0	1	0	0	0	0	22
17:45	31	0	1	0	0	0	0	32	12	0	1	0	0	0	0	13
18:00	32	1	5	0	0	0	1	39	15	0	5	0	0	0	0	20
18:15	28	0	2	0	0	0	0	30	15	1	3	0	0	0	0	19
18:30	19	0	3	0	0	0	1	23	17	0	3	0	0	0	0	20
18:45	18	0	6	0	0	1	0	25	20	0	0	0	0	0	0	20
25.75	882	12	117	9	7	1	6	1034	946	9	110	15	5	0	1	1086



Site No. 3

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

Date	///		y 28 Ma		1510 1111	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	,guuu,									
		100300		3 - Owens	town(W)			Veh.			From Arm	B - Ower	istown(W)			Veh.
Time	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	47	0	7	3	0	0	0	57	111	0	3	3	0	0	1	118
8:30	51	1	6	1	1	0	0	60	104	0	8	1	1	0	0	114
8:45	58	0	7	2	1	0	0	68	88	2	4	4	0	1	0	99
9:00	55	0	4	6	0	0	0	65	55	0	3	3	1	0	0	62
9:15	44	0	4	2	0	0	0	50	58	3	7	1	0	0	0	69
9:30	34	3	0	0	0	0	1	38	43	0	4	2	0	0	0	49
9:45	20	0	1	4	0	0	0	25	31	0	2	3	0	0	0	36
10:00	16	0	2	2	0	0	0	20	25	0	5	2	0	0	0	32
10:15	17	0	4	1	0	0	0	22	13	0	2	3	0	0	0	18
10:30	16	0	3	3	0	0	1	23	17	1	2	0	0	0	0	20
10:45	25	1	2	2	0	0	1	31	31	0	3	3	0	0	0	37
11:00	18	0	6	2	0	0	0	26	30	0	6	1	0	0	1	38
11:15	23	1	2	1	0	0	0	27	30	0	5	1	0	0	1	37
11:30	38	0	5	3	0	0	0	46	19	0	2	1	0	0	0	22
11:45	41	0	3	3	0	0	0	47	33	1	2	0	0	0	0	36
12:00	40	0	3	2	0	0	0	45	25	0	7	2	0	0	0	34
12:15	30	0	4	2	0	0	0	36	19	0	6	1	0	0	1	27
12:30	26	0	2	2	0	0	2	32	27	0	2	0	0	0	0	29
12:45	22	1	6	2	0	0	1	32	24	0	2	2	0	0	1	29
13:00	27	0	3	1	0	0	0	31	23	0	3	2	0	0	0	28
13:15	27	1	5	2	0	0	0	35	28	0	1	3	0	0	0	32
13:30	34	2	8	1	0	1	0	46	36	0	4	4	0	0	0	44
13:45	34	1	2	1	0	0	0	38	25	0	4	0	0	3	0	32
14:00	40	0	8	0	0	0	0	48	25	2	2	5	0	0	1	35
14:15	36	0	2	3	0	0	1	42	48	0	0	0	0	0	0	48
14:30	37	0	1	1	0	0	0	39	34	0	2	2	0	0	0	38
14:45	66	0	2	4	0	0	0	72	43	2	2	1	1	0	0	49
15:00	56	0	3	2	0	0	0	61	42	0	8	0	0	0	0	50
15:15	49	4	5	1	0	0	0	59	28	1	4	2	0	0	0	35
15:30	62	4	2	1	0	0	1	70	21	0	4	1	0	0	0	26
15:45	59	1	7	0	1	0	0	68	24	0	3	0	0	0	0	27
16:00	70	0	12	3	0	0	0	85	35	0	2	0	0	0	1	38
16:15	70	0	7	4	0	1	0	82	49	0	1	0	1	0	2	53
16:30	84	1	9	3	0	1	0	98	44	0	7	0	0	0	1	52
16:45	92	0	13	0	1	0	0	106	34	0	5	1	0	0	0	40
17:00	91	1	13	2	0	0	1	108	55	0	4	0	0	0	0	59
17:15	95	0	10	1	0	0	0	106	63	0	4	1	0	0	0	68
17:30	104	0	8	1	0	0	0	113	40	0	6	0	0	0	0	46
17:45	100	2	12	0	0	0	1	115	42	0	5	0	0	0	0	47
18:00	100	0	15	2	0	0	0	117	39	3	0	0	0	0	0	42
18:15	100	1	12	1	0	0	0	114	26	1	4	0	0	0	0	31
18:30	59	1	4	1	0	0	1	66	35	0	4	1	0	0	1	41
18:45	66	0	11	1	0	0	0	78	30	1	3	0	2	0	1	37
25.75	2290	26	271	86	4	3	12	2692	2100	20	218	63	6	4	13	2424

NDC		10084 / Moygaddy May 2019 Junction Turning Count
Site No.	3	
Location	Owenstown(N) / Owenstown(W) / Movaaddy	

Locatio Date	11		y 28 Ma		ISIOWII	W) / Mo	yguuuy	/								
		100300		n C - Moy	aaddv			Veh.			From A	rm C - Mo	vaaddv			Ve
Time	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	To
7:00	93	1	18	2	0	0	0	114	16	0	5	1	0	0	0	2
7:15	111	0	19	3	0	0	0	133	14	0	5	3	0	0	0	
7:30	137	0	13	1	0	0	0	151	25	0	4	0	0	0	1	
7:45	109	0	14	2	0	0	1	126	34	0	6	1	1	0	0	
8:00	107	2	9	0	0	0	0	118	29	0	4	2	0	0	0	
8:15	123	0	7	3	0	0	1	134	46	0	5	3	0	0	0	
8:30	123	0	12	2	1	0	0	138	58	1	6	1	1	0	0	
8:45	97	2	5	4	0	1	0	109	60	0	10	2	1	0	0	
9:00	64	0	5	3	1	0	0	73	67	0	4	6	0	0	0	
9:15	85	1	7	1	0	0	0	94	54	2	5	1	0	0	0	
9:30	69	2	5	3	1	0	0	80	31	2	0	1	1	0	1	
9:45	47	0	2	4	0	0	0	53	19	0	2	4	1	0	0	
10:00	38	0	6	3	2	0	0	49	22	0	1	2	0	0	0	
10:15	17	0	3	3	0	0	0	23	18	0	6	0	0	0	0	
10:30	19	1	1	1	0	0	0	22	23	0	4	4	0	0	1	
10:45	40	0	3	3	0	0	0	46	32	1	2	2	0	0	1	
11:00	40	0	8	1	0	0	1	50	20	0	5	2	0	0	0	
11:15	34	0	4	1	0	0	1	40	27	1	3	1	0	0	0	
11:30	21	0	3	1	0	0	0	25	35	1	5	3	0	0	0	
11:45	39	2	2	1	0	0	0	44	47	0	4	3	0	0	1	
12:00	31	0	7	2	0	0	0	40	46	0	3	2	0	0	0	
12:15	26	0	6	2	0	0	0	34	46	0	4	2	0	0	0	
12:30	34	0	3	0	0	0	0	37	29	0	5	2	0	0	2	
12:45	31	0	3	2	0	0	0	36	25	1	8	2	0	0	1	
13:00	29	0	4	2	0	0	0	35	36	0	6	1	0	0	0	
13:15	26	0	1	3	0	0	0	30	35	1	5	3	0	0	0	
13:30	38	0	5	4	0	0	0	47	39	2	8	1	0	1	0	
13:45	26	0	5	0	0	3	0	34	48	1	2	1	0	0	0	
14:00	38	2	3	4	0	0	1	48	41	0	11	0	0	0	0	
14:15	53	0	0	0	0	0	0	53	43	0	4	3	0	0	1	
14:30	38	0	2	2	0	0	0	42	49	1	1	1	0	0	0	
14:45	35	1	2	0	1	0	0	39	84	1	2	4	1	0	0	
15:00	48	0	8	0	0	0	0	56	55	2	4	3	0	0	0	
15:15	53	1	4	2	0	0	0	60	56	2	6	1	2	0	0	
15:30	33	1	4	2	0	0	0	40	70	4	3	1	0	0	1	
15:45	36	0	4	0	2	0	0	42	68	1	8	0	1	0	0	
16:00	40	0	5	0	0	0	1	46	82	0	14	3	0	0	0	
16:15	63	0	4	0	0	0	2	69	82	0	11	3	0	1	0	
16:30	54	0	8	0	0	0	1	63	108	1	13	2	0	1	0	1
16:45	39	0	6	1	0	0	0	46	104	0	13	0	1	0	0	1
17:00	53	0	4	0	0	0	0	57	115	1	18	3	0	0	1	1
17:15	66	0	3	1	0	0	0	70	109	0	12	1	0	0	0	1
17:30	47	0	5	0	0	0	0	52	127	0	12	1	0	0	0	1
17:45	42	0	6	0	0	0	0	48	119	2	13	0	0	0	1	1
18:00	40	2	2	0	0	0	0	44	118	0	17	2	0	0	1	1
18:15	34	1	7	0	0	0	0	42	121	0	14	1	0	0	0	1
18:30	46	0	5	1	0	0	0	52	72	1	5	1	0	0	1	
18:45	39	1	2	0	2	0	1	45	73	0	16	1	0	1	0	
25.75	2551	20	264	70	10	4	10	2929	2677	29	324	87	10	4	14	3



3

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

Locatic Date	11		town(N) y 28 Ma		1510 WIT(1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1	guuuy									
Duie				stown(N)	to Movac	nddy		Veh.		A to B	- Owenst	own(NI) to	Owensto	wn(W)		Veh.
Time	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	м/с	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
10:00	8	0	2	0	4	0	0	23.3	4	0	1	2.3	0	0	0	7.3
10:15	5	0	0	2.3	0	0	0	7.3	4	0	1	2.3	0	0	0	5
10:30	12	0	1	2.3	0	0	0	13	4	0	0	0	0	0	0	1
10:45	11	0	3	0	0	0	0	13	5	0	3	2.3	0	0	0	10.3
11:15	11	0	0	0	0	0	0	14	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
11:45	9	0	1	2.3	0	0	0	16.3	4	0	0	0	0	0	0	4
	9								4		1				0	
12:15 12:30	10	0	0	2.3 0	0	0	0	11.3	4	0	0	0	0	0	0	2
12:30	10	0			0	0	0		4	0			0	0	0	4
12:45	10	0	1	0	0	0	0	11	3	0	0	0	0	0	0	3
		0	0		0	0	0		5				0		0	
13:15 13:30	4	0	1	0	0	0	0	4	3	0	0	0	0	0	0	5 5
	10	0	2	0	0	0	0	12	1	0		0	0	0	0	
13:45 14:00	10	0	1	0	0	0	0	12	8	0	2	0	0	0	0	3
14:00	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		0	0	0	0.2	3.2
14:45	6	0	0	0	0	0	0	6	2	0	1	0	0	0	0	2
14.43	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	13
15:15	13	1	1	2.3	0	0	0	17.3	6	0	0	0	0	0	0	6
15:30	15	0	1	2.3	4	0	0	20	8	0	0	0	0	0	0	8
15:45	15	0	3	0	4	0	0	20	5	0	1	0	0	0	0	6
16:00	20	0	3	0	0	0	0	21	4	0	0	2.3	0	0	0	6.3
16:15	17	0	2	0	0	0	0	19	4	0	1	2.3	0	0	0	6.3 4.3
16:30	17	0	2	0	0	0	0	19	8	0	2	2.3	0	0	0	4.3
16:45	7	0	1	0	0	0	0	8		0	1	0	0	0	0	7
17:00	10	0	1	0	0	0	0	8	6 5	0	1	0	0	0	0	6
									8						0	
17:30	13 5	0	1	0	0	0	0	14	8	0	0	0	0	0	0	8
17:45	10		1	0				6			0		0	0		
18:00	-	0	2		0	0	0		5	0	3	0	-	0	0	8
18:15	12	0	3	0	0	0	0	15	3	1	0	0	0	0	0	4
18:30 18:45	14	0	2	0	0	0	0	16 12	3	0	1	0	0	0	0	4
Total	696	4	71	20.7	10	0	0	801.7	250	5	39	13.8	0	0	0.2	308
Total	070	4		20.7	10	0	0	001./	230	5	37	13.0	0	0	0.2	300

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

NDC														100 Junctior	м	ygaddy ay 2019 a Count
Site No.		3												501101101	11011111	900011
Locatio	n				nstown(\	V) / Mo	ygaddy									
Date			y 28 Ma		Owensto	wp(NI)		Veh.		Bto		nstown(W)	to Moya	addy		Veh.
Time	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 27	0	4	4.6	0	0	0	47.6 35.9
9:45 10:00	4	0	0	0	0	0	0	4	27	0	2	6.9 4.6	0	0	0	35.9
10:00	4	0	0	0	0	0	0	4	23	0	4	4.6	0	0	0	17.9
10:15	4	0	1	0	0	0	0	4	14	1	2	0.9	0	0	0	17.9
10:30	3	0	1	0	0	0	0	4	28	0	2	6.9	0	0	0	36.9
11:00		0	1	0	0	0	0	2	20	0	5	2.3	0	0	0.2	36.5
11:15	7	0	1	0	0	0	0	8	23	0	4	2.3	0	0	0.2	29.5
11:30	3	0	0	0	0	0	0	3	16	0	2	2.3	0	0	0	20.3
11:45	7	0	0	0	0	0	0	7	26	1	2	0	0	0	0	29
12:00	3	0	1	0	0	0	0	4	22	0	6	4.6	0	0	0	32.6
12:15	2	0	0	0	0	0	0.2	2.2	17	0	6	2.3	0	0	0	25.3
12:30	3	0	0	0	0	0	0	3	24	0	2	0	0	0	0	26
12:45	3	0	0	0	0	0	0.2	3.2	21	0	2	4.6	0	0	0	27.6
13:00	4	0	0	0	0	0	0	4	19	0	3	4.6	0	0	0	26.6
13:15	6	0	0	0	0	0	0	6	22	0	1	6.9	0	0	0	29.9
13:30	5	0	0	0	0	0	0	5	31	0	4	9.2	0	0	0	44.2
13:45	9	0	1	0	0	0	0	10	16	0	3	0	0	1.2	0	20.2
14:00	3	0	0	2.3	0	0	0	5.3	22	2	2	9.2	0	0	0.2	35.4
14:15	2	0	0	0	0	0	0	2	46	0	0	0	0	0	0	46
14:30	3	0	1	0	0	0	0	4	31	0	1	4.6	0	0	0	36.6
14:45 15:00	14	1	0	2.3 0	0	0	0	17.3	29 30	1	2	0	2	0	0	34 37
15:00	12	0	0	0	0	0	0	13	30 27	1	4	4.6	0	0	0	37
15:30		0	1	0	0	0	0	2	20	0	4	2.3	0	0	0	25.3
15:45	3	0	0	0	0	0	0	3	20	0	3	0	0	0	0	23.5
16:00	13	0	0	0	0	0	0	13	21	0	2	0	0	0	0.2	24.2
16:15	6	0	0	0	2	0	0	8	43	0	1	0	0	0	0.4	44.4
16:30	7	0	1	0	0	0	0	8	37	0	6	0	0	0	0.2	43.2
16:45	5	0	1	0	0	0	0	6	29	0	4	2.3	0	0	0	35.3
17:00	9	0	1	0	0	0	0	10	46	0	3	0	0	0	0	49
17:15	7	0	2	0	0	0	0	9	56	0	2	2.3	0	0	0	60.3
17:30	6	0	2	0	0	0	0	8	34	0	4	0	0	0	0	38
17:45	5	0	0	0	0	0	0	5	37	0	5	0	0	0	0	42
18:00	9	1	0	0	0	0	0	10	30	2	0	0	0	0	0	32
18:15	4	0	0	0	0	0	0	4	22	1	4	0	0	0	0	27
18:30	3	0	1	0	0	0	0.2	4.2	32	0	3	2.3	0	0	0	37.3
18:45	3	0	1	0	0	0	0	4	27	1	2	0	4	0	0.2	34.2
25.75	245	4	25	4.6	2	0	0.6	281.2	1855	16	193	140.3	10	1.6	2	2217.9



 Site No.
 3

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

Date			y 28 Ma			.,,,										
Time		C to	B - Moyg	addy to C	wenstow	n(W)		Veh.		C to	A - Moyg	addy to (Owenstow	vn(N)		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 8:30	42 45	0	5	6.9 2.3	0	0	0	53.9 55.3	4	0	0	0	0	0	0	4
8:30	43 50	0	7		2	0	0	55.3 63.6	10	0	3	0	0	0	0	14
8:45 9:00	44	0	3	4.6	2	0	0	60.8	23	0	1	0	0	0	0	24
9:15	32	0	4	2.3	0	0	0	38.3	23	2	1	0	0	0	0	24
9:30	27	1	4	2.3	0	0	0.2	28.2	4	1	0	2.3	2	0	0	2.3 9.3
9:45	15	0	1	9.2	0	0	0.2	25.2	4	0	1	0	2	0	0	7.5
10:00	14	0	1	4.6	0	0	0	19.6	8	0	0	0	0	0	0	8
10:15	14	0	3	4.0	0	0	0	17.0	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 31	0	3	0	0	0	0	22
17:30	96	2	8	2.3 0	0	0	0.2	106.3 107.2	-	0	4	0		0	0	35
17:45	93		12						26	0	1	0	0			27
18:00 18:15	95 97	0	12	4.6 2.3	0	0	0	111.6	23 24	0	5	0	0	0	0.2	28.2 26
18:15	56	1	3	2.3	0	0	0.2	111.3 62.5	16	0	2	0	0	0	0	18
18:30	58	0	11	2.3	0	0	0.2	71.3	16	0	5	0	0	0.4	0	20.4
25.75	2040	21	232	2.3	8	1.2	2.2	2488.4	637	8	92	16.1	12	0.4	0.6	766.1
2000	2010		202				2.2	2100.4	007		1.2			0	0.0	700.1

ygaddy ay 2019	84 / Mo M	100													ON	NDC
g Coun	n Turning	Junctior														10
									/gaddy	V) / Moy	nstown(V					Site No Locatio
			actory (bl)	A 014/01	From Arm						tours(NI)	<u>y 2019</u> 4 - Owens	y 28 Ma	luesda		Date
Veh. Total	P/C	M/C	PSV	HGV	LGV	Taxi	CAR	Veh. Total	P/C	M/C	PSV	HGV	LGV	Taxi	CAR	Time
24	0	0 0	0	0 HGV	3	0	21	9	P/C 0	0	0	O O	0	0	CAR 9	7:00
36.3	0	0	0	2.3	7	0	27	11.3	0	0	0	2.3	2	0	7	7:15
43	0	0	0	0	7	0	36	11	0	0	0	0	2	0	9	7:30
35.3	0	0	0	2.3	4	0	29	16	0	0	2	0	4	0	10	7:45
36	0	0	0	0	3	0	33	11	0	0	0	0	2	0	9	8:00
30	0	0	0	0	6	0	24	11	0	0	0	0	0	0	11	8:15
37.3	0	0	0	2.3	6	0	29	19	0	0	0	0	2	0	17	8:30
28	0	0	0	0	1	0	27	23	0	0	0	0	3	0	20	8:45
35	0	0	0	0	3	0	32	36	0	0	0	0	1	0	35	9:00
51.3	0	0	0	2.3	1	0	48	37	0	0	0	0	2	4	31	9:15
46.3	0	0	2	2.3	1	4	37	13.3	0	0	2	2.3	0	1	8	9:30
27.3	0	0	0	2.3	0	0	25	11	0	0	2	0	1	0	8	9:45
26.3	0	0	4	2.3	3	0	17	11	0	0	0	0	1	0	10	10:00
16.3	0	0	0	2.3	2	0	12	12	0	0	0	0	3	0	9	10:15
12.3	0	0	0	2.3	1	0	9	19.3	0	0	0	2.3	3	0	14	10:30
14	0	0	0	0	1	0	13	12	0	0	0	0	1	0	11	10:45
24.3	0	0	0	2.3	6	0	16	13.3	0	0	0	2.3	3	0	8	11:00
16	0	0	0	0	2	0	14	18	0	0	0	0	4	0	14	11:15
16	0	0	0	0	2	0	14	11	0	0	0	0	1	1	9	11:30
24.3	0	0	0	2.3	1	1	20	22.2	0.2	0	0	0	2	0	20	11:45
14	0	0	0	0	1	0	13	14	0	0	0	0	1	0	13	12:00
13.3	0	0	0	2.3	1	0	10	20.2	0.2	0	0	0	1	0	19	12:15
15	0	0	0	0	1	0	14	13	0	0	0	0	3	0	10	12:30
12	0	0	0	0	1	0	11	9.2	0.2	0	0	0	2	0	7	12:45
14	0	0	0	0	1	0	13	19	0	0	0	0	3	0	16	13:00
9	0	0	0	0	0	0	9	21.3	0	0	0	2.3	0	0	19	13:15
13	0	0	0	0	3	0	10	15 27	0	0	0	0	2	0	13	13:30 13:45
25	0	0	0	0	4	0	11 24	17.3	0	0	0	2.3	3	0	24	13:45
10.2	0.2	0	0	0	0	0	10	17.3	0.2	0	0	2.3	2	0	12	14:00
10.2	0.2	0	0	0	2	0	9	20	0.2	0	0	0	2	1	12	14:15
8	0	0	0	0	0	0	8	40.3	0	0	2	2.3	0	2	34	14:45
32	0	0	0	0	1	0	31	30.3	0	0	0	2.3	2	2	24	15:00
40	0	0	0	0	1	2	37	25	0	0	4	0	2	0	19	15:15
23.3	0	0	0	2.3	1	1	19	17	0	0	0	0	2	0	15	15:30
28	0	0	4	0	1	0	23	21	0	0	0	0	1	0	20	15:45
27	0	0	0	0	4	0	23	33	0	0	0	0	3	0	30	16:00
29.3	0	0	0	2.3	3	0	24	28	0	0	2	0	4	0	22	16:15
23.3	0	0	0	2.3	3	0	18	38	0	0	0	0	6	0	32	16:30
22	0	0	0	0	4	0	18	28	0	0	0	0	3	0	25	16:45
15	0	0	0	0	2	0	13	48.3	0	0	0	2.3	7	0	39	17:00
17	0	0	0	0	2	0	15	31	0	0	0	0	5	0	26	17:15
22	0	0	0	0	1	0	21	43	0	0	0	0	6	0	37	17:30
13	0	0	0	0	1	0	12	32	0	0	0	0	1	0	31	17:45
20	0	0	0	0	5	0	15	38.2	0.2	0	0	0	5	1	32	18:00
19	0	0	0	0	3	1	15	30	0	0	0	0	2	0	28	18:15
20	0	0	0	0	3	0	17	22.2	0.2	0	0	0	3	0	19	18:30
20	0	0	0	0	0	0	20	24.4	0	0.4	0	0	6	0	18	18:45
1109.7	0.2	0	10	34.5	110	9	946	1047.3	1.2	0.4	14	20.7	117	12	882	25.75



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

3

Date			y 28 Ma	y 2019	1310 11111											
Time				8 - Owenst	town(W)			Veh.		-	From Arm		istown(W)			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	0.7	2	0.4	0	101.0	34	0	5	2.3	0	0	0.2	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	0.2	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	104	2	12	2.3	0	0	0.2	114.3	40	0	5	0	0	0	0	40
17:45	100	2	12	4.6	0	0	0.2	114.2	39	3	0	0	0	0	0	4/
18:00	100	1	15	2.3	0	0	0	119.6	26	3	4	0	0	0	0	31
18:15	59	1	4	2.3	0	0	0.2	66.5	35	0	4	2.3	0	0	0.2	41.5
18:30	59 66	0	4	2.3	0	0	0.2	66.5 79.3	35	1	4	2.3	4	0	0.2	38.2
25.75	2290	26	271	2.3	8	1.2	2.4	2796.4	2100	20	218	144.9	4	1.6	2.6	2499.1
23.75	2290	26	2/1	177.8	0	1.2	2.4	2/70.4	2100	20	218	144.7	12	1.0	2.0	2477.1

ay 2019															-	NDC
		Junctior														1
														3		Site No
									/gaddy	N) / Moy	nstown(V		town(N) y 28 Ma		n	Locatic Date
Veh.			vaaddy	m C - Mo	From Ar			Veh.			aaddy	y 2017 1 C - Moy		Tuesda		Dule
Total	P/C	M/C	PSV	HGV	IGV	Taxi	CAR	Total	P/C	M/C	PSV	HGV	IGV	Taxi	CAR	Time
23.3	0	0	0	2.3	5	0	16	116.6	0	0	0	4.6	18	1	93	7:00
25.9	0	0	0	6.9	5	0	14	136.9	0	0	0	6.9	19	0	111	7:15
29.2	0.2	0	0	0	4	0	25	152.3	0	0	0	2.3	13	0	137	7:30
44.3	0	0	2	2.3	6	0	34	127.8	0.2	0	0	4.6	14	0	109	7:45
37.6	0	0	0	4.6	4	0	29	118	0	0	0	0	9	2	107	8:00
57.9	0	0	0	6.9	5	0	46	137.1	0.2	0	0	6.9	7	0	123	8:15
69.3	0	0	2	2.3	6	1	58	141.6	0	0	2	4.6	12	0	123	8:30
76.6	0	0	2	4.6	10	0	60	113.6	0	0.4	0	9.2	5	2	97	8:45
84.8	0	0	0	13.8	4	0	67	77.9	0	0	2	6.9	5	0	64	9:00
63.3	0	0	0	2.3	5	2	54	95.3	0	0	0	2.3	7	1	85	9:15
37.5	0.2	0	2	2.3	0	2	31	84.9	0	0	2	6.9	5	2	69	9:30
32.2	0	0	2	9.2	2	0	19	58.2	0	0	0	9.2	2	0	47	9:45
27.6	0	0	0	4.6	1	0	22	54.9	0	0	4	6.9	6	0	38	10:00
24	0	0	0	0	6	0	18	26.9	0	0	0	6.9	3	0	17	10:15
36.4	0.2	0	0	9.2	4	0	23	23.3	0	0	0	2.3	1	1	19	10:30
39.8	0.2	0	0	4.6	2	1	32	49.9	0	0	0	6.9	3	0	40	10:45
29.6	0	0	0	4.6	5	0	20	50.5	0.2	0	0	2.3	8	0	40	11:00
33.3	0	0	0	2.3	3	1	27	40.5	0.2	0	0	2.3	4	0	34	11:15
47.9	0	0	0	6.9	5	1	35	26.3	0	0	0	2.3	3	0	21	11:30
58.1	0.2	0	0	6.9	4	0	47	45.3	0	0	0	2.3	2	2	39	11:45
53.6	0	0	0	4.6	3	0	46	42.6	0	0	0	4.6	7	0	31	12:00
54.6	0	0	0	4.6	4	0	46	36.6	0	0	0	4.6	6	0	26	12:15
39	0.4	0	0	4.6	5	0	29	37	0	0	0	0	3	0	34	12:30
38.8	0.2	0	0	4.6	8	1	25	38.6	0	0	0	4.6	3	0	31	12:45
44.3	0	0	0	2.3	6	0	36	37.6	0	0	0	4.6	4	0	29	13:00
47.9	0	0	0	6.9	5	1	35	33.9	0	0	0	6.9	1	0	26	13:15
51.7	0	0.4	0	2.3	8	2	39	52.2	0	0	0	9.2	5	0	38	13:30
53.3	0	0	0	2.3	2	1	48	32.2	0	1.2	0	0	5	0	26	13:45
52	0	0	0	0	11	0	41	52.4	0.2	0	0	9.2	3 0	2	38	14:00
54.1 53.3	0.2	0	0	6.9 2.3	4	1	43 49	53 44.6	0	0	0	0	2	0	53 38	14:15 14:30
53.3 98.2	0	0	2	2.3 9.2	2	1	49 84	44.6	0	0	2	4.6 0	2	0	38	14:30
98.2 67.9	0	0	2	9.2 6.9	2	2	84 55	40	0	0	2	0	2	0	48	14:45
70.3	0	0	4	2.3	4	2	55	56 62.6	0	0	0	4.6	8	1	48 53	15:00
79.5	0.2	0	4	2.3	3	4	70	42.6	0	0	0	4.6	4	1	33	15:15
79.5	0.2	0	2	2.3	8	4	68	42.6	0	0	4	4.6	4	0	36	15:30
102.9	0	0	0	6.9	14	0	82	44	0.2	0	4	0	5	0	40	16:00
102.7	0	0.4	0	6.9	14	0	82	67.4	0.2	0	0	0	4	0	63	16:15
127	0	0.4	0	4.6	13	1	108	62.2	0.4	0	0	0	8	0	54	16:30
119	0	0.4	2	4.0	13	0	100	47.3	0.2	0	0	2.3	6	0	39	16:45
141.1	0.2	0	0	6.9	18	1	115	57	0	0	0	0	4	0	53	17:00
123.3	0.2	0	0	2.3	12	0	109	71.3	0	0	0	2.3	3	0	66	17:15
141.3	0	0	0	2.3	12	0	127	52	0	0	0	0	5	0	47	17:30
134.2	0.2	0	0	0	12	2	119	48	0	0	0	0	6	0	42	17:45
139.8	0.2	0	0	4.6	17	0	118	44	0	0	0	0	2	2	40	18:00
137.3	0.2	0	0	2.3	14	0	121	42	0	0	0	0	7	1	34	18:15
80.5	0.2	0	0	2.3	5	1	72	53.3	0	0	0	2.3	5	0	46	18:30
91.7	0	0.4	0	2.3	16	0	73	46.2	0.2	0	4	0	2	1	39	18:45
3254.5	2.8	1.6	20	200.1	324	29	2677	3019.6	2	1.6	20	161	264	20	2551	25.75



Site No. 4

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

Date			y 28 Ma													
		100300		R157(N) to	0 R157(S)			Veh.			A to B - R1	57(N) to N	Vovaadd	V		Veh.
Time	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
11:00	25	0	1	2	0	0	0	28	10	0	2	2	0	0	0	14
11:15	28	0	3	4	0	0	0	35	11	0	0	1	0	0	0	12
11:30	24	0	2	2	1	0	0	29	19	0	3	2	0	0	0	24
11:45	20	1	5	0	0	0	0	26	23	0	3	2	0	0	0	28
12:00	19	0	4	1	0	0	0	24	14	0	2	2	0	0	0	18
12:15	20	0	2	2	0	0	0	24	22	0	2	0	0	0	0	24
12:30	30	0	4	3	0	0	0	37	9	0	0	1	0	0	3	13
12:45	16	0	1	2	0	1	0	20	9	0	4	2	0	0	0	15
13:00	24	0	2	0	0	0	0	26	12	0	3	1	0	0	0	16
13:15	28	0	6	0	0	0	0	34	10	0	4	1	0	0	0	15
13:30	25	0	3	4	0	0	0	32	16	1	4	0	0	0	0	21
13:45	27	0	4	1	0	0	0	32	21	1	1	1	0	0	0	24
14:00	25	0	3	3	1	0	0	32 39	14	0	5	0	0	0	0	19
14:15 14:30	28 32	0	2	3	0	0	0	39	18 24	0	2	0	0	0	0	21 24
14:30	26	0	2	4	0	1	0	29	24	0	1	3	0	0	0	33
14:45	31	0	2	3	0	0	0	34	15	1	1	0	0	0	0	17
15:00	28	0	5	2	0	0	0	34	28	1	2	0	0	0	0	31
15:30	28	0	3	2	0	0	0	33	36	2	2	0	1	0	1	42
15:45	46	0	6	1	0	0	0	53	29	1	1	0	0	0	0	31
16:00	40	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

	n Turning		-								R157(S)	gaddy / iy 2019) / Moyg y 28 Ma		n	ite No ocatic)ate
Veh			to R157(S					Veh.				oygaddy i				Time
Toto	P/C	M/C	PSV	HGV	LGV	Taxi	CAR	Total	P/C	M/C	PSV	HGV	LGV	Taxi	CAR	
39	0	0	0	0	4	0	35	70	0	0	0	2	11	0	57	7:00
50	0	0	0	1	5	1	43	79	0	0	0	2	14	0	63	7:15
48	0	0	0	0	7	0	41	82	0	0	0	2	8	0	72	7:30
49	0	0	0	1	5	0	43	83	0	0	0	0	7	0	76	7:45
56	0	0	0	0	3	0	53	85	1	0	0	1	10	1	72	8:00
43	0	0	0	0	2	0	41	78	1	0	0	3	3	0	71	8:15
67	0	0	0	1	7	0	59	55	0	0	1	1	5	0	48	8:30
77	0	0	0	2	3	0	72	49	0	1	0	0	2	1	45	8:45
34	0	0	0	1	3	1	29	48	0	0	1	3	3	0	41	9:00
41	0	0	0	0	1	0	40	47	0	0	0	2	5	1	39	9:15
50	0	0	1	1	4	2	42	36	0	0	0	2	1	1	32	9:30
25	0	0	0	2	1	0	22 22	26	0	0	0	1	2	1	22	9:45 10:00
	0	0	2	1	2	0		20 9	0	0	0	3	3	0		
20 9	0	0	0	1	0	1	16 8	13	0	0	0	2	2	1	5	10:15 10:30
21	0	0	0	0	2	0	19	22	0	0	0	2	2	0	10	10:30
21	0	0	0	1	6	0	19	22	1	0	0	2	2	0	18	10:45
25	0	0	0	0	6 2	0	18	23	1	0	0	1	2	0	20	11:15
10	0	0	0	0	2	0	8	14	0	0	0	0	1	0	13	11:30
27	0	0	0	1	2	2	24	14	0	0	0	1	2	0	13	11:45
18	0	0	0	1	2	2	15	24	0	0	0	1	4	0	13	12:00
14	0	0	0	2	5	0	7	16	0	0	0	0	2	1	17	12:00
24	0	0	0	0	2	0	22	13	0	0	0	0	0	1	13	12:30
24	0	0	0	1	2	0	17	16	0	0	0	0	1	0	12	12:45
13	0	0	0	1	1	0	17	18	0	0	0	1	3	0	13	13:00
11	0	0	0	0	1	0	10	18	0	0	0	2	1	0	15	13:15
22	0	0	0	1	2	0	10	25	0	0	0	4	3	0	18	13:30
11	0	0	0	0	2	0	9	17	0	3	0	0	3	0	10	13:45
27	0	0	0	2	2	0	23	21	1	0	0	2	2	2	14	14:00
23	0	0	0	0	0	0	23	34	0	0	0	0	0	0	34	14:15
23	0	0	0	1	2	0	19	20	0	0	0	1	0	0	19	14:30
19	0	0	0	0	1	1	17	18	0	0	2	0	1	0	15	14:45
25	0	0	0	1	2	0	22	21	0	0	0	0	4	0	17	15:00
32	1	0	0	0	- 1	2	28	36	0	0	0	1	3	0	32	15:15
15	0	0	0	1	2	1	11	20	0	0	0	0	2	0	18	15:30
31	0	0	2	0	2	0	27	12	0	0	0	0	1	0	11	15:45
29	1	0	0	0	1	0	27	19	0	0	0	0	5	0	14	16:00
29	0	0	0	0	4	0	25	40	2	0	0	0	1	0	37	16:15
27	0	0	0	0	3	0	24	34	1	0	0	0	5	0	28	16:30
23	0	0	0	1	2	0	20	25	0	0	0	0	4	0	21	16:45
12	0	0	0	0	2	0	10	44	0	0	0	0	2	0	42	17:00
23	0	0	0	0	3	0	20	36	0	0	0	1	1	0	34	17:15
21	0	0	0	0	4	0	17	42	0	0	0	0	3	0	39	17:30
20	0	0	0	0	1	0	19	29	0	0	0	0	6	0	23	17:45
18	0	0	0	0	1	0	17	23	0	0	0	0	1	2	20	18:00
22	0	0	0	0	5	1	16	19	0	0	0	0	2	0	17	18:15
26	0	0	0	0	3	0	23	23	0	0	0	1	1	0	21	18:30
	0	0	0	0	1	0	19	25	1	0	2	0	1	0	21	18:45

 1567 1170

12 121

25.75 1343 12 149 44



10084 / Moygaddy May 2019 Junction Turning Count

Site No.

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

Date			y 28 Mc													
			C to B - R1		Vovaaddy	V		Veh.			C to A -	R157(S) to	R157(N)			Veh.
Time	CAR	Taxi	LGV	HGV	PSV	, м/с	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		0	0	6	35
11:30	18 20	1	2	1	0	0	1	23 24	14 23	0	3	3	0	0	0	20 26
11:45	30	0	3	0	0	0	0	33	34	0	1	1	0	0	3	41
12:00	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	20	25	1	3	4	0	0	0	30
12:45	16	1	3	0	0	0	0	24	23	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	20	1	3	4	0	0	0	35
13:30	21	1	3	1	0	0	0	26	23	1	3	3	1	0	0	31
13:45	24	0	2	0	0	0	0	26	23	0	5	3	2	0	0	33
14:00	27	0	5	0	0	0	0	32	29	0	3	1	0	0	0	33
14:15	24	0	3	1	0	0	1	29	16	0	4	1	0	0	0	21
14:30	26	1	1	1	0	0	0	29	22	1	2	0	0	0	0	25
14:45	60	1	1	3	1	0	0	66	28	0	2	2	0	0	0	32
15:00	33	1	3	1	0	0	0	38	29	0	3	1	0	0	0	33
15:15	29	1	4	1	2	0	0	37	22	0	4	4	0	0	1	31
15:30	34	2	3	1	0	0	0	40	33	1	6	1	0	1	0	42
15:45	39	0	5	0	0	0	0	44	27	1	5	2	0	0	0	35
16:00	40	0	7	0	0	0	0	47	28	0	5	2	0	0	0	35
16:15	45	0	4	1	0	0	0	50	31	0	5	0	0	0	0	36
16:30	53	0	10	0	0	0	0	63	33	1	5	0	0	0	0	39
16:45	57	0	4	0	0	0	0	61	27	0	7	0	0	0	0	34
17:00	62	0	13	2	0	0	0	77	29	0	7	2	0	0	0	38
17:15	53	0	5	1	0	0	0	59	36	0	4	2	0	0	0	42
17:30	71	0	7	1	0	0	0	79	41	0	3	2	0	0	0	46
17:45	53	0	3	0	0	0	1	57	35	0	2	0	0	0	0	37
18:00	75	0	12	1	0	0	1	89	35	0	10	2	0	0	0	47
18:15	54	0	4	1	0	0	0	59	34	2	2	0	0	0	0	38
18:30	38	0	3	2	0	0	0	43	35	0	2	0	0	0	1	38
18:45	39	0	5	0	0	1	2	47	18	0	3	2	0	0	0	23
25.75	1388	13	177	38	6	1	6	1629	1674	14	217	109	5	5	13	2037

Torm A relationTorm A relationTorm A relationCase <t< th=""><th>No. ation e</th><th></th><th>4 R157(N Tuesda</th><th></th><th>gaddy / 1y 2019</th><th>R157(S)</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th></t<>	No. ation e		4 R157(N Tuesda		gaddy / 1y 2019	R157(S)											
CAR Tool LCV HCV P/C P/C <th></th> <th>Veh.</th>																	Veh.
715 137 0 20 33 1 0 0 141 38 0 16 5 0 0 730 169 0 22 7 0 22 0 200 47 0 11 55 1 0 0 800 147 1 18 7 0 0 1 174 54 0 7 1 0 0 14 11 12 3 0 0 800 17 1 12 3 1 0 0 134 70 0 3 4 1 0 900 77 1 8 3 0 0 0 0 1 60 3 4 0 0 910 72 2 4 0 0 0 1 34 0 3 0 0 920 7 1			·				· · · · · · · · · · · · · · · · · · ·						HGV			P/C	Tota
730 169 0 22 7 0 2 0 200 47 0 11 12 0 0 745 182 0 20 44 0 0 0 206 53 1 5 1 0 0 815 145 0 6 12 0 0 1 174 64 61 1 12 3 0 0 830 17 1 1 0 109 55 1 0 3 4 1 0 900 77 0 9 7 1 1 0 195 51 0 3 0 0 0 1 48 22 0 3 0 0 0 915 79 1 8 3 0 0 0 55 3 0 0 1 43 1 1 0 <th< 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>0</td><td>40</td></th<>																0	40
7:45182020400010174541510008:00147118700117454074008:30117112310013470053108:3017112310013470053108:459325711001347005183109:1577183000114822038009:4549123000148220640010:1529054001482305200010:320730001482303400010:3429073000148230330010:3429107300148230330010:352939033000																0	59
840 147 1 18 7 0 0 1 174 54 0 7 6 0 0 815 11 1 12 3 0 0 144 0 1 14 1 0 147 1 12 3 0 0 848 93 2 5 7 1 1 0 109 59 1 8 5 1 0 970 0 9 7 1 1 0 100 65 40 1 1 0 0 970 1 8 3 0 0 0 1 48 22 0 1 1 0 0 0 1 1 1 1 0 0 0 0 1 1 1 1 0 0 0 0 1 1 1 <th1< th=""> <th1< th=""> <th1< th=""> <</th1<></th1<></th1<>																1	61
i 145 0 6 12 0 0 1 164 61 1 12 3 0 0 830 117 1 12 3 1 0 0 134 70 0 5 3 1 0 900 77 0 9 7 1 1 0 95 51 0 3 4 1 0 970 7 2 8 3 0 0 0 55 38 0 3 8 0 0 9745 44 1 7 5 0 0 1 48 22 0 65 40 0 3 8 0		-														0	60
8:80 117 1 12 3 1 0 0 134 70 0 5 1 1 0 9:00 77 0 9 7 1 1 0 109 55 10 3 4 1 0 9:15 79 1 8 3 0 0 0 65 40 1 1 0 0 9:30 57 2 4 2 0 0 0 65 40 1 1 0 0 0 9:45 47 1 7 5 0 0 1 48 22 0 6 4 0																0	67
848 93 2 5 7 1 1 1 0 199 57 1 8 5 1 0 9,00 77 0 9 7 1 8 3 0 0 950 51 0 1 5 8 3 0 9,30 57 2 4 2 0 0 0 55 40 1 5 8 0 0 0,00 41 1 2 3 0 0 14 48 22 0 5 4 0 0 10:5 29 0 5 3 0 0 14 48 1 1 5 3 0 0 14 44 1 15 4 0 0 10 14 14 14 10 1 14 14 14 14 14 10 1 14	· .															0	77
900 77 0 9 7 1 1 0 95 51 0 3 4 1 0 9715 79 1 8 3 0 0 0 91 60 0 1 1 0 0 9785 57 2 4 2 0 0 0 55 38 0 3 8 0 0 1000 34 1 7 5 0 0 1 48 22 0 6 44 0 0 0 1015 29 0 5 4 0 0 0 14 23 0 3 0 0 1 43 35 0 0 1 1 1 1 0 0 1 1 3 1 1 0 0 0 1 1 1 0 0 1 1 </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>0</td> <td>79</td>							-									0	79
9:15 79 1 88 3 0 0 91 60 0 1 1 0 0 9:30 57 2 4 2 0 0 0 55 38 0 3 8 3 0 0 9:45 49 1 2 3 0 0 1 48 22 0 6 4 0 0 10:15 29 0 5 4 0 0 1 48 22 0 6 4 0 0 10:30 29 1 9 2 0 0 0 14 43 35 0 3 0 0 0 11 44 0 0 0 0 34 43 0 0 0 34 43 0 0 0 11 11 0 0 0 0 0 0 0 <td></td> <td>0</td> <td>74 59</td>																0	74 59
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9:45 49 1 2 3 0 0 55 38 0 3 8 0 0 10:00 34 1 7 5 0 0 1 48 22 0 6 4 0 0 10:30 29 1 9 2 0 0 1 39 41 1 4 4 0 0 10:45 34 0 7 3 0 0 44 44 1 5 3 0 0 11:15 44 0 5 3 0 0 7 9 39 0 3 5 0 0 11:13 44 0 0 0 34 43 0 5 33 0 6 3 0 0 11:145 36 0 7 2 0 0 34 43 0 <t< 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>1</td><td>58</td></t<>																1	58
10:00 34 1 7 5 0 0 1 48 22 0 6 4 0 0 10:15 29 0 5 4 0 0 1 39 41 1 4 4 0 0 10:30 29 1 9 2 0 0 0 44 44 1 5 2 0 0 10:45 34 0 5 5 0 0 1 43 35 0 3 4 0 0 1 133 35 0 3 4 0 0 1 433 35 0 3 4 0 0 1 433 0 3 3 0 0 1 1 1 0 1 1 1 0 0 1 1 0 0 1 1 0 0 1 1										-						0	- 38 - 49
10:15 29 0 5 4 0 0 1 39 41 1 4 4 0 0 10:30 29 1 9 2 0 0 0 44 44 1 5 3 0 0 10:45 34 0 7 3 0 0 14 44 44 1 5 3 0 0 11:15 44 0 5 3 0 0 34 43 0 5 3 0 0 14 33 0 5 33 0 5 1 0 0 11:13 27 0 4 0 0 33 0 0 33 0 6 3 0 0 12:15 36 1 4 0 0 0 46 33 0 4 0 0 1 1 0																0	32
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11.15 44 0 55 3 0 0 7 59 39 0 3 5 0 0 11.30 27 0 4 3 0 0 0 34 43 0 55 44 1 0 11.45 36 0 3 3 0 0 34 43 0 5 44 1 0 1201 53 0 7 2 0 0 34 42 33 0 4 2 0 44 0 0 1215 36 1 4 0 0 0 44 4 0 0 0 1245 36 0 1 4 0 0 0 53 38 0 10 1 0 0 0 33 38 0 10 0 0 0 1 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>0</td><td></td><td></td><td></td><td></td><td>0</td><td>42</td></td<>	_										0					0	42
11:10 27 0 4 3 0 0 0 34 43 0 5 4 1 0 11:45 36 0 3 3 0 0 0 42 43 1 8 2 0 0 12:00 53 0 7 2 0 0 36 33 0 4 0 0 1 1 8 2 0 0 0 12:30 37 2 3 4 0 0 0 46 39 0 4 4 0 0 12:45 36 0 5 5 0 0 0 53 80 0 10 0 0 13:30 41 1 4 6 0 0 0 55 44 1 1 0 0 0 1 1 0 0 0 1 <td></td> <td>0</td> <td>47</td>																0	47
11:45 36 0 33 3 0 0 42 43 1 88 2 0 0 12:00 53 0 7 2 0 0 3 65 33 0 6 3 0 0 12:15 36 1 5 4 0 0 0 46 42 0 4 2 0 0 12:30 37 2 3 4 0 0 0 46 42 25 0 5 4 0 1 13:30 40 0 5 5 0 0 0 53 38 0 10 1 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 0 0										-						0	53
12:15 36 1 5 4 0 0 0 46 42 0 4 2 0 4 2 0 0 12:30 37 2 3 4 0 1 0 44 39 0 4 4 0 0 12:45 36 0 1 4 0 1 0 42 25 0 5 4 0 1 12:45 36 0 1 4 66 0 0 0 53 38 0 10 1 0 0 13:33 41 1 6 7 1 0 0 55 48 1 5 2 0 0 1 1 0 0 1 1 1 0 0 1 1 1 1 0 0 1 1 1 1 0 0 1										-				0		0	54
12:30 37 2 3 4 0 0 0 46 39 0 4 4 0 0 12:45 36 0 1 4 0 1 0 42 25 0 5 4 00 1 13:00 40 0 5 5 0 0 0 53 38 0 10 1 0 0 13:30 41 1 6 7 1 0 0 56 41 1 7 4 0 0 13:35 42 5 3 0 0 56 41 1 7 4 0 0 13:35 42 5 3 0 0 1 56 41 1 7 4 0 0 0 14:45 30 0 3 2 2 0 0 55 0 <	:00	53	0	7	2	0	0	3	65	33	0	6	3	0	0	0	42
12:45 36 0 1 4 0 1 0 42 25 0 5 4 0 1 13:00 40 0 5 5 0 0 0 50 36 0 5 1 0 0 13:15 42 1 4 6 0 0 53 38 0 10 1 0 0 13:15 42 1 4 6 0 0 53 38 0 10 1 0 0 13:45 34 0 8 3 2 3 0 55 48 1 5 2 0 0 14:15 50 0 4 1 0 0 0 55 40 7 2 0 0 14:13 1 1 0 0 0 55 0 3 3 0 <t< td=""><td>15</td><td>36</td><td>1</td><td>5</td><td>4</td><td>0</td><td>0</td><td>0</td><td>46</td><td>42</td><td>0</td><td>4</td><td>2</td><td>0</td><td>0</td><td>0</td><td>48</td></t<>	15	36	1	5	4	0	0	0	46	42	0	4	2	0	0	0	48
33.00 40 0 5 5 0 0 0 50 36 0 5 1 0 0 33.15 42 1 4 6 0 0 53 38 0 10 1 0 0 33.30 41 1 6 7 1 0 0 56 41 1 7 4 0 0 33.45 34 0 8 3 2 3 0 56 41 1 7 4 0 0 34.00 43 2 5 3 0 0 55 46 0 9 4 0 0 44.10 1 2 1 0 0 0 55 56 0 2 4 0 0 0 44.3 0 7 5 0 0 1 67 56 1	30	37	2	3	4	0	0	0	46	39	0	4	4	0	0	3	50
13.15 42 1 4 6 0 0 0 53 38 0 10 1 0 0 13.30 41 1 6 7 1 0 0 56 41 1 7 4 0 0 13.34 34 0 8 3 2 3 0 50 48 1 5 2 0 0 13.45 34 0 8 3 1 0 0 50 48 1 5 2 0 0 14.45 50 0 4 1 0 0 0 55 46 0 7 4 0 0 14.43 40 3 2 1 0 0 0 55 64 0 2 4 0 0 0 0 0 0 0 0 0 0 0 0	45	36	0	1	4	0	1	0	42	25	0	5	4	0	1	0	35
13.304116710056411740013.453408323050481520014.004325300154390831014.155004100055460940014.155004100055660240014.3541121000550330114.455407100054461130015.555407500162642521015.3551181010626425210116.004201020005517100116.30611100002768901430116.43640110007512201701016.448011 <t< td=""><td>:00</td><td>40</td><td>0</td><td>5</td><td>5</td><td>0</td><td>0</td><td>0</td><td>50</td><td>36</td><td>0</td><td>5</td><td>1</td><td>0</td><td>0</td><td>0</td><td>42</td></t<>	:00	40	0	5	5	0	0	0	50	36	0	5	1	0	0	0	42
13.45 34 0 8 3 2 3 0 50 48 1 5 2 0 0 14.00 43 2 5 3 0 0 11 54 39 0 8 3 1 0 14.15 50 0 4 1 0 0 0 55 46 0 9 4 0 0 14.15 50 0 4 1 0 0 0 55 46 0 2 4 0 0 14.43 41 1 2 1 0 0 55 46 1 1 3 0 1 14.45 43 0 7 5 0 0 1 67 55 0 3 3 0 0 15.55 54 0 7 5 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 <td< td=""><td>:15</td><td>42</td><td>1</td><td>4</td><td>6</td><td>0</td><td>0</td><td>0</td><td>53</td><td>38</td><td>0</td><td>10</td><td>1</td><td>0</td><td>0</td><td>0</td><td>49</td></td<>	:15	42	1	4	6	0	0	0	53	38	0	10	1	0	0	0	49
44.00 43 2 5 3 0 0 1 54 39 0 88 3 1 0 4415 50 0 4 1 0 0 55 46 0 9 4 00 0 4430 41 1 2 1 0 0 0 55 46 0 9 4 00 0 443 41 1 2 0 0 45 56 0 2 4 0 0 500 46 0 7 1 0 0 0 54 1 1 3 0 1 515 54 0 7 5 0 0 1 67 56 1 7 2 0 0 0 1 10 1 0 10 10 10 10 10 10 1 10 10<	:30	41	1	6	7	1	0	0	56	41	1	7	4	0	0	0	53
	:45					2		0						0	0	0	56
44.30 41 1 2 1 0 0 0 45 56 0 2 4 0 0 1 44.45 43 0 3 2 2 0 00 50 55 0 3 3 0 1 5500 46 0 7 1 0 0 54 46 1 1 3 00 0 5515 54 0 7 5 0 0 1 656 1 1 3 0 0 0 515 54 0 7 5 0 0 1 656 1 7 1 0 0 533 51 1 8 1 0 0 0 44 2 5 2 1 0 0 0 1 0 1 0 1 0 1 0 1 0																0	51
14.45 43 0 3 2 2 0 0 55 0 3 3 0 1 15:00 46 0 7 1 0 0 54 46 1 1 3 0 0 15:15 54 0 7 5 0 0 1 67 56 1 7 2 0 0 15:30 51 1 8 1 0 1 0 62 64 2 5 2 1 0 15:30 51 1 6 2 0 0 0 64 2 5 2 1 0 0 15:45 38 1 6 2 0 0 0 54 80 1 7 1 0 0 1 1 1 0 1 1 1 1 1 1 1 1																1	60
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15:15 54 0 7 5 0 0 1 67 56 1 7 2 0 0 15:30 51 1 8 1 0 1 062 64 2 5 2 1 0 15:43 38 1 6 2 0 0 47 75 1 7 1 0 0 16:00 42 0 10 2 0 0 2 76 89 0 14 3 0 1 16:15 68 0 61 1 10 0 0 2 76 89 0 14 3 0 1 1 10 2 0 1 0 14 3 0 1 1 1 0 0 1 73 107 2 13 2 0 1 0 1 1 1															1	0	62
5:30 51 1 8 1 0 1 0 62 64 2 5 2 1 0 5:45 38 1 6 2 0 0 0 47 75 1 7 1 0 0 0 6:00 42 0 10 2 0 0 54 80 0 19 9 0 1 6:60 6 0 0 0 2 76 89 0 14 3 0 1 6:45 68 0 11 0 0 59 122 0 17 0 1 0 6:45 48 0 11 0 0 0 59 122 0 17 0 1 0 6:45 48 0 11 0 0 78 124 0 1 0 1 0																0	51
15:45 38 1 6 2 0 0 0 47 75 1 7 1 0 0 0 16:00 42 0 10 2 0 0 0 54 80 0 19 9 0 1 16:15 68 0 6 0 0 0 2 76 89 0 14 3 0 1 16:30 61 1 00 0 0 173 107 2 13 2 00 2 16:45 48 0 11 0 0 0 173 107 2 13 2 00 2 17:00 71 0 9 2 0 0 82 100 1 20 2 0 1 17:15 70 0 5 3 0 0 78 124 0 1																0	66
64:00 42 0 10 2 0 0 0 54 80 0 19 9 0 1 6:15 68 0 6 0 0 0 2 76 89 0 14 3 0 1 6:63 61 1 10 0 0 0 173 107 2 13 2 0 2 645 48 0 11 0 0 0 59 122 0 17 0 1 0																1	75
6:15 6:8 0 6:6 0 0 0 2 76 89 0 14 3 0 1 6:30 6:1 1 10 0 0 0 1 73 107 2 13 2 0 2 6:43 6:4 1 10 0 0 0 1 73 107 2 13 2 0 2 6:45 48 0 11 0 0 0 0 59 122 0 17 0 1 0 0 0 1 20 2 0 1 700 71 0 9 2 0 0 0 82 100 1 20 2 0 1 77:0 70 0 5 3 0 0 0 78 124 0 11 1 0 1 7:45																0	109
16:30 61 1 10 0 0 0 1 73 107 2 13 2 0 2 16:45 48 0 11 0 0 0 0 59 122 0 17 0 1 0 17:00 71 0 9 2 0 0 60 82 100 1 20 2 0 1 1 0 1 1 0 1 1 0 1 1 0 0 0 0 1 1 <t< 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>0</td><td>109</td></t<>																0	109
16:45 48 0 11 0 0 0 0 59 122 0 17 0 1 0 17:00 71 0 9 2 0 0 0 82 100 1 20 2 0 1 17:15 70 0 5 3 0 0 0 78 124 0 21 1 0 1 17:30 80 0 6 2 0 0 0 88 145 0 15 1 1 0 1 17:45 58 0 8 0 0 0 66 136 3 15 0 0 0 18:00 55 2 11 2 0 0 0 57 112 1 19 2 0 0 0 18:15 51 2 4 0 0 0 <td></td> <td>0</td> <td>10/</td>																0	10/
17:00 71 0 9 2 0 0 0 82 100 1 20 2 0 1 17:15 70 0 5 3 0 0 78 124 0 21 1 0 1 17:30 80 0 6 2 0 0 78 124 0 21 1 0 1 17:30 80 0 6 2 0 0 88 145 0 15 1 1 0 1 17:45 58 0 8 0 0 0 66 136 3 15 0 0 0 18:00 55 2 11 2 0 0 0 70 104 1 19 2 0 0 18:15 51 2 4 0 0 0 57 112 0 11<																0	140
77:15 70 0 5 3 0 0 78 124 0 21 1 0 1 77:30 80 0 6 2 0 0 88 145 0 15 1 1 0 7:45 58 0 8 0 0 0 66 136 3 15 0 0 0 880 55 2 11 2 0 0 70 104 19 22 0 0 0 88:0 51 2 4 0 0 0 57 112 0 11 3 0 0																1	125
17:30 80 0 6 2 0 0 0 88 145 0 15 1 1 0 17:45 58 0 8 0 0 0 0 66 136 3 15 0 0 0 18:00 55 2 11 2 0 0 0 70 104 1 19 2 0 0 18:15 51 2 4 0 0 0 57 112 0 11 3 0 0																0	147
17:45 58 0 8 0 0 0 0 66 136 3 15 0 0 0 1 18:00 55 2 11 2 0 0 0 70 104 1 19 2 0 0 18:15 51 2 4 0 0 0 57 112 0 11 3 0 0							1				1					0	162
18:00 55 2 11 2 0 0 0 70 104 1 19 2 0 0 18:15 51 2 4 0 0 0 57 112 0 11 3 0 0																0	154
18:15 51 2 4 0 0 0 57 112 0 11 3 0 0																0	120
																0	126
		56		3	1				61			4				1	91
										-	0					1	98

 25.75 3017

22 3604 2915



10084 / Moygaddy May 2019 Junction Turning Count

Site No.

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

Date			y 28 Ma													
				n B - Moy	gaddy			Veh.			From A	m B - Mo	ygaddy			Veh.
Time	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	0	3	0	28
14:00	41	0	10	0	0	0	0	51	37	2	4	4	0	0	1	48
14:15	42	0	5	2	0	0	1	50	57	0	0	0	0	0	0	57
14:30	50	1	1	1	0	0	0	53	38	0	2	2	0	0	0	42
14:45	89	1	2	6	1	0	0	99	32	1	2	0	2	0	0	37
15:00	48	2	4	1	0	0	0	55	39	0	6	1	0	0	0	46
15:15	57	2	6	1	2	0	0	68	60	2	4	1	0	0	1	68
15:30	70	4	5	1	1	0	1	82	29	1	4	1	0	0	0	35
15:45 16:00	68 77	1	6	0	0	0	0	75 94	38 41	0	3	0	2	0	0	43 48
16:00	87	0	14	3	0	1	0	101	62	0	5	0	0	0	2	48 69
16:15	101	1	10	3	0	1	0	101	62 52	0	5	0	0	0	2	69
16:30	101	0	13	0	1	0	0	123	41	0		1	0	0	0	48
16:45	110		14	3		0	1	123	52		6	0	0	0	0	48 56
17:00	103	1	18	3	0	0	0	133	52	0	4	1	0	0	0	56
17:15	103	0	12	1	0	0	0	116	54	0	4	0	0	0	0	59 63
	132														0	
17:45		2	13	0	0	0	1	125 146	42	0	7	0	0	0		49
18:00 18:15	126	0	17	2	0	0	0	146	37 33	2	2	0	0	0	0	41
	112	0	5			0	1	81	33 44	0		1	0	0	0	41 49
18:30 18:45	72 78	0	5 16	2	0	1	2	97	44	0	4	0	2	0	0	49
	2649	28	330	85	10	3	2	97 3119		24	2 270	69	2	<u> </u>	11	45 2902
25.75	2647	28	330	80	10	3	14	3119	2513	24	270	67		4		2902

Cour	R157(N) / Moygaddy / R157(S) Tuesday 28 May 2019 From Am C - R157(S) Veh. From Am C - R157(S) Veh. CAR Taxi LGV HGV PsV M/C P/C Total															· •
																te No.
											R157(S)					
			1.57(6)	Arres C D	F						7(0)			Tuesaa		ate
	R/C	NUC				Tavi	CAR		R/C	MIC				Tavi	CAR	Time
																7:00
89	0	0	1	2	8	0	78	94	0	0	0	4	18	1	71	7:15
131	0	2	0	5	17	0	107	92	0	0	0	2	16	0	74	7:30
141	0	0	1	5	17	0	118	85	0	0	0	2	9	1	73	7:45
99	0	0	0	6	9	0	84	101	0	0	0	3	8	0	90	8:00
100	0	0	0	10	3	0	87	79	0	0	0	2	9	1	67	8:15
109	0	0	0	3	12	2	92	109	0	0	0	4	11	0	94	8:30
99	0	0	1	8	8	1	81	117	0	0	0	6	6	1	104	8:45
91	0	1	0	8	9	0	73	61	0	0	1	3	5	1	51	9:00
63	0	0	0	2	7	2	52	60	0	0	0	1	1	0	58	9:15
41	0	0	1	0	4	2	34	83	0	0	4	8	8	2	61	9:30
40	0	0	1	2	2	0	35	59	0	0	0	6	4	0	49	9:45
39	1	0	0	2	4	1	31	43	0	0	2	3	5	0	33	10:00
45	1	0	0	2	10	0	32	57	0	0	0	5	7	0	45	10:15
48	0	0	0	4	9	0	35	28	0	0	0	1	4	1	22	10:30
36	0	0	0	1	5	0	30	53	0	0	0	1	4	0	48	10:45
33	0	0	0	3	6	0	24	53	0	0	0	3	7	0	43	11:00
55	6	0	0	2	6	0	41	55	0	0	0	4	5	0	46	11:15
43	1	0	0	4	5	1	32	39	0	0	1	2	4	0	32	11:30
50	0	0	0	3	4	0	43	53	0	0	0	1	5	3	44	11:45
74	3	0	0	1	6	0	64	42	0	0	0	2	6	0	34	12:00
58	0	0	0	6	6	0	46	38	0	0	0	4	7	0	27	12:15
57	0	0	0	5	8	1	43	61	0	0	0	3	6	0	52	12:30
46 57	0	1	0	4	3	1	37	40 39	0	1	0	3	3	0	33 35	12:45
65	0	0	0	5	6	1	46		0	0	0	1	3	0	35	13:00 13:15
65 57	0	0	1	э 4	4	2	55 44	45 54	0	0	0	5	5	0	38 44	13:15
59	0	0	2	3	0 7	2	44	43	0	0	0	1	6	0	36	13:45
65	0	0	0	1	8	0	56	43 59	0	0	1	5	5	0	48	14:00
50	1	0	0	2	7	0	40	62	1	0	0	3	7	0	40 51	14:15
54	0	0	0	1	3	2	40	60	0	0	0	5	4	0	51	14:30
98	0	0	1	5	3	1	88	48	0	1	0	0	3	1	43	14:45
71	0	0	0	2	6	1	62	59	0	0	0	4	2	0	53	15:00
68	1	0	2	5	8	1	51	67	1	0	0	2	6	2	56	15:15
82	0	1	0	2	9	3	67	48	0	0	0	3	5	1	39	15:30
79	0	0	0	2	10	1	66	84	0	0	2	1	8	0	73	15:45
82	0	0	0	2	12	0	68	91	1	1	0	6	13	0	70	16:00
86	0	0	0	1	9	0	76	85	0	0	0	1	12	0	72	16:15
102	0	0	0	0	15	1	86	98	0	1	0	0	13	1	83	16:30
95	0	0	0	0	11	0	84	101	0	0	0	1	9	0	91	16:45
115	0	0	0	4	20	0	91	81	0	1	0	1	17	0	62	17:00
101	0	0	0	3	9	0	89	113	0	1	0	1	17	0	94	17:15
125	0	0	0	3	10	0	112	118	0	0	1	1	15	0	101	17:30
94	1	0	0	0	5	0	88	106	0	0	0	0	6	1	99	17:45
136	1	0	0	3	22	0	110	87	0	0	0	1	15	1	70	18:00
97	0	0	0	1	6	2	88	82	0	0	0	3	8	1	70	18:15
81	1	0	0	2	5	0	73	79	0	1	0	0	5	0	73	18:30
70	2	1	0	2	8 394	0 27	57 3062	68 3348	1	0	0	0	4	0	63	18:45



Site No. 4

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

Date		Tuesda	y 28 Ma	y 2019												
Time			A to C -	R157(N) to	· · · ·			Veh.		,	A to 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	23	0	6	2.3	0	0	0	31.3	6	0	4	0	0	0	0	10
7:15	28	0	13	6.9	0	0	0	47.9	10	0	3	4.6	0	0	0	17.6
7:30	33	0	9	4.6	0	0	0	46.6	14	0	2	0	0	0	0.2	16.2
7:45	30	1	4	2.3	0	0	0	37.3	23	0	1	0	0	0	0	24
8:00	37	0	5	6.9	0	0	0	48.9	17	0	2	6.9	0	0	0	25.9
8:15	26 35	1	7	4.6	0	0	0	38.6 45.9	35	0	5	2.3 0	0	0	0	42.3
8:30				6.9	0		0		35			-	2			38
8:45 9:00	32 22	1	3	9.2	0	0	0	45.2 30.6	27 29	0	5	2.3	2	0	0	36.3 34.6
			0	4.6		0	0			0		4.6 0	0	0	0	
9:15 9:30	18 19	0	4	2.3	0	0	0	20.3 45.1	42	1	1	2.3	0	0	0.2	43 25.5
9:30	27	0	4	9.2	0	0	0	45.1 39.2	11	0	0	9.2	0	0	0.2	25.5
9:45	11	0	3	4.6	0	0	0	18.6	11	0	3	9.Z 4.6	0	0	0	18.6
10:00	29	0	4	9.2	0	0	0	42.2	12	1	0	4.0	0	0	0	13
10:15	14	0	4	2.3	0	0	0	20.3	9	0	1	2.3	0	0	0	12.3
10:30	29	0	4	2.3	0	0	0	33.3	15	1	3	4.6	0	0	0	23.6
10:45	29	0	2	4.6	0	0	0	30.6	10	0	2	4.6	0	0	0	16.6
11:15	23	0	3	9.2	0	0	0	40.2	11	0	2	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
12:00	20	0	2	4.6	0	0	0	26.6	22	0	2	0	0	0	0	24
12:30	30	0	4	6.9	0	0	0	40.9	9	0	0	2.3	0	0	0.6	11.9
12:45	16	0	1	4.6	0	0.4	0	22	9	0	4	4.6	0	0	0	17.6
13:00	24	0	2	0	0	0	0	26	12	0	3	2.3	0	0	0	17.3
13:15	28	0	6	0	0	0	0	34	10	0	4	2.3	0	0	0	16.3
13:30	25	0	3	9.2	0	0	0	37.2	16	1	4	0	0	0	0	21
13:45	27	0	4	2.3	0	0	0	33.3	21	1	1	2.3	0	0	0	25.3
14:00	25	0	3	6.9	2	0	0	36.9	14	0	5	0	0	0	0	19
14:15	28	0	7	6.9	0	0	0.2	42.1	18	0	2	2.3	0	0	0	22.3
14:30	32	0	2	9.2	0	0	0	43.2	24	0	0	0	0	0	0	24
14:45	26	0	2	0	0	0.4	0	28.4	29	0	1	6.9	0	0	0	36.9
15:00	31	0	0	6.9	0	0	0	37.9	15	1	1	0	0	0	0	17
15:15	28	0	5	4.6	0	0	0	37.6	28	1	2	0	0	0	0	31
15:30	28	0	3	4.6	0	0	0	35.6	36	2	2	0	2	0	0.2	42.2
15:45	46	0	6	2.3	0	0	0	54.3	29	1	1	0	0	0	0	31
16:00	43	0	12	13.8	0	0.4	0	69.2	37	0	7	6.9	0	0	0	50.9
16:15	47	0	8	2.3	0	0	0	57.3	42	0	6	4.6	0	0.4	0	53
16:30	59	1	10	0	0	0.4	0	70.4	48	1	3	4.6	0	0.4	0	57
16:45	71	0	7	0	0	0	0	78	51	0	10	0	2	0	0	63
17:00	52	0	15	2.3	0	0.4	0	69.7	48	1	5	2.3	0	0	0.2	56.5
17:15	74	0	14	2.3	0	0.4	0	90.7	50	0	7	0	0	0	0	57
17:30	84	0	11	2.3	2	0	0	99.3	61	0	4	0	0	0	0	65
17:45	80	1	5	0	0	0	0	86	56	2	10	0	0	0	0	68
18:00	53	1	14	2.3	0	0	0	70.3	51	0	5	2.3	0	0	0	58.3
18:15	54	0	3	6.9	0	0	0	63.9	58	0	8	0	0	0	0	66
18:30	50	0	2	0	0	0.4	0	52.4	34	1	2	0	0	0	0.2	37.2
18:45	44	0	3	0	0	0	0.2	47.2	39	0	11	0	0	0	0	50
Total	1654	7	242	216.2	14	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

NDC	099															ygaddy ay 2019 g Count
Site No. Locatio				gaddy /	R157(S)											
Date			y 28 Ma						ii							
Time				oygaddy	· · ·		P/C	Veh. Total				oygaddy			P/C	Veh. Total
7:00	CAR 57	Taxi 0	LGV	HGV 4.6	PSV 0	M/C	P/C 0	72.6	CAR 35	Taxi 0	LGV 4	HGV 0	PSV 0	M/C	P/C 0	39
7:15	63	0	14	4.6	0	0	0	81.6	43	1	5	2.3	0	0	0	51.3
7:30	72	0	8	4.6	0	0	0	84.6	41	0	7	0	0	0	0	48
7:45	76	0	7	0	0	0	0	83	43	0	5	2.3	0	0	0	50.3
8:00	72	1	10	2.3	0	0	0.2	85.5	53	0	3	0	0	0	0	56
8:15	71	0	3	6.9	0	0	0.2	81.1	41	0	2	0	0	0	0	43
8:30	48	0	5	2.3	2	0	0	57.3	59	0	7	2.3	0	0	0	68.3
8:45	45	1	2	0	0	0.4	0	48.4	72	0	3	4.6	0	0	0	79.6
9:00	41	0	3	6.9	2	0	0	52.9	29	1	3	2.3	0	0	0	35.3
9:15	39	1	5	4.6	0	0	0	49.6	40	0	1	0	0	0	0	41
9:30	32	1	1	4.6	0	0	0	38.6	42	2	4	2.3	2	0	0	52.3
9:45	22	1	2	2.3	0	0	0	27.3	22	0	1	4.6	0	0	0	27.6
10:00	14	0	3	6.9	0	0	0	23.9	22	0	2	2.3	4	0	0	30.3
10:15	5	0	2	4.6	0	0	0	11.6	16	0	3	2.3	0	0	0	21.3
10:30	10	1	2	0	0	0	0	13	8	1	0	0	0	0	0	9
10:45	18	0	2	4.6	0	0	0	24.6	19	0	2	0	0	0	0	21
11:00	18 20	0	2	4.6 2.3	0	0	0.2	24.8 24.5	18	0	6	2.3	0	0	0	26.3 20
11:30	13	0	1	0	0	0	0.2	14	8	0	2	0	0	0	0	10
11:45	13	0	2	2.3	0	0	0	17.3	24	2	0	2.3	0	0	0	28.3
12:00	19	0	4	2.3	0	0	0	25.3	15	0	2	2.3	0	0	0	19.3
12:15	13	1	2	0	0	0	0	16	7	0	5	4.6	0	0	0	16.6
12:30	12	1	0	0	0	0	0	13	22	0	2	0	0	0	0	24
12:45	15	0	1	0	0	0	0	16	17	0	2	2.3	0	0	0	21.3
13:00	14	0	3	2.3	0	0	0	19.3	11	0	1	2.3	0	0	0	14.3
13:15	15	0	1	4.6	0	0	0	20.6	10	0	1	0	0	0	0	11
13:30	18	0	3	9.2	0	0	0	30.2	19	0	2	2.3	0	0	0	23.3
13:45	11	0	3	0	0	1.2	0	15.2	9	0	2	0	0	0	0	11
14:00	14	2	2	4.6	0	0	0.2	22.8	23	0	2	4.6	0	0	0	29.6
14:15	34	0	0	0	0	0	0	34	23	0	0	0	0	0	0	23
14:30	19	0	0	2.3	0	0	0	21.3	19	0	2	2.3	0	0	0	23.3
14:45	15	0	1	0	4	0	0	20	17	1	1	0	0	0	0	19
15:00 15:15	17 32	0	4	0	0	0	0	21 37.3	22 28	0	2	2.3 0	0	0	0	26.3 31.2
15:15	18	0	2	0	0	0	0	20	11	2	2	2.3	0	0	0.2	16.3
15:30	18	0	2	0	0	0	0	12	27	0	2	0	4	0	0	33
16:00	14	0	5	0	0	0	0	12	27	0	1	0	4	0	0.2	28.2
16:15	37	0	1	0	0	0	0.4	38.4	25	0	4	0	0	0	0.2	20.2
16:30	28	0	5	0	0	0	0.2	33.2	24	0	3	0	0	0	0	27
16:45	21	0	4	0	0	0	0	25	20	0	2	2.3	0	0	0	24.3
17:00	42	0	2	0	0	0	0	44	10	0	2	0	0	0	0	12
17:15	34	0	1	2.3	0	0	0	37.3	20	0	3	0	0	0	0	23
17:30	39	0	3	0	0	0	0	42	17	0	4	0	0	0	0	21
17:45	23	0	6	0	0	0	0	29	19	0	1	0	0	0	0	20
18:00	20	2	1	0	0	0	0	23	17	0	1	0	0	0	0	18
18:15	17	0	2	0	0	0	0	19	16	1	5	0	0	0	0	22
18:30	21	0	1	2.3	0	0	0	24.3	23	0	3	0	0	0	0	26
18:45	21	0	1	0	4	0	0.2	26.2	19	0	1	0	0	0	0	20
25.75	1343	12	149	101.2	12	1.6	1.8	1620.6	1170	12	121	57.5	10	0	0.4	1370.9



Site No. 4 Location R157(N) / Moygaddy / R157(S)

Date		Tuesda	y 28 Ma		K157(5)											
			C to B - R1		Noygaddy	Ý		Veh.			C to A -	R157(S) to	R157(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	12	0	1	2.3	0	0	0	15.3	59	1	16	0	0	0	0	76
7:15	4	0	2	2.3	0	0	0	8.3	74	0	6	2.3	2	0	0	84.3
7:30	10	0	3	0	0	0	0	13	97	0	14	11.5	0	0.8	0	123.3
7:45	12	0	4	2.3	2	0	0	20.3	106	0	13	9.2	0	0	0	128.2
8:00	9	0	1	0	0	0	0	10	75	0	8	13.8	0	0	0	96.8
8:15	13	0	0	2.3	0	0	0	15.3	74	0	3	20.7	0	0	0	97.7
8:30	23	1	5	2.3	0	0	0	31.3	69	1	7	4.6	0	0	0	81.6
8:45	33	0	5	2.3	0	0	0	40.3	48	1	3	16.1	2	0	0	70.1
9:00	37	0	3	9.2	0	0	0	49.2	36	0	6	9.2	0	0.4	0	51.6
9:15	12	2	4	2.3	0	0	0	20.3	40	0	3	2.3	0	0	0	45.3
9:30	9	1	1	0	2	0	0	13	25	1	3	0	0	0	0	29
9:45	8	0	2	0	2	0	0	12	27	0	0	4.6	0	0	0	31.6
10:00	11	0	0	0	0	0	0	11	20	1	4	4.6	0	0	0.2	29.8
10:15	8	0	7	0	0	0	0	15	24	0	3	4.6	0	0	0.2	31.8
10:30	16	0	2	4.6	0	0	0	22.6	19	0	7	4.6	0	0	0	30.6
10:45	14	0	0	0	0	0	0	14	16	0	5	2.3	0	0	0	23.3
11:00	10	0	3	0	0	0	0	13	14	0	3	6.9	0	0	0	23.9
11:15	17	0	3	0	0	0	0	20	24	0	3	4.6	0	0	1.2	32.8
11:30	18	1	2	2.3	0	0	0.2	23.5	14	0	3	6.9	0	0	0	23.9
11:45	20	0	3	2.3	0	0	0	25.3	23	0	1	4.6	0	0	0	28.6
12:00	30	0	3	0	0	0	0	33	34	0	3	2.3	0	0	0.6	39.9
12:15	23	0	3	4.6	0	0	0	30.6	23	0	3	9.2	0	0	0	35.2
12:30	18	0	5	2.3	0	0	0	25.3	25	1	3	9.2	0	0	0	38.2
12:45	16	1	3	0	0	0	0	20	21	0	0	9.2	0	0.4	0	30.6
13:00	20	0	4	2.3	0	0	0	26.3	26	0	2	9.2	0	0	0	37.2
13:15	28	0	1	2.3	0	0	0	31.3	27	1	3	9.2	0	0	0	40.2
13:30	21	1	3	2.3	0	0	0	27.3	23	1	3	6.9	2	0	0	35.9
13:45	24	0	2	0	0	0	0	26	23 29	0	5	6.9	4	0	0	38.9
14:00 14:15	27 24	0	5	0 2.3	0	0	0	32 29.5	16	0	3	2.3 2.3	0	0	0	34.3 22.3
14:15	24	1	1	2.3	0	0	0.2	30.3	22	1	4	2.3	0	0	0	22.3
14:30	60	1	1	6.9	2	0	0	70.9	22	0	2	4.6	0	0	0	34.6
14:45	33	1	3	2.3	2	0	0	39.3	28	0	3	2.3	0	0	0	34.6
15:00	29	1	4	2.3	4	0	0	40.3	29	0	4	9.2	0	0	0.2	34.3
15:30	34	2	3	2.3	4	0	0	40.3	33	1	6	2.3	0	0.4	0.2	42.7
15:45	34	0	5	0	0	0	0	41.5	27	1	5	4.6	0	0.4	0	37.6
16:00	40	0	7	0	0	0	0	44	27	0	5	4.6	0	0	0	37.6
16:15	40	0	4	2.3	0	0	0	51.3	31	0	5	4.0	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	4.0	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	0.2	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	0.2	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

NDC	009														М	ygaddy ay 2019 g Count
Site No. Locatio				gaddy /	R157(S)											
Date		Tuesda	y 28 Ma						i							
Time				rm A - R15	<u> </u>			Veh.				Arm A - Ri	. ,			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	4.6	0	0	0	148.6	29	0	10	2.3	0	0	0	41.3
7:15 7:30	137	0	20 22	6.9 16.1	2	0	0	165.9 207.9	38 47	0	16	11.5 4.6	0	0	0	65.5 62.8
7:45	182	0	22	9.2	0	0.0	0	207.7	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	147	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 2.3	4	0	0	54.6 55.3	55 46	0	3	6.9 6.9	0	0.4	0	65.3 54.9
15:00	46	0	7	2.3	0	0	0.2	55.3	46	1	7	6.9 4.6	0	0	0	54.9 68.6
15:15	51	1	8	2.3	0	0.4	0.2	62.7	64	2	5	4.6	2	0	0.2	77.8
15:30	38	1	6	4.6	0	0.4	0	49.6	75	2	5	2.3	2	0	0.2	85.3
16:00	42	0	10	4.0	0	0	0	56.6	80	0	19	2.3	0	0.4	0	120.1
16:15	68	0	6	4.0	0	0	0.4	74.4	89	0	17	6.9	0	0.4	0	110.3
16:30	61	1	10	0	0	0	0.4	74.4	107	2	14	4.6	0	0.4	0	127.4
16:45	48	0	10	0	0	0	0.2	59	122	0	17	4.0	2	0.0	0	141
17:00	71	0	9	4.6	0	0	0	84.6	100	1	20	4.6	0	0.4	0.2	126.2
17:15	70	0	5	6.9	0	0	0	81.9	124	0	20	2.3	0	0.4	0.2	147.7
17:30	80	0	6	4.6	0	0	0	90.6	145	0	15	2.3	2	0	0	164.3
17:45	58	0	8	0	0	0	0	66	136	3	15	0	0	0	0	154
18:00	55	2	11	4.6	0	0	0	72.6	104	1	19	4.6	0	0	0	128.6
18:15	51	2	4	0	0	0	0	57	112	0	11	6.9	0	0	0	129.9
18:30	56	0	3	2.3	0	0	0.2	61.5	84	1	4	0	0	0.4	0.2	89.6
18:45	39	0	4	4.6	4	0	0.2	51.8	83	0	14	0	0	0	0.2	97.2
25.75	3017	26	366	351.9	22	3.6	4.4	3790.9	2915	22	395	324.3	22	3.6	2	3683.9



Site No. 4 Location R157(N) / Moy

cation R157(N) / Moygaddy / R157(S)

Date			y 28 Ma													
Time			To Arr	n B - Moy	gaddy			Veh.		-	From A	rm B - Moy	ygaddy	-		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 58	0	5	4.6	0	0	0	57.6 69.3	112	0	5 12	6.9	0	0	0.2	124.1
8:30 8:45	58 60	0	6 10	2.3	2				117	1		4.6	2			125.6
8:45 9:00	66	0	4	4.6 13.8	0	0	0	76.6 83.8	70	1	5	4.6 9.2	2	0.4	0	128 88.2
9:15	54	2	5	2.3	0	0	0	63.3	70	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	90.8
9:45	19	0	2	9.2	2	0	0.2	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
10:00	20	1	7	4.0	0	0	0	27.0	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	0.7	0	0	0	22
10:45	29	1	3	4.6	0	0	0	37.6	37	0	4	4.6	0	0	0	45.6
11:00	20	0	5	4.6	0	0	0	29.6	36	0	8	6.9	0	0	0.2	51.1
11:15	28	0	3	2.3	0	0	0	33.3	38	0	4	2.3	0	0	0.2	44.5
11:30	37	1	5	6.9	0	0	0.2	50.1	21	0	3	0	0	0	0	24
11:45	43	0	6	6.9	0	0	0	55.9	37	2	2	4.6	0	0	0	45.6
12:00	44	0	5	4.6	0	0	0	53.6	34	0	6	4.6	0	0	0	44.6
12:15	45	0	5	4.6	0	0	0	54.6	20	1	7	4.6	0	0	0	32.6
12:30	27	0	5	4.6	0	0	0.6	37.2	34	1	2	0	0	0	0	37
12:45	25	1	7	4.6	0	0	0	37.6	32	0	3	2.3	0	0	0	37.3
13:00	32	0	7	4.6	0	0	0	43.6	25	0	4	4.6	0	0	0	33.6
13:15	38	0	5	4.6	0	0	0	47.6	25	0	2	4.6	0	0	0	31.6
13:30	37	2	7	2.3	0	0	0	48.3	37	0	5	11.5	0	0	0	53.5
13:45	45	1	3	2.3	0	0	0	51.3	20	0	5	0	0	1.2	0	26.2
14:00	41	0	10	0	0	0	0	51	37	2	4	9.2	0	0	0.2	52.4
14:15	42	0	5	4.6	0	0	0.2	51.8	57	0	0	0	0	0	0	57
14:30	50	1	1	2.3	0	0	0	54.3	38	0	2	4.6	0	0	0	44.6
14:45	89	1	2	13.8	2	0	0	107.8	32	1	2	0	4	0	0	39
15:00	48	2	4	2.3	0	0	0	56.3	39	0	6	2.3	0	0	0	47.3
15:15	57	2	6	2.3	4	0	0	71.3	60	2	4	2.3	0	0	0.2	68.5
15:30	70	4	5	2.3	2	0	0.2	83.5	29	1	4	2.3	0	0	0	36.3
15:45	68	1	6	0	0	0	0	75	38	0	3	0	4	0	0	45
16:00	77	0	14	6.9	0	0	0	97.9	41	0	6	0	0	0	0.2	47.2
16:15	87	0	10	6.9	0	0.4	0	104.3	62	0	5	0	0	0	0.4	67.4
16:30	101	1	13	4.6	0	0.4	0	120	52	0	8	0	0	0	0.2	60.2
16:45	108	0	14	0	2	0	0	124	41	0	6	2.3	0	0	0	49.3
17:00	110	1	18	6.9	0	0	0.2	136.1	52	0	4	0	0	0	0	56
17:15	103	0	12	2.3	0	0	0	117.3	54	0	4	2.3	0	0	0	60.3
17:30	132	0	11	2.3	0	0	0	145.3	56	0	7	0	0	0	0	63
17:45	109	2	13	0	0	0	0.2	124.2	42	0	7	0	0	0	0	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		7	0	0	0	0	41
18:30 18:45	72 78	1	5	4.6 0	0	0	0.2	82.8 94.8	44	0	4	2.3 0	0	0	0	50.3 46.2
25.75	2649	28	330	195.5	20	1.2	2.8	3226.5	2513	24	270	158.7	4	1.6	2.2	2991.5
23.73	2047	20	- 330	175.5	20	1.2	2.0	3220.3	2010	24	2/0	130.7	22	1.0	2.2	2771.3

bot R157(h) / Morgany 2N is based of a second of	NDC	104														м	ygaddy ay 2019 g Count
Image DATE DATE VALC PIC TOTAL FORM ACC SETS(3) VALC PIC TO 700 56 0 10 2.3 0 0 0 703 71 1 17 2.3 0 0 0 97.3 71 1 17 2.3 0 0 0 97.3 71 1 17 11.5 0 0.0 0 97.3 71 1 17 11.5 0 0.0 0 97.3 71 1 17 11.5 0 0.0 0	Site No. Locatio	n	4 R157(N) / Moyo	gaddy /	R157(S)											
Inno CAR Tool Tool To Tool	Date		Tuesda														
700 58 0 10 72 71 11 17 72 73 71 1 17 72 73 71 1 18 92 0 0 92 73 0 18 44 44 0 0 92 73 11 17 115 0 0.8 0 17 115 0 0.8 0 17 115 0 0.8 0 17 115 0 0.8 0 17 115 0 0.8 0 17 115 0 0 0 17 115 0 0 0 17 115 0 0 0 18 18 18 0 0 114 17 13 0 0 114 18 184 0 0 114 18 184 11 18 184 114 114 115 115 115 115 113 113 114	Time					<u> </u>										1	Veh.
715 71 11 18 92 0 0 92 78 0 8 4.6 2 0 0 9 735 73 1 9 4.6 0 0 0 87.6 118 0 11.5 0 0.8 0 0 800 90 0 8 6.9 0 0 0 11.8 0 0 0 0 0 11.5 0 0 0 0 11.4 0 <td>7.00</td> <td></td> <td></td> <td>÷</td> <td>÷</td> <td></td> <td>Total</td>	7.00			÷	÷												Total
726 73 1 9 4.6 0 0 9 4.6 00 0 87.6 118 0 17 11.5 0 0.8 0 17 8200 90 0 8 6.9 0 0 0 18.4 0 9 13.8 0 0 0 11 8430 94 0 11 9 4.6 0 0 0 11 22 12 4.9 0 0 0 11 18.4 10.4 1 6 13.8 0 0 11 5 4.9 0 4 0 0 11 5 4.9 0 4 0 0 6.13 52 2 7 4.6 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>91.3</td></td<>																	91.3
7.45 73 1 9 4.6 0 0 87.6 118 0 17 11.5 2 0 0 0 8.60 90 0 8 6.9 0 0 0 10.7 11.5 2 0 0 0 8.30 94 0 11 9 4.6 0 0 0 11.42 92 12 12 12 12 13.8 0 0 0 11.42 92 12 12 12 12 12 12 12 12 12 12 13.8 13 14 13.8 14 0 0 14.3 13 14 4.6 0 0 14.4 4.6 0 0 14.4 4.6 0 0 14.4 13.3 0 0 13.3 1 14 4.6 0 0 11.3 14.4 14.5 14.4 10.3 10.3 11.3 </td <td></td> <td>92.6 136.3</td>																	92.6 136.3
BOD 90 0 8 6.9 0 0 104.7 84 0 9 13.8 0 0 0 10 8:30 40 0 11 9 4.6 0 0 114.8 87 0 3 2.3 0 0 0 11 8:40 104 1 6 13.8 0 0 0 112.4.8 81 1 8 18.4 0 0.4 0 0 0 11 9:00 1 2 8 0.4 0 0 66.7 73 0 9 18.4 0 0.4 0<			-														148.5
ests 67 1 9 4.6 0 0 est. 67 10 33 23 0 0 0 11 ests 94 0 11 92 0 0 0 114.2 92 2 12 12 16.4 10.4 11 8 18.4 2 0 0 114.2 92 2 1 18.4 0 0.0 11 9700 51 11 5 6.5 2 0 0 655 73 0 9 18.4 0 0.4 0 0.7 4.4 0 2 0 0 0 655 32 0 10 4.4 4.6 0 0 0 0 4.5 0 0 0 4.5 33 0 9 9.2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 </td <td></td> <td>106.8</td>																	106.8
B30 94 0 11 92 0 0 0 1142 92 2 12 6.9 0 0 0 11 B40 1 1 6 13.8 0 0 0 124.8 81 1 8 18.4 2 0 0 1 950 51 1 2.5 6.9 0 0 6.43 52 2 7 4.6 0 0 0 6.43 920 61 2 8 18.4 8 0 0 4.43 4.4 0 0 48.9 31 1 4.4 4.6 0 0 0.2 4 10:05 45 0 7 1.15 0 0 0 533 0 9 9.2 0 0 0 0 1.1 1.1 1.1 1.1 1.1 0 0 0 0 0 0										-							113
920 51 1 5 6.9 2 0 0 65.9 73 0 9 18.4 0 0.4 0 1 9:30 61 2 8 18.4 8 0 0 61.3 52 2 7 4.6 0 0 0 6 9:30 61 2 8 18.4 8 0 0 66.8 35 0 2 4.6 0 0 0 0 9:45 49 0 4 13.8 0 0 0 68.9 31 1 4 4.6 0																	112.9
9:15 58 0 1 2.3 0 0 61.3 52 2 7 4.6 0 0 0 6 9:45 49 0 4 13.8 0 0 66.8 35 0 2 4 0 0 66.8 10:00 33 0 5 6.9 4 0 0 68.8 35 0 2 4 0 0 48.9 31 1 4 4.6 0 0 2 10:30 22 1 4 2.3 0 0 0 53.3 30 0 5 2.3 0 0 0 33 10:30 22 1 4 4.6 2 0 0 55.2 2.4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 <		104	1	6						81		8			0	0	110.4
9:30 61 2 8 18.4 8 0 0 97.4 34 2 4 0 2 0 0 0 9:45 47 0 4 13.8 0 0 66.8 35 0 2 4.6 0 0.0 0 10:00 33 0 5 6.9 4 0 0 64.8 35 11 4.4 6.0 0 0.22 4.4 10:15 45 0 7 11.5 0 0 0 63.5 32 0 10 4.4 0 0 0 0 33 0 5 2.2 0 0 0 33 0 5 2.2 0 0 0 33 30 0 35 0 0 0 0 33 0 1 4.4 0 0 0 0 0 0 0 0 0		51	1					0		73	0				0.4	0	100.8
9:45 49 0 4 13.8 0 0 0.66.8 35 0 2 4.6 2 0 0 0.2 4 10:00 33 0 5 6.9 4 0 0 645.5 32 0 10 4.6 0 0 0.2 4 10:30 22 1 4 2.3 0 0 0 55.5 2.4 0 6.9 0 0 7 11:30 48 0 7 6.9 0 0 0 55.9 2.4 0 6 4.6 0 0 1.2 5 11:30 32 0 4 4.6 2 0 0 42.6 32 1 5 9.2 0 0 0 2.4 11:43 44 3 5 2.3 0 0 44.6 4 0 6 2.3 0 0	9:15	58	0	1	2.3	0	0	0	61.3	52	2	7	4.6	0	0	0	65.6
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	9:30	61	2	8	18.4	8	0	0	97.4	34	2	4	0	2	0	0	42
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	9:45	49	0	4	13.8	0	0	0	66.8	35	0	2	4.6	2	0	0	43.6
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	10:00	33	0	5	6.9	4	0	0	48.9	31	1	4	4.6	0	0	0.2	40.8
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13:15 38 0 7 0 0 0 45 55 1 4 11.5 0 0 0 7 13:30 44 0 5 11.5 0 0 0 60.5 44 2 6 9.2 2 0 0 6 13:45 36 0 6 2.3 0 0 0 44.3 47 0 7 6.9 4 0 0 6 14:00 48 0 5 11.5 2 0 0 66.5 140 0 7 4.6 0 0 0.2 5 14:30 51 0 4 11.5 0 0 0.4 47.4 88 1 3 11.5 2 0 0 0 16 44.6 0 0.2 7 15:15 56 2 6 4.6 0 0 0																	50.6 63.5
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$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$										-							105.5
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	15:00	53	0	2	9.2	0	0	0	64.2	62	1	6	4.6	0	0	0	73.6
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	15:15	56	2	6	4.6	0	0	0.2	68.8	51	1	8	11.5	4	0	0.2	75.7
16:00 70 0 13 13.8 0 0.4 0.2 97.4 68 0 12 4.6 0 0 0 8 16:15 72 0 12 2.3 0 0 0 86.3 76 0 9 2.3 0 0 0 8 16:15 72 0 12 2.3 0 0 0 86.3 76 0 9 2.3 0 0 0 8 16:30 83 1 13 0 0 0.4 0 97.4 86 1 15 0 0 0 0 1 16:45 91 0 9 2.3 0 0.4 0 81.7 91 0 0 0 0 10 10 0 9 0 0 0 0 10 10 0 0 0 0 10 10 10 <td>15:30</td> <td>39</td> <td>1</td> <td>5</td> <td>6.9</td> <td>0</td> <td>0</td> <td>0</td> <td>51.9</td> <td>67</td> <td>3</td> <td>9</td> <td>4.6</td> <td>0</td> <td>0.4</td> <td>0</td> <td>84</td>	15:30	39	1	5	6.9	0	0	0	51.9	67	3	9	4.6	0	0.4	0	84
16:15 72 0 12 2.3 0 0 86.3 76 0 9 2.3 0 0 0 8 16:30 83 1 13 0 0 0.4 0 97.4 86.4 1 15 0 0 0 0 1 16:30 83 1 13 0 0 0.4 0 97.4 86.4 1 15 0 0 0 0 1 16:45 91 0 9 2.3 0 0.4 0 102.3 84 0 11 0 0 0 0 1 17:00 62 0 17 2.3 0 0.4 0 113.7 89 0 9 6.9 0 0 0 10 17:30 101 0 15 2.3 2 0 0 120.3 112 0 10 6.9	15:45	73	0	8	2.3	4	0	0	87.3	66	1	10	4.6	0	0	0	81.6
	16:00	70	0	13	13.8	0	0.4	0.2	97.4	68	0	12	4.6	0	0	0	84.6
16:45 91 0 9 2.3 0 0 102.3 84 0 11 0 0 0 0 123 17:00 62 0 17 2.3 0 0.4 0 81.7 91 0 20 9.2 0 0 0 12 17:00 62 0 17 2.3 0 0.4 0 81.7 91 0 20 9.2 0 0 0 12 17:15 94 0 17 2.3 0 0.4 0 113.7 89 0 9 6.9 0 0 0 10 17:45 99 1 6 0 0 0 106 88 0 5 0 0 0 12 18:00 70 1 15 2.3 0 0 0 88.3 110 0 22 6.9 0 0	16:15	72	0	12	2.3	0	0		86.3	76	0	9	2.3	0	0		87.3
17:00 62 0 17 2.3 0 0.4 0 81.7 91 0 20 9.2 0 0 0 17 17:15 94 0 17 2.3 0 0.4 0 113.7 89 0 9 6.9 0 0 0 10 17:15 94 0 17 2.3 0 0.4 0 113.7 89 0 9 6.9 0 0 10 17:30 101 0 15 2.3 2 0 0 120.3 112 0 10 6.9 0 0 0 12 17:45 99 1 6 0 0 0 166 88 0 5 0 0 0 22 6.9 0 0 22 18 16 15 10 0 22 6.9 0 0 0 9 18						-											102
17:15 94 0 17 2.3 0 0.4 0 113.7 89 0 9 6.9 0 0 0 10 17:30 101 0 15 2.3 2 0 0 120.3 112 0 10 6.9 0 0 0 12 17:45 99 1 6 0 0 0 106 88 0 5 0 0 0.2 9 18:00 70 1 15 2.3 0 0 0 88 0 5 0 0 0.2 9 18:05 70 1 15 2.3 0 0 0 88.3 110 0 22 6.9 0 0 0 9 18:15 70 1 8 6.9 0 0 0 85.9 88 2 6 2.3 0 0 0 <t< 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>95</td></t<>																	95
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<u> </u> 0.45 05 0 4 0 0 0 0.2 6/.2 5/ 0 8 4.6 0 0.4 0.4 /																	82.8 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 38																	70.4



Site No. 5

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

Date	211		y 28 Mc		, 107	[0]										
				R157(N) to	R157(S)			Veh.		A	to B - R15	57(N) to Di	illow'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	1	0	0	1	47	19	0	5	0	0	0	0	24
7:15	48	1	6	2	0	0	0	57	19	0	12	1	0	0	0	32
7:30	45	0	6	1	0	0	0	52	30	0	8	1	0	0	0	39
7:45	58	0	3	1	0	0	0	62	19	1	5	0	0	0	0	25
8:00	58	0	7	3	0	0	0	68	28	0	2	1	0	0	0	31
8:15	47	0	4	2	0	0	0	53	25	0	5	0	0	0	0	30
8:30	68	0	9	3	0	0	0	80	27	0	2	0	0	0	0	29
8:45	59	0	3	2	0	0	0	64	47	1	3	1	0	0	0	52
9:00	39	1	2	5	0	0	0	47	12	0	1	0	1	0	0	14
9:15	40	0	2	1	0	0	0	43	17	0	0	0	0	0	0	17
9:30	47	1	4	6	3	0	0	61	14	0	4	1	1	0	0	20
9:45	36	0	3	7	0	0	0	46	12	0	0	0	0	0	0	12
10:00	29	0	5	2	2	0	0	38	6	0	1	0	0	0	0	7
10:15	29	0	6	3	0	0	0	38	13	0	1	2	0	0	0	16
10:30	17	0	0	0	0	0	0	17	11	0	3	1	0	0	0	15
10:45	33	0	3	0	0	0	0	36	14	0	2	0	0	0	0	16
11:00	24	0	5	2	0	0	0	31	18	0	2	1	0	0	0	21
11:15	33	0	3	4	0	0	0	40	16	0	1	0	0	0	0	17
11:30	19	0	2	2	1	0	0	24	11	0	3	0	0	0	0	14
11:45	25	1	2	1	0	0	0	29	21	0	3	0	0	0	0	24
12:00	22	0	2	2	0	0	0	26	11	0	2	0	0	0	0	13
12:15	18	0	2	4	0	0	0	24	12	0	3	0	0	0	0	15
12:30	38	0	3	2	0	0	0	43	14	0	4	1	0	0	0	19
12:45	22	0	2	3	0	0	0	27	11	0	0	0	0	0	0	11
13:00	22	0	3	1	0	0	0	26	10	0	1	0	0	0	0	11
13:15	27	0	1	1	0	0	0	29	11	1	3	0	0	0	0	15
13:30	26	1	2	3	0	0	0	32	16	0	4	2	0	0	0	22
13:45	20	0	3	1	0	0	0	24	17	0	2	0	0	0	0	19
14:00	34	0	1	5	1	0	0	41	12	0	4	0	0	0	0	16
14:15	29	0	3	2	0	0	1	35	19	0	3	1	0	0	0	23
14:30	29	0	2	4	0	0	0	35	22	0	6	1	0	0	0	29
14:45	27	0	2	0	0	1	0	30	17	0	1	0	0	0	0	18
15:00	34	0	2	2	0	0	0	38	18	0	1	1	0	0	0	20
15:15	35	1	2	2	0	0	0	40	25	0	4	0	0	0	0	29
15:30	15	1	1	4	0	0	0	21	20	0	2	0	0	0	0	22
15:45	52	0	5	1	2	0	0	60	22	0	7	0	0	0	0	29
16:00	39	0	5	4	0	1	2	51	31	0	4	3	0	0	0	38
16:15	42	0	7	1	0	0	0	50	26	0	6	0	0	0	0	32
16:30	45	0	4	0	0	1	0	50	30	1	7	0	1	0	0	39
16:45	46	0	3	1	0	0	0	50	50	0	7	0	0	0	0	57
17:00	25	0	4	1	0	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

ay 201															Collector	ND
g Coun	n Turning	lunctior												5		Site No
										S)	I/R157(v's Road	1 / Dillov			ocatic
										-,	.,		y 28 Ma			Date
Veh.		4)	l to R157(I	ow's Road	to A - Dillo	В		Veh.			R157(N)	R157(N) to	A to A - R			Time
Total	P/C	M/C	PSV	HGV	LGV	Taxi	CAR	Total	P/C	M/C	PSV	HGV	LGV	Taxi	CAR	lime
60	0	0	0	0	11	1	48	0	0	0	0	0	0	0	0	7:00
63	0	0	0	1	4	0	58	0	0	0	0	0	0	0	0	7:15
82	0	2	0	0	15	0	65	3	0	0	0	0	1	0	2	7:30
82	0	0	0	2	9	0	71	0	0	0	0	0	0	0	0	7:45
59	0	0	0	0	7	0	52	0	0	0	0	0	0	0	0	8:00
51 59	0	0	0	1	3	0	47 51	0	0	0	0	0	0	0	0	8:15
46	0	0	0	0	6 4	0	42	1	0	0	0	1	0	0	0	8:30 8:45
40	0	0	0	1	4 5	0	36	1	0	0	0	0	0	0	1	8:45 9:00
28	0	0	0	0	5	0	23	0	0	0	0	0	0	0	0	9:15
19	0	0	0	0	2	1	16	0	0	0	0	0	0	0	0	9:30
18	0	0	0	0	1	0	17	0	0	0	0	0	0	0	0	9:45
17	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	10:00
17	0	0	0	0	3	0	14	0	0	0	0	0	0	0	0	10:15
21	0	0	0	2	4	0	15	0	0	0	0	0	0	0	0	10:30
15	0	0	0	1	3	0	11	0	0	0	0	0	0	0	0	10:45
13	0	0	0	0	3	0	10	1	0	0	0	0	0	0	1	11:00
28	6	0	0	0	6	0	16	0	0	0	0	0	0	0	0	11:15
10	1	0	0	1	4	0	4	0	0	0	0	0	0	0	0	11:30
24	3	0	0	0	1	0	20	0	0	0	0	0	0	0	0	11:45
32	0	0	0	1	3	0	28	1	0	0	0	0	0	0	1	12:00
17	0	0	0	1	3	0	13 19	0	0	0	0	0	0	0	0	12:15 12:30
12	0	0	0	2	5 1	0	9	1	0	1	0	0	0	0	0	12:30
16	0	0	0	1	3	0	12	0	0	0	0	0	0	0	0	13:00
20	0	0	0	0	2	0	12	0	0	0	0	0	0	0	0	13:15
15	0	0	0	0	2	0	13	0	0	0	0	0	0	0	0	13:30
18	0	0	0	0	2	0	16	0	0	0	0	0	0	0	0	13:45
19	1	0	0	0	3	0	15	1	0	0	0	0	0	0	1	14:00
11	0	0	0	0	1	0	10	0	0	0	0	0	0	0	0	14:15
16	0	0	0	0	1	1	14	0	0	0	0	0	0	0	0	14:30
21	0	0	0	0	2	0	19	0	0	0	0	0	0	0	0	14:45
19	0	0	0	1	4	0	14	0	0	0	0	0	0	0	0	15:00
21	1	0	0	1	1	0	18	0	0	0	0	0	0	0	0	15:15
36	0	0	0	0	5	2	29	0	0	0	0	0	0	0	0	15:30
24	0	0	0	0	3	0	21	0	0	0	0	0	0	0	0	15:45
23 25	0	0	0	0	1	0	22 23	0	0	0	0	0	0	0	0	16:00 16:15
25	0	0	0	0	2	0	18	0	0	0	0	0	0	0	0	16:15
20	0	0	0	0	2	0	18	0	0	0	0	0	0	0	0	16:45
23	0	0	0	0	8	0	21	0	0	0	0	0	0	0	0	17:00
26	0	0	0	0	4	0	21	0	0	0	0	0	0	0	0	17:15
23	0	0	0	0	4	0	19	2	0	0	0	0	0	0	2	17:30
22	0	0	0	0	2	0	20	0	0	0	0	0	0	0	0	17:45
33	0	0	0	1	7	0	25	1	0	0	0	0	0	0	1	18:00
23	0	0	0	0	1	2	20	1	0	0	0	1	0	0	0	18:15
26	0	0	0	0	1	0	25	1	0	0	0	0	0	0	1	18:30
16	0	0	0	0	1	0	15	0	0	0	0	0	0	0	0	18:45
1365	12	2	0	19	175	8	1149	15	0	1	0	2	1	0	11	25.75



Site No. 5 Location R1

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

Date		Tuesda	y 28 Ma	iy 2019												
Time			to C - Dill			,		Veh.		B to	B - Dillow					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 8:45	9 8	0	1	0	0	0	0	10 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 14:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
14:30	2	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0
14.43	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

										S)	I / R157(v's Road) / Dillov	5 R157(N		e No. catio
												<u>y 2019</u>	<u>y 28 Ma</u>	Tuesda		ite
Veh. Total				R157(S) to				Veh. Total				57(S) to Dil				me
29	P/C 0	M/C	PSV 0	HGV 2	LGV 4	Taxi 0	CAR 23	0	P/C 0	M/C 0	PSV 0	HGV 0	LGV 0	Taxi 0	CAR 0	:00
32	0	0	1	2	5	0	23	1	0	0	0	0	0	0	1	:15
41	0	0	0	4	2	0	35	1	0	0	0	0	0	0	1	:30
57	0	0	1	3	7	0	46	2	0	0	0	0	0	0	2	45
46	0	0	0	6	3	0	37	1	0	0	0	0	0	0	1	:00
47	0	0	0	9	1	0	37	2	0	0	0	1	0	0	1	:15
52	0	0	0	2	7	1	42	3	0	0	0	0	0	0	3	:30
50	0	0	1	7	4	1	37	9	0	0	0	1	0	0	8	:45
48	0	1	0	7	5	0	35	5	0	0	0	1	0	0	4	:00
33	0	0	0	2	4	2	25	3	0	0	0	0	0	0	3	15
21	0	0	1	1	1	1	17	9	0	0	0	0	0	0	9	30
22	1	0	1	2	1	0	17	1	0	0	0	0	0	0	1	:45 1:00
31	1	0	0	2	4	0	14	1	0	0	0	0	0	0	2	:00
25	0	0	0	2	4	0	17	4	0	0	0	1	0	0	3	:30
21	0	0	0	0	2	0	12	2	0	0	0	0	0	0	2	:45
21	0	0	0	3	2	0	16	1	0	0	0	0	0	0	1	:00
29	0	0	0	2	1	1	25	2	0	0	0	0	0	0	2	:15
28	0	0	0	3	0	1	24	7	0	0	0	1	0	0	6	30
30	0	0	0	3	2	0	25	3	0	0	0	0	0	0	3	:45
41	0	0	0	0	1	0	40	5	0	0	0	1	0	0	4	:00
39	0	0	0	5	3	0	31	5	0	0	0	4	0	0	1	15
31	0	0	0	4	2	1	24	12	0	0	0	1	0	1	10	:30
35 42	0	0	0	2	3	1	29 36	4	0	0	0	0	0	0	4	:45 :00
42	0	0	0	4	2	1	35	6	0	0	0	3	0	0	5	:15
43	0	0	1	4	3	2	31	7	0	0	0	0	2	0	5	:30
42	0	0	2	4	5	0	31	5	0	0	0	0	1	0	4	:45
47	0	0	0	1	6	0	40	3	0	0	0	0	0	0	3	:00
34	0	0	0	1	6	0	27	7	0	0	0	0	0	0	7	:15
39	0	0	0	1	2	1	35	5	0	0	0	0	0	0	5	:30
78	0	0	1	5	2	1	69	12	0	0	0	1	0	0	11	:45
52	0	0	0	1	2	1	48	14	0	0	0	2	1	0	11	:00
46	0	0	2	4	7	1	32	14	0	0	0	0	1	0	13	:15
51	0	1	0	2	4	1	43	5	0	0	0	0	0	0	5	:30
52 63	0	0	0	2	7	0	43 50	12	0	0	0	0	3	0	9	:45 :00
58	0	0	0	2	8	0	50 49	20	0	0	0	0	3	0	17	:15
87	0	0	0	0	12	1	74	20	0	0	0	0	1	0	8	30
68	0	0	0	0	5	0	63	15	0	0	0	0	0	0	15	:45
88	0	0	0	4	13	0	71	13	0	0	0	0	1	0	12	:00
77	0	0	0	3	5	0	69	15	0	0	0	0	0	0	15	:15
95	0	0	0	3	5	0	87	19	0	0	0	0	2	0	17	:30
72	1	0	0	0	4	0	67	23	0	0	0	0	2	0	21	:45
102	1	0	0	2	15	0	84	11	0	0	0	0	1	0	10	:00
74	0	0	0	0	4	0	70	16	0	0	0	0	1	0	15	:15
57	1	0	0	1	4	0	51	7	0	0	0	0	1	0	6	:30
55 2293	2	1	0	2	7	0	43 1908	9 346	0	0	0	0	0	0	9	.75

10084 / Moygaddy May 2019 Junction Turning Count

Site No. Location Date

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

Date	Tuesday 28 Ma	y 2019									-
		Time				R157(S) to				Veh.	1
			CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	1
		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	1
		10:15	0	0	0	0	0	0	0	0	1
		10:30	0	0	0	0	0	0	0	0	1
		10:45	0	0	0	0	0	0	0	0	1
		11:00	0	0	0	0	0	0	0	0	1
		11:15	0	0	0	0	0	0	0	0	
		11:30	0	0	0	0	0	0	0	0	
		11:45	0	0	0	0	0	0	0	0	
		12:00	0	0	0	0	0	0	0	0	
		12:15	0	0	0	0	0	0	0	0	
		12:30	0	0	0	0	0	0	0	0	
		12:45	0	0	0	0	0	0	0	0	
		13:00	0	0	0	0	0	0	0	0	
		13:15	0	0	0	0	0	0	0	0	
		13:30	0	0	0	0	0	0	0	0	
		13:45	0	0	0	0	0	0	0	0	
		14:00	0	0	0	0	0	0	0	0	
		14:15	0	0	0	0	0	0	0	0	
		14:30	0	0	0	0	0	0	0	0	
		14:45	0	0	0	0	0	0	0	0	
		15:00	0	0	0	1	0	0	0	1	
		15:15	0	0	0	0	0	0	0	0	
		15:30	1	0	0	0	0	0	0	1	
		15:45	0	0	0	0	0	0	0	0	
		16:00	0	0	0	0	0	0	0	0	
		16:15	0	0	0	0	0	0	0	0	
		16:30	0	0	0	0	0	0	0	0	1
		16:45	0	0	0	0	0	0	0	0	1
		17:00	0	0	0	0	0	0	0	0	1
		17:15	0	0	0	0	0	0	0	0	1
		17:30	1	0	0	0	0	0	0	1	1
		17:45	1	0	0	0	0	0	0	1	1
		18:00	1	0	0	0	0	0	0	1	1
		18:15	0	0	0	0	0	0	0	0	1
		18:30	0	0	0	0	0	0	0	0	1
											1
		18:45	0	0	0	0	0	0	0	0	

ay 2019															COMMENSION	ND
Coun	n Turning	Unction	-							(5)	I / P157/	v's Roac		5 P157/N		Site No.
										3)	17 1 1 37		v 28 Ma			Date
Veh.			57(N)	Arm A - R1	From			Veh.			7(N)	rm A - R15	/	1000000		
Total	P/C	M/C	PSV	HGV	LGV	Taxi	CAR	Total	P/C	M/C	PSV	HGV	LGV	Taxi	CAR	Time
71	1	0	0	1	11	0	58	89	0	0	0	2	15	1	71	7:00
89	0	0	0	3	18	1	67	95	0	0	1	3	9	0	82	7:15
94	0	0	0	2	15	0	77	126	0	2	0	4	18	0	102	7:30
87	0	0	0	1	8	1	77	139	0	0	1	5	16	0	117	7:45
99	0	0	0	4	9	0	86	105	0	0	0	6	10	0	89	8:00
83	0	0	0	2	9	0	72	98	0	0	0	10	4	0	84	8:15
109	0	0	0	3	11	0	95	111	0	0	0	3	13	2	93	8:30
117	0	0	0	4	6	1	106	97	0	0	1	8	8	1	79	8:45
62	0	0	1	5	3	1	52	91	0	1	0	8	10	0	72	9:00
60	0	0	0	1	2	0	57	61	0	0	0	2	9	2	48	9:15
81	0	0	4	7	8	1	61	40	0	0	1	1	3	2	33	9:30
58	0	0	0	7	3	0	48	40	1	0	1	2	2	0	34	9:45
45	0	0	2	2	6	0	35	38	0	0	0	2	4	1	31	10:00
54	0	0	0	5	7	0	42	48	1	0	0	3	11	0	33	10:15
32	0	0	0	1	3	0	28	46	0	0	0	4	8	0	34	10:30
52	0	0	0	0	5	0	47	36	0	0	0	1	5	0	30	10:45
53	0	0	0	3	7	0	43	35	0	0	0	3	5	0	27	11:00
57 38	0	0	0	4	4	0	49 30	57 38	6	0	0	2	7	1	41 28	11:15 11:30
			0	2	5	1			1	0	0		4	0		
53 40	0	0	0	2	5	0	46 34	54 74	3	0	0	3	3	0	45 69	11:45 12:00
40 39	0	0	0	4	4	0	34	56	0	0	0		4	0	44	12:00
62	0	0	0	4	7	0	52	56	0	0	0	6 5	7	1	44	12:30
39	0	1	0	3	2	0	33	48	0	1	0	4	4	1	43 38	12:45
37	0	0	0	1	4	0	32	58	0	0	0	5	5	0	48	13:00
44	0	0	0	1	4	1	38	63	0	0	0	5	4	1	53	13:15
54	0	0	0	5	6	1	42	56	0	0	1	4	5	2	44	13:30
43	0	0	0	1	5	0	37	60	0	0	2	4	7	0	47	13:45
58	0	0	1	5	5	0	47	67	1	0	0	1	9	0	56	14:00
58	1	0	0	3	6	0	48	45	0	0	0	1	7	0	37	14:15
64	0	0	0	5	8	0	51	55	0	0	0	1	3	2	49	14:30
48	0	1	0	0	3	0	44	99	0	0	1	5	4	1	88	14:45
58	0	0	0	3	3	0	52	71	0	0	0	2	6	1	62	15:00
69	0	0	0	2	6	1	60	67	1	0	2	5	8	1	50	15:15
43	0	0	0	4	3	1	35	87	0	1	0	2	9	3	72	15:30
89	0	0	2	1	12	0	74	76	0	0	0	2	10	0	64	15:45
89	2	1	0	7	9	0	70	86	0	0	0	2	12	0	72	16:00
83	0	0	0	1	13	0	69	84	0	0	0	1	10	0	73	16:15
89	0	1	1	0	11	1	75	107	0	0	0	0	14	1	92	16:30
107	0	0	0	1	10	0	96	91	0	0	0	0	10	0	81	16:45
70	0	1	0	1	14	0	54	117	0	0	0	4	21	0	92	17:00
115	0	1	0	1	19	0	94	103	0	0	0	3	9	0	91	17:15
127	0	0	1	1	10	1	114	120	0	0	0	3	9	0	108	17:30
100	0	0	0	0	10	1	89	94	1	0	0	0	6	0	87	17:45
91	0	0	0	1	13	1	76	136	1	0	0	3	22	0	110	18:00
79	0	0	0	3	8	0	68	98	0	0	0	1	5	2	90	18:15
79	0	1	0	0	4	1	73	84	1	0	0	1	5	0	77	18:30
69 3337	0	0	0	0	8 357	1	60	71	2	1	0	2	8	0	58	18:45



Site No. 5

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

Date	211	Tuesda	y 28 Ma	v s Roac iv 2019	1/ 113/	[3]										
		100300		B - Dillow	's Road			Veh.			From Arr	m B - Dillov	w's Road			Veh.
Time	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
7:00	19	0	5	0	0	0	0	24	59	1	11	0	0	0	0	71
7:15	20	0	12	1	0	0	0	33	63	0	4	1	0	0	0	68
7:30	31	0	8	1	0	0	0	40	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
8:00	29	0	2	1	0	0	0	32	60	0	7	0	0	0	0	67
8:15	26	0	5	1	0	0	0	32	56	0	3	2	0	0	0	61
8:30	30	0	2	0	0	0	0	32	60	1	7	1	0	0	0	69
8:45	55	1	3	2	0	0	0	61	50	0	4	0	0	0	0	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 16:00	31 37	0	10 5	0	0	0	0	41 45	31 25	0	5	0	0	0	0	36 29
16:00	43	0	5 9	0	0	0	0	45	25	0	4	0	0	0	0	30
16:15	43 38	1	8	0	1	0	0	52 48	28	0	2	0	0	0	0	23
16:30	65	0	7	0	0	0	0	48	21	0	5	0	0	0	0	23
16:45	41	0	11	0	0	0	0	52	26	0	5 10	0	0	0	0	36
17:15	52	0	10	0	0	1	0	63	20	0	4	0	0	0	0	30
17:15	74	1	10	1	1	0	0	87	27	0	4	0	0	0	0	31
17:30	55	1	8	0	0	0	0	64	26	0	2	0	0	0	0	29
17:45	51	1	7	0	0	0	0	59	27	0	9	1	0	0	0	39
18:00	54	0	4	0	0	0	0	58	29	2	3	0	0	0	0	39
18:15	40	0	4	0	0	1	0	- 38 - 44	31	0	3	0	0	0	0	30
18:45	39	0	2	0	0	0	0	44	20	0	1	0	0	0	0	21
L	74	0:00	~	L		L				L		L			~	
			U													

Cour	TTOTTING	Unchor	5											5		te No.
										(S)	I/R157	v's Roac		R157(N	n	ocatio
Veh.			1 57 (5)	Arm C - R	From			Veh.			7/6)	i <u>y 2019</u> .rm C - R15	,	Tuesda		ate
Total	P/C	M/C	PSV	HGV	LGV	Taxi	CAR	Total	P/C	M/C	PSV	HGV	LGV	Taxi	CAR	lime
29	0	0	0	2	4	0	23	58	1/0	0	0	1	6	0	50	7:00
33	0	0	1	2	5	0	25	62	0	0	0	2	6	1	53	7:15
42	0	0	0	4	2	0	36	61	0	0	0	1	6	0	54	7:30
59	0	0	1	3	7	0	48	74	0	0	0	1	3	0	70	7:45
47	0	0	0	6	3	0	38	76	0	0	0	3	7	0	66	B:00
50	0	0	0	10	2	0	38	64	0	0	0	3	5	0	56	8:15
55	0	0	0	2	7	1	45	90	0	0	0	3	10	0	77	8:30
59	0	0	1	8	4	1	45	72	0	0	0	2	3	0	67	8:45
54	0	1	0	8	5	0	40	54	0	0	0	5	2	1	46	9:00
36	0	0	0	2	4	2	28	46	0	0	0	1	2	0	43	9:15
30	0	0	1	1	1	1	26	68	0	0	3	7	4	1	53	9:30
23	1	0	1	2	1	0	18 16	54 42	0	0	0	8	3	0	43 33	9:45 0:00
23 32	1	0	0	2	4	0	20	42	0	0	2	2	5	0	33	0:00
29	0	0	0	3	4	0	20	20	0	0	0	1	0	0	19	0:30
27	0	0	0	0	2	0	21	40	0	0	0	2	4	0	34	0:45
22	0	0	0	3	2	0	17	32	0	0	0	2	5	0	25	1:00
31	0	0	0	2	1	1	27	43	0	0	0	4	3	0	36	1:15
35	0	0	0	4	0	1	30	26	0	0	1	2	2	0	21	1:30
33	0	0	0	3	2	0	28	33	0	0	0	2	2	1	28	1:45
46	0	0	0	1	1	0	44	33	0	0	0	2	2	0	29	2:00
44	0	0	0	9	3	0	32	29	0	0	0	4	2	0	23	2:15
43	0	0	0	5	2	2	34	50	0	0	0	5	3	2	40	2:30
39	0	0	0	2	3	1	33	28	0	0	0	3	2	0	23	2:45
49	0	0	0	7	3	0	39	29	0	0	0	3	4	0	22	3:00
49	0	0	0	6	2	1	40	33	0	0	0	2	1	0	30	3:15
48	0	0	1	4	5	2	36	40	0	0	0	3	2	1	34	3:30
47 50	0	0	2	4	6	0	35 43	30 46	0	0	0	1	3	0	26 37	3:45 4:00
41	0	0	0	1	6	0	43 34	46 36	1	0	1	2	2	0	37	4:00
41	0	0	0	1	2	1	40	38	0	0	0	4	2	0	30	4:30
90	0	0	1	6	2	1	80	33	0	1	0	0	3	0	29	4:45
67	0	0	0	4	3	1	59	44	0	0	0	5	2	0	37	5:00
60	0	0	2	4	8	1	45	48	0	0	0	3	3	1	41	5:15
57	0	1	0	2	4	1	49	26	0	0	0	5	1	1	19	5:30
64	0	0	0	2	10	0	52	72	0	0	2	1	7	0	62	5:45
70	0	0	0	2	12	0	56	57	2	1	0	4	8	0	42	6:00
78	0	0	0	1	11	0	66	55	0	0	0	1	7	0	47	6:15
96	0	0	0	0	13	1	82	53	0	1	0	0	4	0	48	6:30
83	0	0	0	0	5	0	78	53	0	0	0	1	3	0	49	6:45
101	0	0	0	4	14	0	83	38	0	1	0	1	6	0	30	7:00
92	0	0	0	3	5	0	84	72	0	0	0	1	9	0	62	7:15
115	0	0	0	3	7	0	105	66	0	0	0	0	3	0	63	7:30
96	1	0	0	0	6	0	89	67	0	0	0	0	4	0	63	7:45
114	1	0	0	2	16	0	95	49	0	0	0	1	9	0	39	8:00
90	0	0	0	0	5	0	85	43 49	0	0	0	2	7	0	34 44	8:15
64	2	0	0	2	5	0	57 52	49	0	0	0	0	4	1	44 35	18:30 18:45



Site No. 5 Location R157(N) / Dillow's Road / R157(S)

Date		Tuesda	y 28 Ma	y 2019	-											
Time			A to C -	R157(N) to	o R157(S)			Veh.		A	to B - R15	i7(N) to Di	llow's Roc	bd		Veh.
IIIIe	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 11:30	33 19	0	3	9.2	0	0	0	45.2 27.6	16	0	1	0	0	0	0	17
				4.6												
11:45	25	1	2	2.3	0	0	0	30.3 28.6	21	0	3	0	0	0	0	24 13
12:00 12:15	22	0	2	4.6	0	0	0	28.6		0	3	0	0	0	0	
12:15	18 38	0	3	9.2	0	0	0	45.6	12	0	4	0 2.3	0	0	0	15 20.3
12:30	22	0	2	4.6 6.9	0	0	0	45.6	14	0	4	2.3	0	0	0	11
12:45	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	27	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	4.0	0	0	0	19
14:00	34	0	1	11.5	2	0	0	48.5	12	0	4	0	0	0	0	16
14:00	29	0	3	4.6	0	0	0.2	36.8	12	0	3	2.3	0	0	0	24.3
14:30	29	0	2	9.2	0	0	0.2	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
14.43	34	0	2	4.6	0	0.4	0	40.6	18	0	1	2.3	0	0	0	21.3
15:15	35	1	2	4.6	0	0	0	40.0	25	0	4	0	0	0	0	21.5
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	20	0	7	0	0	0	0	22
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	0.4	0.4	51.3	26	0	6	0.7	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

NDC	104	_												100 Junctior		ay 2019
Site No. Locatio Date) / Dillov y 28 Ma	v's Road	/ R157(S)										
		100300		R157(N) to	R157(N)			Veh.		В	to A - Dille	ow's Road	1 to R157(N)		Veh.
Time	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	- Taxi	LGV	HGV	PSV	м/с	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	0	0	0	0	0	0	0	0	71	0	9	4.6	0	0	0	84.6
8:00	0	0	0	0	0	0	0	0	52	0	7	0	0	0	0	59
8:15	0	0	0	0	0	0	0	0	47	0	3	2.3	0	0	0	52.3
8:30	0	0	0	0	0	0	0	0	51	1	6	2.3	0	0	0	60.3
8:45	0	0	0	2.3	0	0	0	2.3	42	0	4	0	0	0	0	46
9:00	1	0	0	0	0	0	0	1	36	0	5	2.3	0	0	0	43.3
9:15	0	0	0	0	0	0	0	0	23	0	5	0	0	0	0	28
9:30	0	0	0	0	0	0	0	0	16	1	2	0	0	0	0	19
9:45	0	0	0	0	0	0	0	0	17	0	1	0	0	0	0	18
10:00	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	17
10:15	0	0	0	0	0	0	0	0	14	0	3	0	0	0	0	17
10:30	0	0	0	0	0	0	0	0	15	0	4	4.6	0	0	0	23.6
10:45	0	0	0	0	0	0	0	0	11	0	3	2.3	0	0	0	16.3
11:00	1	0	0	0	0	0	0	1	10	0	3	0	0	0	0	13
11:15	0	0	0	0	0	0	0	0	16	0	6	0	0	0	1.2	23.2
11:30	0	0	0	0	0	0	0	0	4	0	4	2.3	0	0	0.2	10.5
11:45	0	0	0	0	0	0	0	0	20	0	1	0	0	0	0.6	21.6
12:00	1	0	0	0	0	0	0	1	28	0	3	2.3	0	0	0	33.3
12:15	0	0	0	0	0	0	0	0	13	0	3	2.3	0	0	0	18.3
12:30	0	0	0	0	0	0	0	0	19	0	5	2.3	0	0	0	26.3
12:45	0	0	0	0	0	0.4	0	0.4	9	0	1	4.6	0	0	0	14.6
13:00	0	0	0	0	0	0	0	0	12	0	3	2.3	0	0	0	17.3
13:15	0	0	0	0	0	0	0	0	18	0	2	0	0	0	0	20
13:30	0	0	0	0	0	0	0	0	13	0	2	0	0	0	0	15
13:45 14:00	0	0	0	0	0	0	0	0	16 15	0	2	0	0	0	0.2	18 18.2
14:00	0	0	0	0	0	0	0	1	10	0	3	0	0	0	0.2	18.2
14:15	0	0	0	0	0	0	0	0	10	1	1	0	0	0	0	16
14:30	0	0	0	0	0	0	0	0	14	0	2	0	0	0	0	21
14:45	0	0	0	0	0	0	0	0	19	0	4	2.3	0	0	0	20.3
15:15	0	0	0	0	0	0	0	0	14	0	4	2.3	0	0	0.2	20.3
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	0	1	4.6	0	0.4	0	17	1149	8	175	43.7	0	0.8	2.4	1378.9



Site No.5LocationR157(N) / Dillow's Road / R157(S)

Image Image <t< th=""><th>Date</th><th></th><th></th><th>y 28 Ma</th><th></th><th></th><th>-</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th></t<>	Date			y 28 Ma			-										
CAM Tor HOM HOM PC POM POM <td>Time</td> <td></td> <td>В</td> <td>to C - Dill</td> <td>ow's Road</td> <td><u> </u></td> <td></td> <td></td> <td></td> <td></td> <td>B to</td> <td>B - Dillow</td> <td>'s Road to</td> <td>) Dillow's R</td> <td></td> <td></td> <td></td>	Time		В	to C - Dill	ow's Road	<u> </u>					B to	B - Dillow	's Road to) Dillow's R			
Pich S 0 0 0 0 0 0 0 0 0 0 0 0 0 0 730 9 0 <t< 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></t<>																	
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10:00 4 0 <td></td>																	
11 0 0 0 1 0 <																	
10:30 2 0 0.3 2.3 0 0.0 4.3 0.0																	
10.45 1 0 1.4.6 0 0 6.6. 0 0 0 0 0 0 1130 1 00 0																	
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1145 3 0 0 2.3 0 0 5.3 0<	11:15	3	0	0	0	0	0	0	3	0	0		0	0	0	0	0
12:00 7 0 0 0 0 7 0 0 0 0 0 0 0 12:15 5 0	11:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
1215 5 0 0 0 0 0 0 0 0 0 0 0 0 0 1230 2 2 0 6.9 0 0 0 10 0 0 0 0 0 0 0 0 0 1245 1 0 0 6.9 0 0 0 1 0 <td>11:45</td> <td>3</td> <td>0</td> <td>0</td> <td>2.3</td> <td>0</td> <td>0</td> <td>0</td> <td>5.3</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td>	11:45	3	0	0	2.3	0	0	0	5.3	0	0	0	0	0	0	0	0
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13:00 0 1 4.4 0 0 5.6 0	12:30	2	2	0	6.9	0	0	0	10.9	0	0	0	0	0	0	0	0
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NDC	00															ay 2019
Site No. Locatio Date) / Dillov y 28 Ma		/ R157(S)								Junctior	n Turning	g Count
_			to B - R13		llow's Roa	d		Veh.			C to A -	R157(S) to	R157(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	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 9:30	3	0	0	0	0	0	0	3	25	2	4	4.6 2.3	0	0	0	35.6 23.3
9:30		0	0	0	0	0	0	9	17	0	1	4.6	2	0	0.2	23.3
9:45	1	0	0	0	0	0	0	2	17	1	4	4.6	2	0	0.2	24.8
10:00	2	0	0	0	0	0	0	1	14	0	4	4.6	0	0	0.2	23.6 34.1
10:13	3	0	0	2.3	0	0	0	5.3	19	0	4	4.6	0	0	0.2	27.6
10:45	2	0	0	0	0	0	0	2	19	0	2	0	0	0	0	27.0
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 15:15	11	0	1	4.6 0	0	0	0	16.6 14	48 32	1	2	2.3 9.2	0	0	0	53.3 53.2
15:15	5	0	0	0	0	0	0	5	43	1	4	9.2	4	0.4	0	53.2
15:30	9	0	3	0	0	0	0	12	43	0	4	4.6	0	0.4	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

NDC

Site No. Location Date

5
R157(N) / Dillow's Road / R157(S)
Tuesday 28 May 2019

Date	Tuesd	ay 28 Ma	y 2019									
			Time				R157(S) to	R157(S)			Veh.	
				CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	1
			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	1
			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 9:00	0	0	0	0	0	0	0	1	
			9:00	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	
			10:15	0	0	0	0	0	0	0	0	1
			10:45	0	0	0	0	0	0	0	0	1
			11:00	0	0	0	0	0	0	0	0	1
			11:15	0	0	0	0	0	0	0	0	1
			11:30	0	0	0	0	0	0	0	0	
			11:45	0	0	0	0	0	0	0	0	
			12:00	0	0	0	0	0	0	0	0	
			12:15	0	0	0	0	0	0	0	0	
			12:30	0	0	0	0	0	0	0	0	
			12:45	0	0	0	0	0	0	0	0	
			13:00	0	0	0	0	0	0	0	0	
			13:15	0	0	0	0	0	0	0	0	
			13:30	0	0	0	0	0	0	0	0	
			13:45	0	0	0	0	0	0	0	0	
			14:00	0	0	0	0	0	0	0	0	
			14:15	0	0	0	0	0	0	0	0	
			14:30	0	0	0	0	0	0	0	0	
			14:45	0	0	0	0	0	0	0	0	
			15:00	0	0	0	2.3	0	0	0	2.3	
			15:15	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	1
			16:15	0	0	0	0	0	0	0	0	1
			16:30	0	0	0	0	0	0	0	0	
			16:45	0	0	0	0	0	0	0	0	1
			17:00	0	0	0	0	0	0	0	0	4
			17:15	0	0	0	0	0	0	0	0	1
			17:30	1	0	0	0	0	0	0	1	1
			17:45	1	0	0	0	0	0	0	1	1
			18:00	1	0	0	0	0	0	0	1	4
			18:15	0	0	0	0	0	0	0	0	4
			18:30	0	0	0	0	0	0	0	0	4
			18:45	0	0	0	0	0	0	0	0	l
0 0	0	0	25.75	5	0	1	2.3	0	0	0	8.3	0 0 0 0

R157 (N) 2010-92 (N) 2010-92 (N) 2010Notational N 2010-92 (N) 2010-92 (N)VertVertVertVertVertVertVertVertVertVertVertVertVertVertVertVertVertVertVert700711010400000010 <th>NDC</th> <th></th> <th>100 Junctior</th> <th>M</th> <th>ygaddy ay 2019 g Count</th>	NDC														100 Junctior	M	ygaddy ay 2019 g Count
Dete Teach A: N 2 / 2 / N Yen Norm Norm </td <td>Site No. Locatio</td> <td></td> <td></td> <td>) / Dillov</td> <td>v's Road</td> <td>/ R157(</td> <td>S)</td> <td></td>	Site No. Locatio) / Dillov	v's Road	/ R157(S)										
Image Column Column Perc Internal Column Frage						,	-,										
CA8 Toti Lev HGW PKC PGC PGA Toti LSA EAS LSA LSA O O C2 715 7:50 71 1 15 4.6 0 0 0 71.5 0 15.8 0 0 0 0 71.5 7:30 102 0 16 17.5 2 0 11.4 8 0.3 0 0 0 11.4 5 0 <td>Time</td> <td></td> <td></td> <td></td> <td></td> <td>57(N)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Arm A - Ri</td> <td></td> <td></td> <td></td> <td></td>	Time					57(N)							Arm A - Ri				
Pris Pris <th< 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></th<>																	
7x6 117 0 15 4.4 0 0 0 983 7x6 117 0 18 115 2 0 0 1465 77 1 8 2.3 0 0 0 883 880 89 0 10 13.8 0 0 0 1112 75 0 1 6.4 0 0 0 184 830 73 2 13 6.4 0 0 0 114.7 75 0 11 6.4 0 0 0 18.4 0 0 0 19.4 16.4 1 6.4 0 0 0 18.4 11.4 0 11.2 11.3 11.5 0 0 0 19.4 14.4 0 0 0 13.3 11.4 0 0 0 0 13.3 11.5 0 0 0 0 14.1 17.5 0																	
PA50 69 0 164 11.5 2 0 0 142.5 77 1 8 2.3 0 0 0 704.2 815 84 0 14 23 0 0 0 111 72 0 9 4.6 0 0 0 111 845 77 1 8 18.4 2 0 0 0 114.4 95 0 11 6.4 9.2 0 0 1222 900 72 0 10 18.4 0 0.4 0 106.8 52 1 3 11.5 2 0 0 43.3 933 3 2 3 2.3 2.4 0 0 0 2.3 3 0 11.8 0 0 0 0 3.3 945 34 0 7 1.4 4.4 4.0 0 0 3.3																	
B00 99 00 10 13.8 0 0 112.7 64 0 9 9.2 0 0 0 10.8 B15 64 0 4 23 0 0 0 111 72 0 9 4.4 0 0 0 112 845 79 1 8 18.4 2 0 0 106.4 106 1 6.4 9.2 0 0 0 6.5 9:50 72 0 10 18.4 0.0 0.4 0.0 0.4 2.3 1.1 1.4 0.4 0.0 0.0 4.3 1.1 0.0 0.0 0.4 0.3 1.1 0.0 0.0 0.3 1.1 0.0 0.0 0.0 0.1 0.1 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 0.0 0.0 0.0 </td <td></td>																	
8:50 9:4 0:0 4:4 2:3 0:0 0:0 111 7:2 0:0 9:1 6:4 0:0 0:0 112.9 8:45 7:3 1 8:1 11:4 0:0 0:0 11:4 9:5 0:0 11:5 4:0 0:0 0:0 12.9 9:00 7:2 0:10 11:4 0:0 0:0 0:0 13:5 2:0 0:0 0:0 13:3 9:30 33 2:0 2:4 4:4 0:0 0:0 0:4:3 6:1 1 8:1 1:5 0:0 0:0 4:1 9:45 34 0:0 2:4 4:4 0:0 0:0 0:0 2:2 2:3 0:0 0:0 0:0 3:3 1:1:4 0:0 0:																	
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B45 79 1 8 18.4 2 0 0 108.4 106.5 52 1 3 11.5 2 0 0 67.5 9:15 48 2 9 4.6 0 0 6.6 57 0 2 2.3 0 0 0 61.5 9:30 33 2 3 2.3 2 0 0 4.3 61 1 8 16.1 8 0 0 64.7 10:05 31 1 4 4.6 0 0 0 2.2 1.4 0 0 0 67.7 1.5 0 0 0 67.7 1.5 0 0 0 0 3.3 2.3 0												-					
900 72 0 10 18.4 0 0.4 0 1003 52 1 3 11.5 2 0 0 643.5 9:30 33 2 3 2.3 2.3 2.3 2.3 0.0 0.0 42.3 61 11 8 16.1 0.0 0.0 67.3 9:30 33 2 4.4 2 0 0.2 42.8 48 0 3 16.1 0 0 67.4 10:05 33 0 11 6.9 0 0 0.2 51.1 42 0 7 11.5 0 0 0 33.5 10:30 34 0 8 9.2 0 0 0 33.7 43 0 7 6.9 0 0 0 32.3 11:30 2 1.4 9.2 0 0 0.2 5.4 49 0 4 2.3 </td <td></td>																	
9.45 33 2 3 2.3 2 0 0 42.3 61 1 8 16.1 8 0 0 9.41 9.45 34 0 2 4.6. 2 0 0.2 42.8 48 0 3 16.1 0 0 46.6 35 16.1 0 0 46.4 0 0 46.3 3 16.1 0 0 67.1 1030 34 0 8 9.2 0 0 0.5 2.3 0 0 0 33.3 10.45 30 0 5 4.3 0 7 6.9 0 0 0 33.3 1135 41 1 7 4.6 0 0 1.2 5.4.8 49 0 4 4.6 0 0 6.22 1135 45 0 3 6.9 0 0 0 5.5.5 46 <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></td></td<>																	
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	9:45	34	0	2	4.6	2	0	0.2	42.8	48	0	3	16.1	0	0	0	67.1
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	10:00	31	1	4	4.6	0	0	0	40.6	35	0	6	4.6	4	0	0	49.6
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	10:15	33	0	11	6.9	0	0	0.2	51.1	42	0	7	11.5	0	0	0	60.5
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	10:30	34	0	8	9.2	0	0	0	51.2	28	0	3	2.3	0	0	0	33.3
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	10:45	30	0	5	2.3	0	0	0	37.3	47	0	5	0	0	0	0	52
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	11:00	27	0	5	6.9	0	0	0	38.9	43	0	7	6.9	0	0	0	56.9
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	11:15	41	1	7	4.6	0	0	1.2	54.8	49	0	4	9.2	0	0	0	62.2
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$																	
12:15440613.800063.830059.200064.212:30431711.500062.552076.900.4065.912:4538149.200.4052.633026.900.4042.313:00480511.500064.532042.300045.313:15531411.500064.538142.300045.313:3044259.220062.2421611.500066.514:4056079.240067.237052.30044.314:0056072.30002.6.7470511.5200045.514:1537072.300056.3510811.50007.514:3049232.300073.652036.90007.615:35501811.411.5																	
12:30431711.5000 62.5 52 07 6.9 000 65.9 12:4538149.200.40 52.6 3302 6.9 00.40 42.3 13:00480511.5000 64.5 32042.3000 43.3 13:155314259.2200 66.2 42 1 66 11.5000 64.5 13:4547079.2400 67.2 37052.300 $04.43.3$ 14:0056092.3000.2 67.5 47 0511.5200 64.5 14:1537072.3000 46.3 48 0 6 6.9 000 65.5 14:45881411.5200106.5 44 03000 75.5 14:45881411.5200106.5 44 03000 74.4 15:5062164.600073.65203 6.9 0000 73.6 15:50 </td <td></td>																	
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14:1537072.300046.348066.9000.261.114:3049232.300056.3510811.500070.514:45881411.5200106.54403000.4047.415:0062164.600073.652036.900061.915:15501811.5400.274.760164.60071.615:3072394.600.408935139.200048.215:45640104.600078.6740122.340092.316:00720124.600078.6740122.340092.316:15730100.2300088.6700916.100088.416:3092114000010775111020.4089.416:458101000																	
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$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	15:15	50	1	8	11.5	4	0	0.2	74.7	60	1	6	4.6	0	0	0	71.6
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	15:30	72	3	9	4.6	0	0.4	0	89	35	1	3	9.2	0	0	0	48.2
16:15 73 0 10 2.3 0 0 85.3 69 0 13 2.3 0 0 84.3 16:30 92 1 14 0 0 0 107 75 1 11 0 2 0.4 0 89.4 16:30 92 1 14 0 0 0 107 75 1 11 0 2 0.4 0 89.4 16:45 81 0 10 0 0 0 91 96 0 10 2.3 0 0 0 108.3 17:00 92 0 21 9.2 0 0 106.9 94 0 14 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 0 0 129.3 <t< td=""><td>15:45</td><td>64</td><td>0</td><td>10</td><td>4.6</td><td>0</td><td>0</td><td>0</td><td>78.6</td><td>74</td><td>0</td><td>12</td><td>2.3</td><td>4</td><td>0</td><td>0</td><td>92.3</td></t<>	15:45	64	0	10	4.6	0	0	0	78.6	74	0	12	2.3	4	0	0	92.3
16:30 92 1 14 0 0 0 107 75 1 111 0 2 0.4 0 89.4 16:45 81 0 10 0 0 0 91 96 0 10 2.3 0 0 0 108.3 17:00 92 0 21 9.2 0 0 0 122.2 54 0 14 2.3 0 0.4 0 70.7 17:15 91 0 9 6.9 0 0 162.9 94 0 19 2.3 0 0.4 0 70.7 17:30 108 0 9 6.9 0 0 162.9 94 0 19 2.3 0 0 115.7 17:30 108 0 9 6.9 0 0 0 12.93 114 1 10 0 0 0 12.93	16:00	72		12	4.6	0	0	0	88.6	70		9	16.1	0		0.4	95.9
16:45 81 0 10 0 0 0 0 91 96 0 10 2.3 0 0 0 108.3 17:00 92 0 21 9.2 0 0 0 0 122.2 54 0 14 2.3 0 0.4 0 70.7 17:15 91 0 9 6.9 0 0 16.9 144 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 0.3 2 0 0 129.3 17:45 87 0 6 0 0 0 2.3 10 0 0 0 129.3 17:45 87 0 6 0 0 0 2.3 89 1 10 0 0 0 129.3 1																	
17:00 92 0 21 9.2 0 0 0 122.2 54 0 14 2.3 0 0.4 0 70.7 17:15 91 0 9 6.9 0 0 106.9 94 0 19 2.3 0 0.4 0 115.7 17:30 108 0 9 6.9 0 0 123.9 114 1 10 2.3 0 0.4 0 115.7 17:30 108 0 9 6.9 0 0 123.9 114 1 10 2.3 2 0 0 129.3 17:45 87 0 6 0 0 0.2 93.2 89 1 10 0 0 0 0 100 18:00 100 22 6.9 0 0 0 0 97.3 68 0 8 6.9 0 0						-											
17:15 91 0 9 6.9 0 0 106.9 94 0 19 2.3 0 0.4 0 115.7 17:30 108 0 9 6.9 0 0 123.9 114 1 10 2.3 2 0 0 129.3 17:45 87 0 6 0 0 0.2 93.2 88 1 10 0 0 0 100 18:00 110 0 22 6.9 0 0 0.2 139.1 76 1 13 2.3 0 0 92.3 18:15 90 2 5 2.3 0 0 0.2 139.1 76 1 13 2.3 0 0 92.3 18:30 77 0 5 2.3 0 0 0.2 84.5 73 1 4 0 0 0.4 0 82.9																-	
17:30 108 0 9 6.9 0 0 123.9 114 1 10 2.3 2 0 0 129.3 17:45 87 0 6 0 0 0.2 93.2 89 1 10 0.3 0 0 100 18:00 110 0 22 6.9 0 0 0.2 139.1 76 1 13 2.3 0 0 92.3 18:00 110 0 22 6.9 0 0 0.2 139.1 76 1 13 2.3 0 0 92.3 18:15 90 2 5 2.3 0 0 0.2 84.5 73 1 4 0 0 0.4 82.9 18:30 77 0 5 2.3 0 0.4 0.4 71.4 60 1 8 0 0 0.4 0 66																	
17:45 87 0 66 0 0 0.2 93.2 89 1 10 0 0 0 100 18:00 110 0 22 6.9 0 0.2 139.1 76 1 13 2.3 0 0 0 92.3 18:05 90 2 5 2.3 0 0 0 99.3 68 0 8 6.9 0 0 82.3 18:35 90 2 5 2.3 0 0 0.2 84.5 73 1 4 0 0 0.4 82.9 18:35 58 0 8 4.6 0 0.4 71.4 60 1 8 0 0 0 0 69						-											
18:00 110 0 22 6.9 0 0.2 139.1 76 1 13 2.3 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 76.4 18:45 58 0 8 4.6 0 0.4 71.4 60 1 8 0 0 0 69																	
18:15 90 2 5 2.3 0 0 99.3 68 0 88 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 71.4 60 1 8 0 0 0 69																	
18:30 77 0 5 2.3 0 0.4 0.2 84.5 73 1 4 0 0.4 0.4 78.4 18:45 58 0 8 4.6 0 0.4 0.4 71.4 60 1 8 0 0 0 69																	
18:45 58 0 8 4.6 0 0.4 0.1 60 1 8 0 0 0 69																	
	25.75	3068	27	393	342.7	22	2.4	3.8	3858.9	2823	16	357	269.1	26	2.8	0.8	3494.7



Site No. 5 R157(N) / Dillow's Road / R157(S) Location

Date		Tuesda	y 28 Ma	y 2019														
Time				B - Dillow				Veh.		From Arm B - Dillowis Road CAR Taxi LGV PSV M/C P/C 59 1 11 0 0 0 0 63 0 4 2.3 0 0 0 74 0 15 0 0 0 0 83 0 9 4.6 0 0 0 60 0 7 0 0 0 0 60 1 7 2.3 0 0 0 60 0 3 4.6 0 0 0 50 0 4 0 0 0 0								
	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total								Total		
7:00	19	0	5	0	0	0	0	24								71		
7:15	20	0	12	2.3	0	0	0	34.3								69.3		
7:30	31	0	8	2.3	0	0	0	41.3								89.8		
7:45	21	1	5	0	0	0	0	27								96.6		
8:00	29	0	2	2.3	0	0	0	33.3								67		
8:15	26	0	5	2.3	0	0	0	33.3								63.6		
8:30	30	0	2	0	0	0	0	32								70.3		
8:45 9:00	55 16	1	3	4.6 2.3	0	0	0	63.6 21.3	42	0	4	2.3	0	0	0	54 49.3		
9:00	20	0	0	2.3	2	0	0	21.3	26	0	5	2.3	0	0	0	49.3 31		
9:15	20	0	4	2.3	2	0	0	31.3	26	1	2	2.3	0	0	0	27.3		
9:45	13	0	4	0	2	0	0	13	24	0	1	2.3	0	0	0	27.3		
10:00	8	0	1	0	0	0	0	9	24	0	0	0	0	0	0	27.3		
10:00	14	0	1	4.6	0	0	0	9 19.6	15	0	3	0	0	0	0	18		
10:15	14	0	3	4.6	0	0	0	21.6	15	0	4	6.9	0	0	0	27.9		
10:30	14	0	2	4.0	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	0.7	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	0.0	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 74	0.00	2	0	0	0	0	41	20	0	1	0	0	0	0	21		

74 0:00

ite No. ocatio Date) / Dillov y 28 Ma	y 2019	· · ·	S)										_
Time				rm 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	2.3	0	0	0.2	58.5	23	0	4	4.6	0	0	0	31.6
7:15 7:30	53 54	0	6	4.6 2.3	0	0	0	64.6 62.3	25 36	0	5	4.6 9.2	2	0	0	36.6 47.2
7:45	70	0	3	2.3	0	0	0	75.3	48	0	7	6.9	2	0	0	63.9
8:00	66	0	7	6.9	0	0	0	79.9	38	0	3	13.8	0	0	0	54.8
8:15	56	0	5	6.9	0	0	0	67.9	38	0	2	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	57.6
8:45	67	0	3	4.6	0	0	0	74.6	45	1	4	18.4	2	0	0	70.4
9:00	46	1	2	11.5	0	0	0	60.5	40	0	5	18.4	0	0.4	0	63.8
9:15	43	0	2	2.3	0	0	0	47.3	28	2	4	4.6	0	0	0	38.6
9:30	53	1	4	16.1	6	0	0	80.1	26	1	1	2.3	2	0	0	32.3
9:45	43	0	3	18.4	0	0	0	64.4	18	0	1	4.6	2	0	0.2	25.8
10:00	33	0	5	4.6	4	0	0	46.6	16	1	4	4.6	0	0	0	25.6
10:15	30	0	6	6.9	0	0	0	42.9	20	0	8	6.9	0	0	0.2	35.1
10:30	19	0	0	2.3	0	0	0	21.3	22	0	4	6.9	0	0	0	32.9
10:45	34	0	4	4.6	0	0	0	42.6	21	0	2	0	0	0	0	23
11:00	25	0	5	4.6	0	0	0	34.6	17	0	2	6.9	0	0	0	25.9
11:15	36	0	3	9.2	0	0	0	48.2	27	1	1	4.6	0	0	0	33.6
11:30	21	0	2	4.6	2	0	0	29.6	30	1	0	9.2	0	0	0	40.2
11:45	28	1	2	4.6	0	0	0	35.6	28	0	2	6.9	0	0	0	36.9
12:00	29	0	2	4.6	0	0	0	35.6	44	0	1	2.3	0	0	0	47.3
12:15	23	0	2	9.2	0	0	0	34.2	32	0	3	20.7	0	0	0	55.7
12:30	40	2	3	11.5	0	0	0	56.5	34	2	2	11.5	0	0	0	49.5
12:45	23	0	2	6.9	0	0	0	31.9	33	1	3	4.6	0	0	0	41.6
13:00	22	0	4	6.9	0	0	0	32.9	39	0	3	16.1	0	0	0	58.1
13:15	30	0	1	4.6	0	0	0	35.6	40	1	2	13.8	0	0	0	56.8
13:30	34	1	2	6.9	0	0	0	43.9	36	2	5	9.2	2	0	0	54.2
13:45	26	0	3	2.3	0	0	0	31.3	35	0	6	9.2	4	0	0	54.2
14:00 14:15	37 30	0	3	11.5 4.6	0	0	0	53.5 37.8	43 34	0	6	2.3 2.3	0	0	0	51.3 42.3
14:30	30	0	2	9.2	0	0	0.2	43.2	40	1	2	2.3	0	0	0	42.3
14:30	29	0	2	9.2	0	0.4	0	43.Z 32.4	80	1	2	13.8	2	0	0	45.3 98.8
15:00	37	0	2	11.5	0	0.4	0	50.5	59	1	3	9.2	0	0	0	72.2
15:15	41	1	3	6.9	0	0	0	51.9	45	1	8	9.2	4	0	0	67.2
15:30	19	1	1	11.5	0	0	0	32.5	49	1	4	4.6	0	0.4	0	59
15:45	62	0	7	2.3	4	0	0	75.3	52	0	10	4.6	0	0	0	66.6
16:00	42	0	8	9.2	0	0.4	0.4	60	56	0	12	4.6	0	0	0	72.6
16:15	47	0	7	2.3	0	0	0	56.3	66	0	11	2.3	0	0	0	79.3
16:30	48	0	4	0	0	0.4	0	52.4	82	1	13	0	0	0	0	96
16:45	49	0	3	2.3	0	0	0	54.3	78	0	5	0	0	0	0	83
17:00	30	0	6	2.3	0	0.4	0	38.7	83	0	14	9.2	0	0	0	106.2
17:15	62	0	9	2.3	0	0	0	73.3	84	0	5	6.9	0	0	0	95.9
17:30	63	0	3	0	0	0	0	66	105	0	7	6.9	0	0	0	118.9
17:45	63	0	4	0	0	0	0	67	89	0	6	0	0	0	0.2	95.2
18:00	39	0	9	2.3	0	0	0	50.3	95	0	16	4.6	0	0	0.2	115.8
18:15	34	0	7	4.6	0	0	0	45.6	85	0	5	0	0	0	0	90
18:30	44	1	4	0	0	0	0	49	57	0	5	2.3	0	0	0.2	64.5
18:45	35	1	6	0	0	0	0	42	52	0	7	4.6	0	0.4	0.4	64.4



Site No.

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

Date	///		y 28 Ma		-,											
				- R157 to	R148(E)			Veh.			A to B -	- R157 to F	2148(W)			Veh.
Time	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 12	15	0	0	0	0	0	0	15
10:45	10	0	1	1	0	0	0	12	18 21	0	3	0	0	0	1	22
11:00	10	0	4	1 4	0	0	0	24	18	1	0	0	0	0	0	19
11:15	5	0	2	4	0	0	0	8	18	0	0	1	1	0	0	19
11:45	11	1	1	1	0	0	0	14	12	1	1		0	0	0	21
12:00	14	0	0	2	0	0	0	14	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	20
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 28	0	6	1	0	0	0	27	11 29	0	1	0	0	0	0	12
17:15	28	0	8	0	0	0	0	36		0	2	0	0	0	0	31
17:30		0	3	1	0	0	0	41	27	0	0	0	0	0	0	27
17:45	30	0	2	0	0	0	0	30 19	32	0	3	2	0	0	0	35 27
18:00	20	5	1	0	0	0	0	26	19	0	3	1	0	0	0	18
18:15	20	5	2	0	0	0	0	26	14	0	3	0	0	0	0	18
18:45	24	1	5	0	0	0	0	27	10	0	2	0	0	0	0	17
Total	1030	19	121	81	14	1	4	1270	934	3	76	20	5	2	4	1044
Total	1030	17	121	01	14		-4	12/0	734		70	20	5	2	4	1044

NDC	
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10														Junctior	n Turning	g Count
Site No.		6														
Locatio	on		R148(W)		E)											
Date	i	Tuesda	y 28 Ma						1							īī
Time				R148(W)				Veh. Total				R148(W) te				Veh. Total
7:00	CAR	Taxi	LGV	HGV	PSV	M/C	P/C		CAR	Taxi	LGV	HGV	PSV	M/C	P/C	10101
	9	0	2	0	0	0	0	11 19	92	0	8	1	5	2	0	
7:15	15	0			1		0		80		6		4			94
7:30	18 17	0	1	0	0	0	0	19 19	86	1	8	1	5	0	0	101
7:45									78						4	90
8:00	19	0	1	1	0	0	0	21	57	0	3	1	3	0	3	67
8:15	14	0	1	4	0	0	0	19	62	0	3	0	2	0	2	69
8:30	16	0	3	0	0	0	0	19	60	2	5	0	1	0	1	69
8:45 9:00	17 20	1 0	0 2	2	0	0	0	20 23	50 59	0	3 4	1	1	1	0	56 65
										1						
9:15	14	0	1	0	0	0	0	15 11	34	0	6	0	1	1	0	42
9:30 9:45	10 10	0	1	0	0	0	0	12	51 47	0	6 5	1	2	0	0	61 55
9:45	9	0	2	0	0	0	0	12	33	0	2	0	3	1	0	39
10:00	12	0				0	1	11	51				3	0		39 59
10:15	12	0	2	0	0	0	0	15	51	0	5	3	2	0	0	63
10:30	13	0	0	0	0	0	0	14	56 78	2	3	1	2	0	2	63 84
10:45	16	0	0	3	0	0	0	16	53	2	5	2	3	1	2	65
11:00	13	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
11:30	16	0	0	0	0	0	0	16	51	1	4	3	1	0	1	61
11.43	22	0	0	0	0	0	0	22	58	1	5	3	3	1	0	69
12:00	19	0	2	2	0	0	1	24	53	1	6	3	0	0	1	64
12:13	24	0	1	0	0	0	0	24	63	1	9	0	2	0	0	75
12:30	24	0	0	1	0	0	0	23	63	0	11	2	0	0	0	75
12:43	20	1	0	2	0	0	0	29	88	0	6	0	3	0	0	97
13:15	23	0	1	2	0	0	0	20	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	23	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
14:13	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	34	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	24	0	3	2	0	1	0	33	62	0	3	3	1	0	0	69
15:45	27	0	5	1	0	0	0	28	65	0	3	0	1	0	0	69
16:00	30	0	4	0	0	0	0	34	59	1	2	0	0	0	0	62
16:15	26	0	3	0	0	0	0	29	60	0	5	0	0	1	1	67
16:30	38	0	2	0	0	0	0	40	59	0	7	0	2	1	0	69
16:45	20	0	1	0	0	0	0	21	79	5	5	0	0	0	1	90
17:00	31	0	5	1	0	0	0	37	101	0	9	1	2	3	1	117
17:15	39	0	2	0	0	0	0	41	94	0	2	0	0	0	0	96
17:30	49	0	1	1	0	0	0	51	79	1	2	0	0	1	2	85
17:45	51	0	2	0	0	0	0	53	83	1	4	0	3	0	0	91
17.43	45	0	4	0	0	0	1	50	76	0	6	0	2	2	0	86
18:15	38	0	2	0	0	0	0	40	71	0	2	1	0	0	0	74
18:30	25	0	2	0	0	0	1	28	68	0	3	1	1	0	1	74
18:45	23	0	4	1	0	0	0	20	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	05	- 33	0		5	1204	5104	- 33	237	44	07	25	20	3024



10084 / Moygaddy May 2019 Junction Turning Count

Site No.

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

Date	71		y 28 Ma		-,											
				R148(E) to	R148(W)			Veh.			C to A	- R148(E)	to R157			Veh.
Time	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	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 9:45	61 57	0	7	0	2	0	1	71 67	8	1	0	1	1	0	0	11
9:45	57	0	6	2	1	0	0	57	8	0	1	2	0	0	0	8
10:00	53	0	6	0	0	0	1	57	9	0	2	3	0	0	0	14
10:15	40	0	5	0	2	0	6	53	10	0	3	3	0	0	0	14
10:30	52	0	4	2	0	0	0	58	6	0	2	0	0	0	0	8
11:00	46	0	2	1	1	1	0	51	4	0	1	1	0	0	0	6
11:15	57	0	4	1	1	1	0	64	13	0	1	1	0	0	0	15
11:30	58	4	4	0	2	0	0	68	9	1	0	4	0	0	0	14
11:45	61	2	7	2	0	0	0	72	15	0	3	2	0	0	0	20
12:00	52	0	7	2	1	0	0	62	15	0	2	2	0	0	0	19
12:15	55	0	4	0	1	1	0	61	11	0	1	6	0	0	0	18
12:30	81	0	8	1	2	0	1	93	11	1	2	4	0	0	0	18
12:45	58	0	1	1	1	7	1	69	7	0	3	3	0	0	0	13
13:00	66	0	4	1	1	0	0	72	16	0	2	4	0	0	0	22
13:15	73	2	4	0	0	0	0	79	16	0	1	3	0	0	0	20
13:30	56	2	2	4	4	0	0	68	17	1	3	4	0	0	0	25
13:45	51	0	3	0	1	0	1	56	9	0	2	2	0	0	0	13
14:00	55	0	6	3	0	1	0	65	16	0	3	1	0	0	0	20
14:15	76	0	5	0	1	0	1	83	18	0	0	1	0	0	0	19
14:30	49	1	9	1	3	0	0	63	- 11	1	0	0	0	0	0	12
14:45	55	1	8	3	0	0	0	67	31	2	0	4	0	0	0	37
15:00	75	2	3	1	1	0	0	82	10	0	1	2	0	0	0	13
15:15	76	0	7	2	0	0	1	86	12	0	0	1	2	0	0	15
15:30	67	0	4	1	2	0	0	74	12	1	0	1	0	0	0	14
15:45	61	1	2	0	1	0	1	66	32	0	6	0	0	0	0	38
16:00	69	1	7	0	1	2	0	80	30	0	6	2	0	0	0	38
16:15	72	0	7	0	1	1	1	82	33	0	8	1	0	0	0	42
16:30	75	1	4	0	2	0	1	83	43	0	7	1	0	0	0	51
16:45	83	0	4	0	1	0	2	90	57	0	3	0	0	0	0	60
17:00	85	0	4	0	0	0	1	90 84	52	0	9 3	3	0	0	0	64
17:15	74 80	2	5	1	2	0	1	84 91	50 64	0	3	4	0	0	0	57 69
17:30 17:45	80	0	6	0	4	0	1	91	35	0	4	0	0	0	2	40
17:45	70	0	5	0	4	1	2	78	55	0	12	2	0	0	2	40 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	2	87	36	0	4	1	0	0	0	43
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		4	1283
20.75	20//	20	217		54	17	04	5277	1020		101	100	5		4	1200

NDC			
Site No.	6		
Location	R157 / R148(W) / R148(E)		
Date	Tuesday 28 May 2019	 	
	To Arm A - R157	Veh.	

Trees			To	Arm A - R	157			Veh.			Fron	n Arm A - I	R157			Veh.
Time	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
7:00	20	0	4	2	0	0	0	26	51	0	6	1	0	0	1	59
7:15	28	0	6	2	1	0	0	37	55	1	5	3	0	0	2	66
7:30	34	0	2	0	0	0	0	36	54	0	9	0	0	0	0	63
7:45	48	0	6	4	1	0	0	59	70	0	3	2	0	0	0	75
8:00	32	0	3	7	0	0	0	42	62	0	5	3	0	0	0	70
8:15	34	0	3	8	0	0	0	45	56	0	5	4	0	0	0	65
8:30	35	1	6	3	1	0	0	46	77	0	11	4	0	0	0	92
8:45	38	1	3	6	0	0	0	48	66	0	3	2	0	0	0	71
9:00	36	0	5	5	0	0	0	46	49	1	6	1	0	0	0	57
9:15	27	2	1	2	0	0	0	32	43	0	2	1	0	0	0	46
9:30	18	1	1	1	1	0	0	22	52	2	4	6	1	0	0	65
9:45	18	0	2	2	1	0	1	24	45	0	3	2	9	0	1	60
10:00	13	0	4	2	0	0	0	19	34	0	5	2	2	0	0	43
10:15	21	0	4	3	0	0	1	29	30	0	6	3	0	0	0	39
10:30	23	0	4	3	0	0	0	30	19	0	0	1	0	0	0	20
10:45	22	0	2	0	0	0	0	24	28	0	4	1	0	0	1	34
11:00	17	0	1	4	0	0	0	22	31	0	5	1	0	0	0	37
11:15	31	1	1	2	0	0	0	35	36	1	2	4	0	0	0	43
11:30	25	1	0	4	0	0	0	30	17	0	2	2	1	0	0	22
11:45	34	0	3	2	0	0	0	39	29	2	2	2	0	0	0	35
12:00	37	0	2	2	0	0	0	41	29	0	2	2	0	0	0	33
12:15	30	0	3	8	0	0	1	42	27	0	2	2	0	0	0	31
12:30	35	1	3	4	0	0	0	43	33	1	4	7	0	0	0	45
12:45	35	0	3	4	0	0	0	42	25	0	2	2	0	0	0	29
13:00	41	1	2	6	0	0	0	50	23	0	4	1	3	0	0	31
13:15	38	0	2	5	0	0	0	45	32	0	1	2	0	0	0	35
13:30	34	2	6	5	1	0	0	48	33	1	2	3	0	0	0	39
13:45	34	0	5	3	2	0	0	44	29	0	1	1	0	0	0	31
14:00	45	0	4	1	0	0	0	50	35	1	4	4	1	0	0	45
14:15	33	0	6	1	0	0	0	40	29	0	3	3	0	0	1	36
14:30	38	1	1	1	1	0	0	42	31 29	0	2	4	0	0	0	37
14:45	85		2	5	0	0		94			3	0	0	1		34
15:00	49 36	0	2	3	0	0	0	54 46	38 43	0	0	5	0	0	0	43 53
			3	3				-	-	2		3	0	0	0	22
15:30 15:45	39 54	1	3	3	0	1	0	47 66	17 60	0	1	2	2	0	0	70
15:45	54 60	0	10	2	0	0	0	72	38	0	8	5	2	1	2	54
16:00	59	0	10	1	0	0	0	72	47	0	8	5	0	0	2	
16:15	59 81	0	9	1	0	0	0	91	4/	1	8	0	0	1	0	56 57
16:30	77	0	4	0	0	0	0	81	50	0	4	1	0	0	0	57
16:45	83	0	14	4	0	0	0	101	31	0	2	1	0	0	0	39
17:00	83	0	5	4	0	0	0	98	57	0	10	0	0	0	0	67
17:30	113	0	5	4	0	0	0	120	64	0	3	1	0	0	0	68
17:30	86	0	5	2	0	0	2	93	62	0	3	0	0	0	0	65
17:45	100	0	5	2	0	0	2	93	36	0	3	2	0	0	0	46
18:00	80	0	5	0	0	0	0	85	36	5	4	1	0	0	0	46
18:15	61	0	6	1	0	0	1	69	42	5	4	0	0	0	0	44 46
18:30	50	0	6 7	2	0	1	2	62	35	1	7	0	0	0	0	46
25.75	2156	17	216	136	11	2	2	2547	1964	22	197	101	19	3	8	2314
25./5	2106	17	216	136		2	9	254/	1964	22	197	101	19	3	ð	2314



10084 / Moygaddy May 2019[.] Junction Turning Count

10084 / Moygaddy May 2019 Junction Turning Count

Site No.

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

Date		Tuesda	y 28 Ma	y 2019												
Time			To A	rm B - R14	8(W)			Veh.			From	Arm B - R1	48(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	36	0	5	2	1	0	0	44	101	0	10	1	5	2	0	119
7:15	30	1	7	1	1	1	1	42	95	2	9	0	5	0	2	113
7:30	39	0	6	1	2	0	0	48	104	1	9	1	5	0	0	120
7:45	51	0	7	2	0	0	1	61	95	2	3	2	3	0	4	109
8:00	47	0	5	5	1	0	0	58	76	0	4	2	3	0	3	88
8:15	71	0	8	1	1	0	0	81	76	0	4	4	2	0	2	88
8:30	81	1	3	2	2	0	1	90	76	2	8	0	1	0	1	88
8:45	114	2	7	2	1	0	0	126	67	1	3	3	1	1	0	76
9:00	72	1	2	1	0	0	0	76	79	1	6	1	1	0	0	88
9:15	70	1	9	1	0	0	1	82	48	0	7	0	1	1	0	57
9:30	77	0	8	0	3	0	1	89	61	0	7	1	2	1	0	72
9:45	81	1	7	2	2	0	2	95	57	1	6	1	1	0	1	67
10:00	69	0	5	1	1	0	0	76	42	0	4	0	3	1	0	50
10:15	70	0	7	1	0	0	1	79	63	0	7	3	0	0	1	74
10:30	55	0	5	0	2	0	6	68	69	1	4	1	2	0	0	77
10:45	70	0	7	2	0	0	1	80	94	2	1	1	0	0	2	100
11:00	67	0	3	1	1	1	0	73	66	1	5	5	3	1	0	81
11:15	75	1	4	1	1	1	0	83	78	2	6	1	0	0	0	87
11:30	70	4	4	1	3	0	0	82	79	1	8	1	2	0	0	91
11:45	79 67	3	8			0	0	93 79	70	1	4		3	0	1	80
12:00		0		2	1				80	1		1		1		91
12:15 12:30	69 103	0	5 9	1	1	1	0	77 118	72 87	1	8 10	5	0	0	2	88 100
12:30	77	0	2	2	1	7	1	90	91	0	10	3	0	0	0	100
12:43	84	0	6	1	1	0	0	90	113	1	6	2	3	0	0	105
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	120
14:15	98	0	7	0	1	0	1	107	89	0	14	3	0	0	0	106
14:30	66	1	9	1	3	0	0	80	92	0	8	1	2	0	0	103
14:45	70	1	11	3	0	0	0	85	136	1	7	3	0	0	0	147
15:00	98	2	3	2	1	0	0	106	109	1	8	2	3	0	0	123
15:15	100	0	8	2	0	0	1	111	94	5	6	2	0	1	1	109
15:30	77	0	5	2	2	0	0	86	89	0	6	5	1	1	0	102
15:45	99	1	2	1	1	0	1	105	87	0	8	1	1	0	0	97
16:00	86	1	10	2	1	3	1	104	89	1	6	0	0	0	0	96
16:15	103	0	9	0	1	1	1	115	86	0	8	0	0	1	1	96
16:30	99	1	6	0	2	1	1	110	97	0	9	0	2	1	0	109
16:45	118	0	4	0	1	0	2	125	99	5	6	0	0	0	1	111
17:00	96	0	5	0	0	0	1	102	132	0	14	2	2	3	1	154
17:15	103	2	7	1	2	0	0	115	133	0	4	0	0	0	0	137
17:30	107	2	6	1	1	0	1	118	128	1	3	1	0	1	2	136
17:45	113	0	9	0	4	0	1	127	134	1	6	0	3	0	0	144
18:00	89	0	11	2	0	1	2	105	121	0	10	0	2	2	1	136
18:15	77	0	5	1	1	1	2	87	109	0	4	1	0	0	0	114
18:30	96	0	6	0	3	0	1	106	93	0	5	1	1	0	2	102
18:45	80	0	6	0	1	2	4	93	81	1	8	1	0	0	2	93
25.75	3813	31	295	64	59	21	38	4321	4312	41	324	77	75	26	33	4888

NDC		
Site No.	6	
Location	R157 / R148(W) / R148(E)	

Date			y 28 Ma	/ R148(v 2019	-1											
		100300		rm C - R1	48(F)			Veh.			From	Arm C - R	148(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	133	0	13	2	5	2	1	156	37	0	6	4	1	0	0	48
7:15	127	3	8	2	4	0	3	147	35	1	7	2	1	1	0	47
7:30	128	1	13	1	5	0	0	148	43	0	3	1	2	0	0	49
7:45	130	2	4	2	2	0	4	144	64	0	11	4	0	0	1	80
8:00	99	0	7	2	3	0	3	114	40	0	6	9	1	0	0	56
8:15	106	0	4	3	2	0	2	117	79	0	6	4	1	0	0	90
8:30	118	2	13	4	1	0	1	139	81	2	3	5	3	0	1	95
8:45	85	0	4	3	1	1	0	94	104	2	8	6	1	0	0	121
9:00	86	2	9	1	1	0	0	99	66	1	4	5	0	0	0	76
9:15	56	0	6	1	1	1	0	65	62	3	7	3	0	0	1	76
9:30	87	2	9	7	2	1	0	108	69	1	7	1	3	0	1	82
9:45	68	1	7	3	8	0	0	87	65	1	7	4	1	0	1	79
10:00	51	0	4	2	5	1	0	63	57	0	4	3	1	0	0	65
10:15	63	0	10	5	0	0	0	78	61	0	8	3	0	0	1	73
10:30	60	1	3	2	2	0	0	68	50	0	8	3	2	0	6	69
10:45	88	2	2	2	0	0	2	96	58	0	6	2	0	0	0	66
11:00	63	1	9	3	3	1	0	80	50	0	3	2	1	1	0	57
11:15	78	1	8	4	0	0	0	91	70	0	5	2	1	1	0	79
11:30	68	1	10	2	2	0	0	83	67	5	4	4	2	0	0	82
11:45	62	2	5	4	1	0	1	75	76	2	10	4	0	0	0	92
12:00	72	1	5	3	3	1	0	85	67	0	9	4	1	0	0	81
12:15	66	1	7	4	0	0	1	79	66	0	5	6	1	1	0	79
12:30	74	2	12	5	2	0	0	95	92	1	10	5	2	0	1	111
12:45	69	0	12	3	0	0	0	84	65	0	4	4	1	7	1	82
13:00	93	0	8	1	6	0	0	108	82	0	6	5	1	0	0	94
13:15	75	1	7	3	0	0	0	86	89	2	5	3	0	0	0	99
13:30	75	2	5	5	0	0	2	89	73	3	5	8	4	0	0	93
13:45	97	0	2	3	3	1	0	106	60	0	5	2	1	0	1	69
14:00	85	0	12	7	3	7	1	115	71	0	9	4	0	1	0	85
14:15	81	0	9	6	0	0	1	97	94	0	5	1	1	0	1	102
14:30	79	0	9	4	1	0	0	93	60	2	9	1	3	0	0	75
14:45	96	2	5	2	0	1	0	106	86	3	8	7	0	0	0	104
15:00	85	1	7	5	3	0	0	101	85	2	4	3	1	0	0	95
15:15	89	5	7	3	0	1	1	106	88	0	7	3	2	0	1	101
15:30	69	1	3	5	1	0	0	79	79	1	4	2	2	0	0	88
15:45	87	0	9	1	3	0	0	100	93	1	8	0	1	0	1	104
16:00	80	1	7	3	0	0	1	92	99	1	13	2	1	2	0	118
16:15	76	0	11	1	0	1	1	90	105	0	15	1	1	1	1	124
16:30	86	1	9	0	2	1	0	99	118	1	11	1	2	0	1	134
16:45	94	5	7	1	0	0	1	108	140	0	7	0	1	0	2	150
17:00	121	0	15	2	2	3	1	144	137	0	13	3	0	0	1	154
17:15	122	0	10	0	0	0	0	132	124	2	8	5	2	0	0	141
17:30	116	1	5	1	0	1	2	126	144	2	10	2	1	0	1	160
17:45	113	1	4	0	3	0	0	121	116	0	9	0	4	0	3	132
18:00	93	0	8	0	2	2	0	105	125	0	17	2	0	1	2	147
18:15	91	5	3	1	0	0	0	100	105	0	5	0	1	1	2	114
18:30	92	1	5	1	1	0	1	101	114	0	9	1	3	0	1	128
18:45	82	2	9	0	0	0	2	95	96	0	7	1	1	3	6	114
25.75	4214	54	360	125	83	26	32	4894	3907	39	350	147	59	20	38	4560



10084 / Moygaddy May 2019 Junction Turning Count

Site No. 6

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

Date		Tuesda	y 28 Ma	y 2019												
Time			A to C	- R157 to I	R148(E)			Veh.			A to B -	R157 to R	2148(W)			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 11:00	10	0	1 4	2.3 2.3	0	0	0	13.3 16.3	18 21	0	3	0	0	0	0.2	21.2 22
11:00	10	0	4	9.2	0	0	0	29.2	18	1	0	0	0	0	0	19
11:15	5	0	2	2.3	0	0	0	9.3	18	0	0	2.3	2	0	0	16.3
11:45	11	1	2	2.3	0	0	0	15.3	12	1	1	2.3	0	0	0	22.3
12:00	14	0	0	4.6	0	0	0	13.3	15	0	2	0	0	0	0	17
12:00	14	0	1	2.3	0	0	0	16.3	14	0	1	2.3	0	0	0	17.3
12:13	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	22.0
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

NDC	994														м	ygaddy ay 2019 g Count
Site No. Location Date	n		R148(W) y 28 Ma		E)											
		TUESOO		R148(W)	to R157			Veh.	1		B to C - F	R148(W) to	0 R148(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	9	0	2	0	0	0	0	11	92	0	8	2.3	10	0.8	0	113.1
7:15	15	0	3	0	2	0	0	20	80	2	6	0	8	0	0.4	96.4
7:30	18	0	1	0	0	0	0	19	86	1	8	2.3	10	0	0	107.3
7:45	17	0	0	2.3	2	0	0	21.3	78	2	3	2.3	4	0	0.8	90.1
8:00	19	0	1	2.3	0	0	0	22.3	57	0	3	2.3	6	0	0.6	68.9
8:15	14	0	1	9.2	0	0	0	24.2	62	0	3	0	4	0	0.4	69.4
8:30	16	0	3	0	0	0	0	19	60	2	5	0	2	0	0.2	69.2
8:45	17	1	0	4.6	0	0	0	22.6	50	0	3	2.3	2	0.4	0	57.7
9:00	20	0	2	2.3	0	0	0	24.3	59	1	4	0	2	0	0	66
9:15	14	0	1	0	0	0	0	15	34	0	6	0	2	0.4	0	42.4
9:30	10	0	1	0	0	0	0	11	51	0	6	2.3	4	0.4	0	63.7
9:45	10	0	1	0	0	0	0.2	11.2	47	1	5	2.3	2	0	0	57.3
10:00	9	0	2	0	0	0	0	11	33	0	2	0	6	0.4	0	41.4
10:15	12	0	2	0	0	0	0.2	14.2	51	0	5	6.9	0	0	0	62.9
10:30	13	0	1	0	0	0	0	14	56	1	3	2.3	4	0	0	66.3
10:45	16	0	0	0	0	0	0	16	78	2	1	2.3	0	0	0.4	83.7
11:00	13	0	0	6.9	0	0	0	19.9	53	1	5	4.6	6	0.4	0	70
11:15	18	1	0	2.3	0	0	0	21.3	60	1	6	0	0	0	0	67
11:30	16	0	0	0	0	0	0	16	63	1	8	2.3	4	0	0	78.3
11:45	19	0	0	0	0	0	0	19	51	1	4	6.9	2	0	0.2	65.1
12:00	22	0	0	0	0	0	0	22	58	1	5	2.3	6	0.4	0	72.7
12:15	19	0	2	4.6	0	0	0.2	25.8	53	1	6	6.9	0	0	0.2	67.1
12:30	24	0	1	0	0	0	0	25	63	1	9	0	4	0	0	77
12:45	28	0	0	2.3	0	0	0	30.3	63	0	11	4.6	0	0	0	78.6
13:00	25	1	0	4.6	0	0	0	30.6	88	0	6	0	6	0	0	100
13:15	22	0	1	4.6	0	0	0	27.6	64	1	7	2.3	0	0	0	74.3
13:30	17	1	3	2.3	2	0	0	25.3	58	1	3	4.6	0	0	0.4	67
13:45	25	0	3	2.3	4	0	0	34.3	89	0	2	4.6	6	0.4	0	102
14:00	29	0	1	0	0	0	0	30	71	0	9	6.9	6	2.8	0.2	95.9
14:15	15	0	6	0	0	0	0	21	74	0	8	6.9	0	0	0	88.9
14:30	27	0	1	2.3	2	0	0	32.3	65	0	7	0	2	0	0	74
14:45	54	0	2	2.3	0	0	0	58.3	82	1	5	4.6	0	0	0	92.6
15:00	39	0	1	2.3	0	0	0	42.3	70	1	7	2.3	6	0	0	86.3
15:15	24	2	3	4.6	0	0	0	33.6	70	3	3	0	0	0.4	0.2	76.6
15:30	27	0	3	4.6	0	0.4	0	35	62	0	3	6.9	2	0	0	73.9
15:45	22	0	5	2.3	0	0	0	29.3	65	0	3	0	2	0	0	70
16:00	30	0	4	0	0	0	0	34	59	1	2	0	0	0	0	62
16:15	26	0	3	0	0	0	0	29	60	0	5	0	0	0.4	0.2	65.6
16:30	38	0	2	0	0	0	0	40	59	0	7	0	4	0.4	0	70.4
16:45	20	0	1	0	0	0	0	21	79	5	5	0	0	0	0.2	89.2
17:00	31	0	5	2.3	0	0	0	38.3	101	0	9	2.3	4	1.2	0.2	117.7
17:15	39	0	2	0	0	0	0	41	94	0	2	0	0	0	0	96
17:30	49	0	1	2.3	0	0	0	52.3	79	1	2	0	0	0.4	0.4	82.8
17:45	51	0	2	0	0	0	0	53	83	1	4	0	6	0	0	94
18:00	45	0	4	0	0	0	0.2	49.2	76	0	6	0	4	0.8	0	86.8
18:15	38	0	2	0	0	0	0	40	71	0	2	2.3	0	0	0	75.3
18:30	25	0	2	0	0	0	0.2	27.2	68	0	3	2.3	2	0	0.2	75.5
18:45	22	0	4	2.3	0	0	0	28.3	59	1	4	0	0	0	0.4	64.4
25.75	1128	6	85	75.9	12	0.4	1	1308.3	3184	35	239	101.2	138	10	5.6	3712.8



Site No. 6

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

Date		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	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 62	0	4	0	2	0	0	65 71.8	20 19	0	2	9.2	0	0	0	31.2
8:30 8:45	-	2	5	4.6	4	0	0.2		21	0	3	6.9 9.2	0	0	0	31.9 33.2
8:45 9:00	83 50	2	1	4.6 2.3	2	0	0	96.6 54.3	16	0	3	9.2	0	0	0	28.2
9:15	49		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	17.0
9:45	57	1	6	4.6	4	0	0.2	68.8	8	0	1	4.6	2	0	0	15.6
10:00	53	0	2	2.3	2	0	0.2	59.3	4	0	2	4.6	0	0	0	10.6
10:00	52	0	6	0	0	0	0.2	58.2	9	0	2	4.0	0	0	0	10.8
10:30	40	0	5	0	4	0	1.2	50.2	10	0	3	6.9	0	0	0	17.7
10:45	52	0	4	4.6	4	0	0	60.6	6	0	2	0.7	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 81	2	6	2.3	2	0	0.2	92.5 95.2	64	0	4	2.3	0	0	0	70.3
17:45 18:00	70	0	6 5	0	8	0.4	0.2	95.2 75.8	35 55	0	12	0	0	0	0.4	38.4 71.6
18:00	63	0	2	0	2	0.4	0.4	75.8 67.8	42	0	3	4.6 0	0	0	0	45
18:15	63 78	0	2	0	6	0.4	0.4	67.8 89.2	42 36	0	4	2.3	0	0	0	45 42.3
18:30	68	0	4	0	2	0.8	0.2	75.6	28	0	4	2.3	0	0.4	0.4	34.1
25.75	2879	28	4	101.2	108	7.6	6.8	3349.6	1028		131	2.5	10	0.4	0.4	1418.1
20.70	20/7	20	217	101.2		7.0	0.0	00 17.0	.020			200.7		0.4	0.0	

NDC	ion i													100 Junctior	м	ygaddy ay 2019 g Count
Site No. Locatic Date			R148(W) y 28 Ma		=)											
		100300		Arm A - R	157			Veh.	Î		Fror	n Arm A - I	R157			Veh.
Time	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total	CAR	Taxi	LGV	HGV	PSV	M/C	P/C	Total
7:00	20	0	4	4.6	0	0	0	28.6	51	0	6	2.3	0	0	0.2	59.5
7:15	28	0	6	4.6	2	0	0	40.6	55	1	5	6.9	0	0	0.4	68.3
7:30	34	0	2	0	0	0	0	36	54	0	9	0	0	0	0	63
7:45	48	0	6	9.2	2	0	0	65.2	70	0	3	4.6	0	0	0	77.6
8:00	32	0	3	16.1	0	0	0	51.1	62	0	5	6.9	0	0	0	73.9
8:15	34	0	3	18.4	0	0	0	55.4	56	0	5	9.2	0	0	0	70.2
8:30	35	1	6	6.9	2	0	0	50.9	77	0	11	9.2	0	0	0	97.2
8:45	38	1	3	13.8	0	0	0	55.8	66	0	3	4.6	0	0	0	73.6
9:00	36	0	5	11.5	0	0	0	52.5	49	1	6	2.3	0	0	0	58.3
9:15	27	2	1	4.6	0	0	0	34.6	43	0	2	2.3	0	0	0	47.3
9:30	18	1	1	2.3	2	0	0	24.3	52	2	4	13.8	2	0	0	73.8
9:45	18	0	2	4.6	2	0	0.2	26.8	45	0	3	4.6	18	0	0.2	70.8
10:00	13	0	4	4.6	0	0	0	21.6	34	0	5	4.6	4	0	0	47.6
10:15	21	0	4	6.9	0	0	0.2	32.1	30	0	6	6.9	0	0	0	42.9
10:30	23	0	4	6.9	0	0	0	33.9	19	0	0	2.3	0	0	0	21.3
10:45	22	0	2	0	0	0	0	24	28	0	4	2.3	0	0	0.2	34.5
11:00	17	0	1	9.2	0	0	0	27.2	31	0	5	2.3	0	0	0	38.3
11:15	31	1	1	4.6	0	0	0	37.6	36	1	2	9.2	0	0	0	48.2
11:30	25	1	0	9.2	0	0	0	35.2	17	0	2	4.6	2	0	0	25.6
11:45	34	0	3	4.6	0	0	0	41.6	29	2	2	4.6	0	0	0	37.6
12:00	37	0	2	4.6	0	0	0	43.6	29	0	2	4.6	0	0	0	35.6
12:15	30	0	3	18.4	0	0	0.2	51.6	27	0	2	4.6	0	0	0	33.6
12:30	35	1	3	9.2	0	0	0	48.2	33	1	4	16.1	0	0	0	54.1
12:45	35	0	3	9.2	0	0	0	47.2	25	0	2	4.6	0	0	0	31.6
13:00	41	1	2	13.8	0	0	0	57.8	23	0	4	2.3	6	0	0	35.3
13:15	38	0	2	11.5	0	0	0	51.5	32	0	1	4.6	0	0	0	37.6
13:30	34	2	6	11.5	2	0	0	55.5	33	1	2	6.9	0	0	0	42.9
13:45	34	0	5	6.9	4	0	0	49.9	29	0	1	2.3	0	0	0	32.3
14:00	45	0	4	2.3	0	0	0	51.3	35	1	4	9.2	2	0	0	51.2
14:15	33	0	6	2.3	0	0	0	41.3	29	0	3	6.9	0	0	0.2	39.1
14:30	38	1	2	2.3	2	0	0	44.3 100.5	31 29	0	2	9.2 0	0	0.4	0	42.2 33.4
14:45 15:00	85 49	0	2	6.9	0	0	0	57.9	38	0	0	11.5	0	0.4	0	33.4 49.5
15:00	49 36	2	2	6.9	4	0	0	57.9	38 43	2	5	6.9	0	0	0	49.5
15:15	36	2	3	6.9	4	0.4	0	50.3	43	1	5	6.9	0	0	0	25.9
15:45	54	0	11	2.3	0	0.4	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	4.0	4	0.4	0.4	58.3
16:15	59	0	11	2.3	0	0	0	74.0	47	0	8	2.3	0	0.4	0.4	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	0.4	0	54.3
17:00	83	0	14	9.2	0	0	0	106.2	31	0	7	2.3	0	0	0	40.3
17:15	89	0	5	9.2	0	0	0	103.2	57	0	10	0	0	0	0	67
17:30	113	0	5	4.6	0	0	0	122.6	64	0	3	2.3	0	0	0	69.3
17:45	86	0	5	0	0	0	0.4	91.4	62	0	3	0	0	0	0	65
18:00	100	0	16	4.6	0	0	0.2	120.8	36	0	8	4.6	0	0	0	48.6
18:15	80	0	5	0	0	0	0	85	34	5	4	2.3	0	0	0	45.3
18:30	61	0	6	2.3	0	0	0.2	69.5	42	1	3	0	0	0	0	46
18:45	50	0	7	4.6	0	0.4	0.4	62.4	35	1	7	0	0	0	0	43
25.75	2156	17	216	312.8	22	0.8	1.8	2726.4	1964	22	197	232.3	38	1.2	1.6	2456.1



Site No. 6 Location

R157 / R148(W) / R148(E)

Date		Tuesda	y 28 Ma	y 2019												
Time			To A	rm B - R14	8(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 9:00	114 72	2	7	4.6 2.3	2	0	0	129.6 77.3	67 79		3	6.9 2.3	2	0.4	0	80.3 90.3
9:15	72	1	9	2.3	0	0	0.2	82.5	48	0	7	0	2	0.4	0	57.4
9:15	70	0	8	2.3	6	0	0.2	82.5 91.2	48	0	7	2.3	4	0.4	0	74.7
9:45	81	1	7	4.6	4	0	0.2	98	57	1	6	2.3	2	0.4	0.2	68.5
10:00	69	0	5	2.3	2	0	0.4	70	42	0	4	0	6	0.4	0.2	52.4
10:00	70	0	7	2.3	2	0	0.2	78.5	63	0	7	6.9	0	0.4	0.2	77.1
10:13	55	0	5	0	4	0	1.2	65.2	69	1	4	2.3	4	0	0.2	80.3
10:45	70	0	7	4.6	4	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	0.2	74.7	66	1	5	11.5	6	0.4	0.4	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 25.75	80 3813	0	6 295	0	2	0.8	0.8	89.6	81 4312	1	8 324	2.3	0	0	0.4	92.7
25.75	3813	31	295	14/.2	118	8.4	7.6	4420.2	4312	41	324	177.1	150	10.4	6.6	5021.1

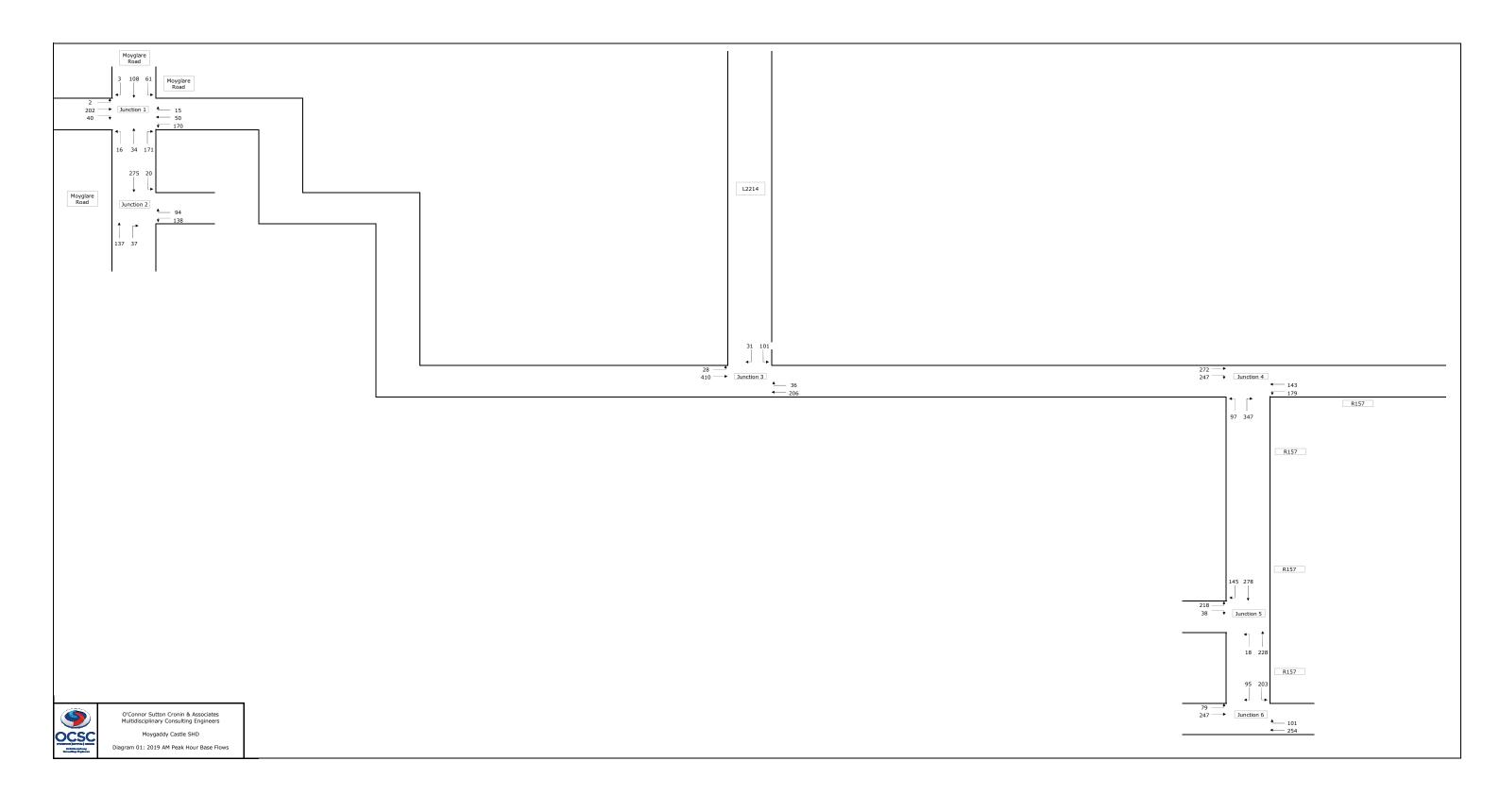
ay 2019	84 / Mo M n Turning														50 x	
											=)	/ R148(E	2148(W)	6 R157/F		Site No Locatio
											-)		y 28 Ma			Date
Veh.			148(E)	Arm C - R	From			Veh.			48(E)	rm C - R14	To A			Time
Total	P/C	M/C	PSV	HGV	LGV	Taxi	CAR	Total	P/C	M/C	PSV	HGV	LGV	Taxi	CAR	lime
54.2	0	0	2	9.2	6	0	37	161.6	0.2	0.8	10	4.6	13	0	133	7:00
50	0	0.4	2	4.6	7	1	35	151.2	0.6	0	8	4.6	8	3	127	7:15
52.3	0	0	4	2.3	3	0	43	154.3	0	0	10	2.3	13	1	128	7:30
84.4	0.2	0	0	9.2	11	0	64	145.4	0.8	0	4	4.6	4	2	130	7:45
68.7	0	0	2	20.7	6	0	40	117.2	0.6	0	6	4.6	7	0	99	8:00
96.2	0	0	2	9.2	6	0	79	121.3	0.4	0	4	6.9	4	0	106	8:15
103.7	0.2	0	6	11.5	3	2	81	144.4	0.2	0	2	9.2	13	2	118	8:30
129.8 82.5	0	0	2	13.8 11.5	8	2	104	98.3 101.3	0	0.4	2	6.9 2.3	4	0	85	8:45 9:00
79.1	0.2	0	0	6.9	4	1	66	66.7	0	0.4		2.3		2	86	9:00
85.5	0.2	0	6	2.3	7	3	62 69	66./	0	0.4	2	16.1	6	2	56 87	9:15
85.5	0.2	0	° 2	9.2	7	1	67	98.9	0	0.4	4	6.9	7	1	68	9:30
69.9	0.2	0	2	9.2 6.9	4	0	65 57	70	0	0.4	10	6.9 4.6	4	0	51	9:45
76.1	0.2	0	0	6.9	4	0	61	84.5	0	0.4	0	11.5	10	0	63	10:15
70.1	1.2	0	4	6.9	8	0	50	72.6	0	0	4	4.6	3	1	60	10:30
68.6	0	0	0	4.6	6	0	58	97	0.4	0	0	4.6	2	2	88	10:45
60	0	0.4	2	4.6	3	0	50	86.3	0	0.4	6	6.9	- 9	1	63	11:00
82	0	0.4	2	4.6	5	0	70	96.2	0	0	0	9.2	8	1	78	11:15
89.2	0	0	4	9.2	4	5	67	87.6	0	0	4	4.6	10	1	68	11:30
97.2	0	0	0	9.2	10	2	76	80.4	0.2	0	2	9.2	5	2	62	11:45
87.2	0	0	2	9.2	9	0	67	91.3	0	0.4	6	6.9	5	1	72	12:00
87.2	0	0.4	2	13.8	5	0	66	83.4	0.2	0	0	9.2	7	1	66	12:15
118.7	0.2	0	4	11.5	10	1	92	103.5	0	0	4	11.5	12	2	74	12:30
83.2	0.2	2.8	2	9.2	4	0	65	87.9	0	0	0	6.9	12	0	69	12:45
101.5	0	0	2	11.5	6	0	82	115.3	0	0	12	2.3	8	0	93	13:00
102.9	0	0	0	6.9	5	2	89	89.9	0	0	0	6.9	7	1	75	13:15
107.4	0	0	8	18.4	5	3	73	93.9	0.4	0	0	11.5	5	2	75	13:30
71.8	0.2	0	2	4.6	5	0	60	112.3	0	0.4	6	6.9	2	0	97	13:45
89.6	0	0.4	0	9.2	9	0	71	122.1	0.2	2.8	6	16.1	12	0	85	14:00
103.5	0.2	0	2	2.3	5	0	94	104	0.2	0	0	13.8	9	0	81	14:15
79.3	0	0	6	2.3	9	2	60	99.2	0	0	2	9.2	9	0	79	14:30
113.1	0	0	0	16.1	8	3	86	108	0	0.4	0	4.6	5	2	96	14:45
99.9	0	0	2	6.9	4	2	85	110.5	0	0	6	11.5	7	1	85	15:00
106.1	0.2	0	4	6.9	7	0	88	108.5	0.2	0.4	0	6.9	7	5	89	15:15
92.6	0	0	4	4.6	4	1	79	86.5	0	0	2	11.5	3	1	69	15:30
104.2	0.2	0	2	0	8	1	93	104.3	0	0	6	2.3	9	0	87	15:45
120.4	0	0.8	2	4.6	13	1	99	95.1	0.2	0	0	6.9	7	1	80	16:00
124.9 136.5	0.2	0.4	2	2.3 2.3	15	0	105 118	89.9 100.4	0.2	0.4	0	2.3 0	11	0	76 86	16:15 16:30
136.5	0.2	0	4	2.3	7	0	118	100.4	0.2	0.4	4	2.3	9	1	86 94	16:30
149.4	0.4	0	2	6.9	13	0	140	108.5	0.2	1.2	4	4.6	15	5 0	121	16:45
149.5	0.2	0	4	6.9	8	2	13/	146	0.2	0	4	4.6	15	0	121	17:00
149.5	0.2	0	4	4.6	10	2	124	125.1	0.4	0.4	0	2.3	5	1	122	17:15
133.6	0.2	0	2	4.6	9	2	144	125.1	0.4	0.4	6	2.3	5 4	1	113	17:30
147.4	0.8	0.4	0	4.6	17	0	125	105.8	0	0.8	4	0	8	0	93	17.43
112.8	0.4	0.4	2	4.0	5	0	125	103.8	0	0.8	4	2.3	3	5	91	18:15
131.5	0.4	0.4	6	2.3	9	0	114	101.5	0.2	0	2	2.3	5	1	92	18:30
109.7	1.2	1.2	2	2.3	7	0	96	93.4	0.2	0	0	0	9	2	82	18:45
4767.7	7.6	8	118	338.1	350	39	3907	5098.3	6.4	10.4	166	287.5	360	54	4214	25.75

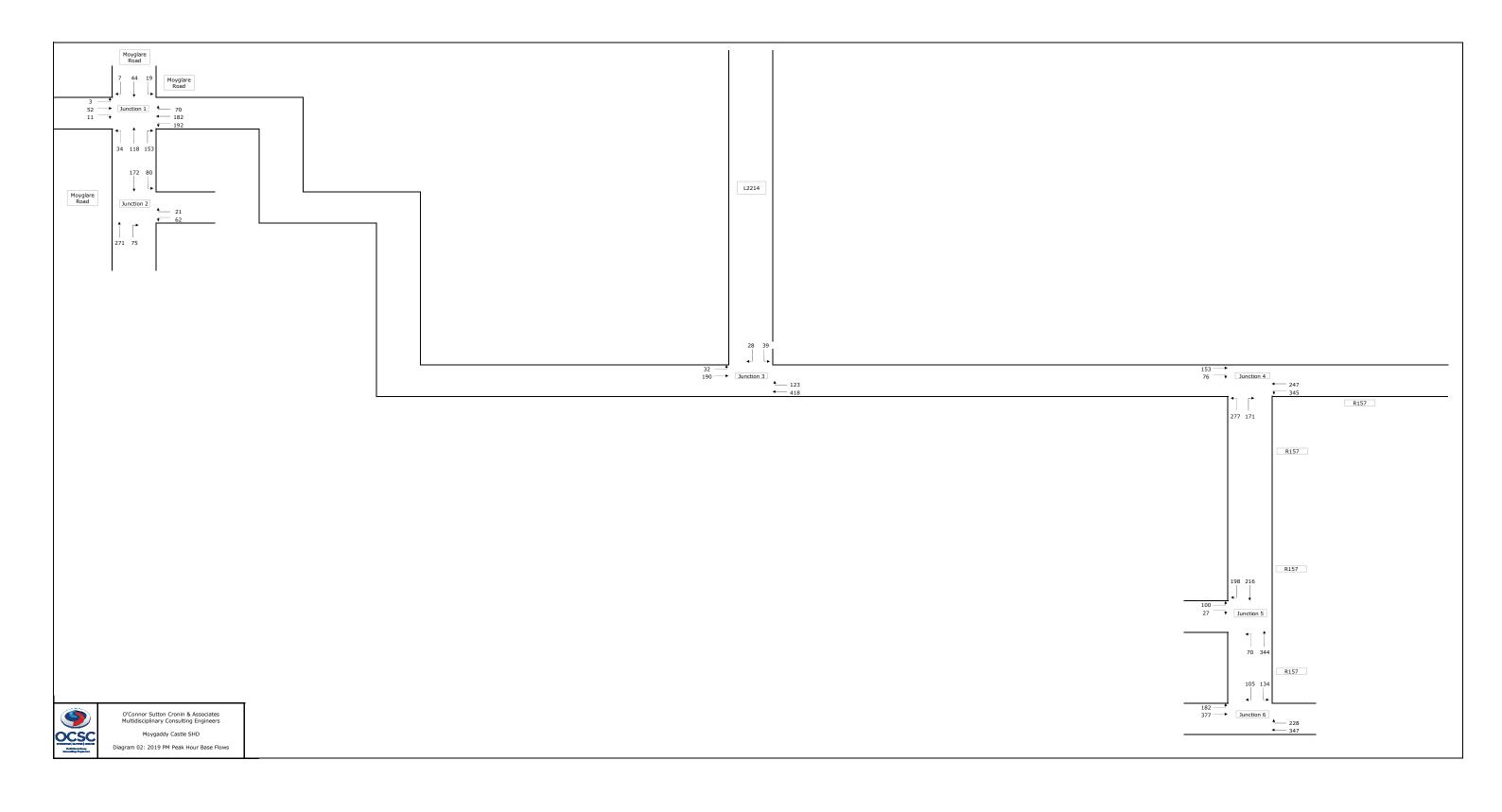
O'Connor Sutton Cronin & Associate Multidisciplinary Consulting Engineers

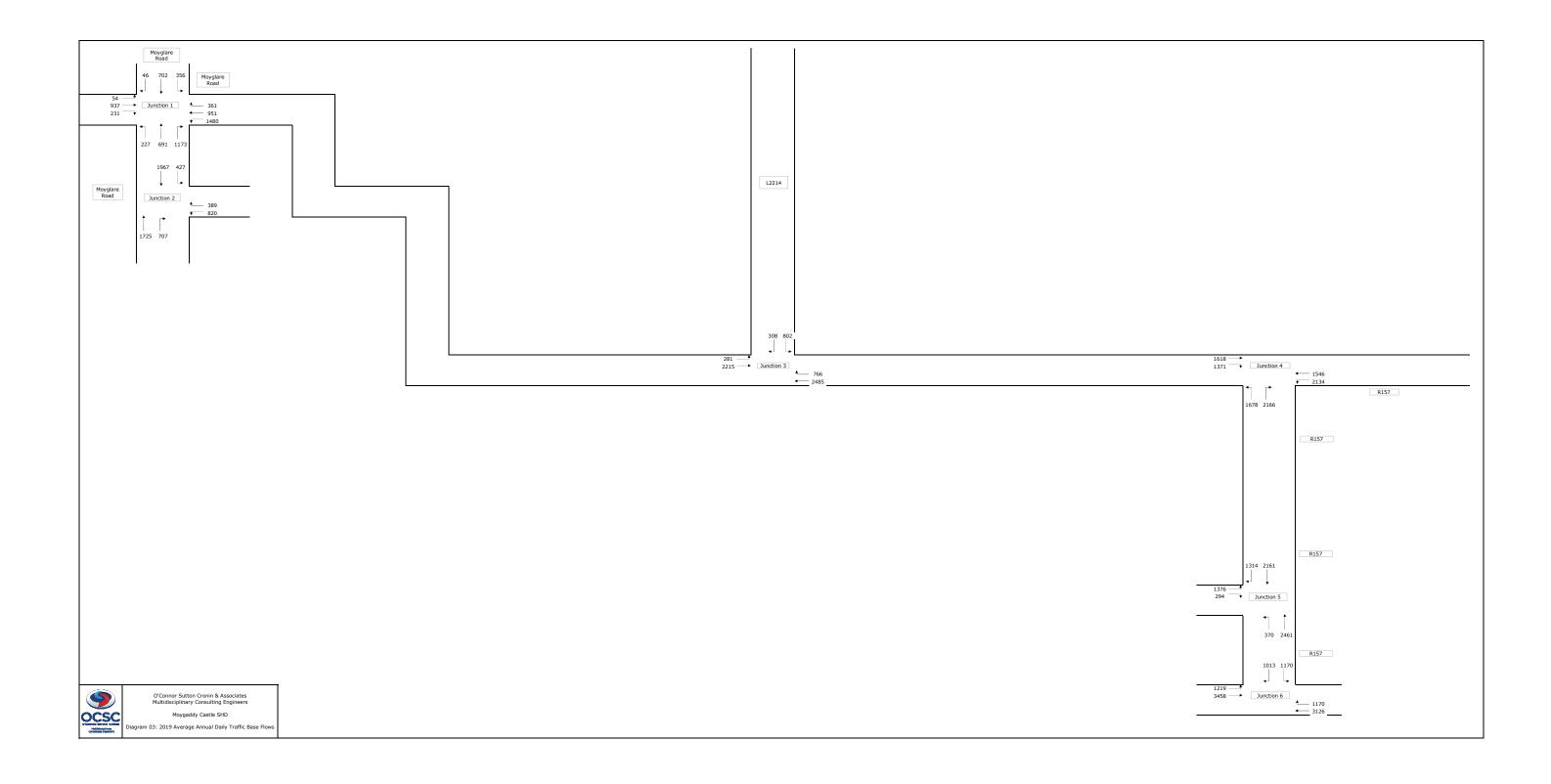
Appendix B TRAFFIC FLOW DIAGRAMS











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Appendix C TRICS OUTPUT FILES





	3 290921 B20.26 Database right of TRICS Consortiun Apartments	m Limited, 2021	. All rights reserved	Thursday 14/10/2 Page
	tton Cronin 9 Prussia Street Dublin			Licence No: 32290
тон	PRATE CALCULATION SELECTION PARAMETERS:		Calculation Reference:	AUDIT-322901-211014-103
IRIF	RATE CALCULATION SELECTION PARAMETERS.			
Land	Use : 03 - RESIDENTIAL			
Cate	gory : C - FLATS PRIVATELY OWNED			
TOT	ĨĂĹ VEHICLES			
	cted regions and areas:			
01	GREATER LONDON			
	EN ENFIELD	1 days		
02	SOUTH EAST			
	HF HERTFORDSHIRE	2 days		
03	SOUTH WEST			
	DC DORSET	1 days		
05	EAST MIDLANDS			
	LE LEICESTERSHIRE	1 days		
11	SCOTLAND			
	EB CITY OF EDINBURGH	1 days		
13	MUNSTER			
	WA WATERFORD	1 days		
15	GREATER DUBLIN	5		
	DL DUBLIN	3 days		
17	ULSTER (NORTHERN I RELAND)	5		
	AN ANTRIM	1 days		

Primary Filtering selection:

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

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

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision: Selection by:

Include all surveys

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

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

<u>Selected survey days:</u>	
Monday	2 days
Tuesday	4 days
Wednesday	1 days
Thursday	1 days
Friday	3 days

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

<u>Selected survey types:</u>	
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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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

11 days

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

Population within 500m Range:	
All Surveys Included	
Population within 1 mile:	
5,001 to 10,000	1 days
10,001 to 15,000	1 days
20,001 to 25,000	4 days
25,001 to 50,000	5 days

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

<u>Population within 5 miles:</u>	
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.

<u>PTAL Rating:</u>	
No PTAL Present	10 days
2 Poor	1 days

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

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	- Apartments Itton Cronin 9 Prussia Street Dublin			Page Licence No: 32290
LIST	T OF SITES relevant to selection parameters			
1	AN-03-C-02 BLOCK OF FLATS		ANTRIM	
	SUMMERHILL AVENUE			
	BELFAST			
	KNOCK Edge of Town			
	Residential Zone			
	Total No of Dwellings:	22		
	Survey date: FRIDAY	28/11/14	Survey Type: MANUAL	
2	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		
3	<i>Survey date: FRIDAY</i> DL-03-C-13 BLOCK OF FLATS	28/03/14	<i>Survey Type: MANUAL</i> DUBLIN	
5	SANDYFORD ROAD		DODEIN	
	DUBLIN			
	Neighbourbood Contro (DDC(Local Contro)			
	Neighbourhood Centre (PPS6 Local Centre) Built-Up Zone			
	Total No of Dwellings:	52		
	Survey date: TUESDAY	10/09/13	Survey Type: MANUAL	
4	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	<i>01/10/14</i>	Survey Type: MANUAL	
5	DL-03-C-16 BLOCKS OF FLATS BOTANIC AVENUE		DUBLIN	
	DUBLIN			
	DRUMCONDRA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone	21		
	Total No of Dwellings: <i>Survey date: TUESDAY</i>	31 <i>22/11/16</i>	Survey Type: MANUAL	
6	EB-03-C-01 BLOCKS OF FLATS	22/11/10	CITY OF EDINBURGH	
U	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	
7	EN-03-C-01 BLOCK OF FLATS		ENFIELD	
	SOUTH STREET			
	ENFIELD			
	Suburban Area (PPS6 Out of Centre)			
	Built-Up Zone			
	Total No of Dwellings:	16	Curries Trues MAANUTAL	
	Survey date: MONDAY	16/11/15	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

2101	or on Eon cievant to sciection parameters for	<i>////./</i>	
8	HF-03-C-04 BLOCKS OF FLATS OXHEY DRIVE WATFORD SOUTH OXHEY		HERTFORDSHI RE
9	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i> HF-03-C-05 BLOCKS OF FLATS FERNDOWN ROAD	84 <i>10/06/21</i>	<i>Survey Type: MANUAL</i> HERTFORDSHIRE
10	WATFORD SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i> LE-03-C-01 BLOCK OF FLATS	26 <i>07/06/21</i>	<i>Survey Type: MANUAL</i> LEICESTERSHIRE
10	NEW STREET LEICESTER OADBY Neighbourhood Centre (PPS6 Local Centre) Residential Zone		
11	Total No of Dwellings: <i>Survey date: FRIDAY</i> WA-03-C-01 BLOCKS OF FLATS UPPER YELLOW ROAD WATERFORD	19 <i>16/10/20</i>	<i>Survey Type: MANUAL</i> WATERFORD
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: TUESDAY	51 <i>12/05/15</i>	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.

	DEALLEATED	OUTEO
MANUALLY	DESELECTED	SILES

Site Ref	Reason for Deselection
CA-03-C-03	PT
CB-03-C-02	PT
	PT
CB-03-C-03	
DL-03-C-12	PT
DL-03-C-14	PT
DL-03-C-17	PT
DS-03-C-03	РТ
EN-03-C-03	РТ
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

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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.

iprate - F			Consortium Limited, 2021. All rights reserved Thursday 14/10/: Page
Connor Su			Licence No: 3229
			Calculation Reference: AUDIT-322901-211014-10
TRI		E CALCULATION SELECTION PARA	
Land	d Use	: 03 - RESIDENTIAL	
Cate	egory	: A - HOUSES PRIVATELY OWNED	
TO	ťaľ v	'EHICLES	
Sele	ected re	egions and areas:	
02	SOU	TH EAST	
	EX	ESSEX	1 days
	WS	WEST SUSSEX	1 days
03		TH WEST	
	DV	DEVON	1 days
07		KSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE	1 days
	SY	SOUTH YORKSHIRE	1 days
	WY	WEST YORKSHIRE	1 days
09	NOR		
	DH	DURHAM	2 days
11		TLAND	
	FA	FALKIRK	1 days

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: Actual Range: Range Selected by User:	No of Dwellings 21 to 197 (units:) 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 pr	ivately owned: A	Il 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.

<u>Selected survey types:</u>	
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.

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

Secondary Filtering selection:

Use Class:

C3

9 days

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

Population within 500m Range: All Surveys Included	
Population within 1 mile:	
1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	3 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:	
5,001 to 25,000	2 days
75,001 to 100,000	2 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:	
0.6 to 1.0	5 days
1.1 to 1.5	4 days

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

<u>Travel Plan:</u>	
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.

<u>PTAL Rating:</u>	
No PTAL Present	8 days
2 Poor	1 days

prate - H			Consortium Limited, 2021.	All fights reserved	Thursday 14/10/2 Page 3
	ton Cronin 9 Prussia Stre	et Dublin			Licence No: 32290
<u>LIST</u>	OF SITES relevant to select	ion parameters			
1	DH-03-A-01 SEMI	DETACHED		DURHAM	
I	GREENFIELDS ROAD	DETACHED		DORHAM	
	BISHOP AUCKLAND				
	Suburban Area (PPS6 Out	of Centre)			
	Residential Zone		FO		
	Total No of Dwellings: Survey date: TUES	DAY	50 <i>28/03/17</i>	Survey Type: MANUAL	
2		ED HOUSES		DURHAM	
	LEAZES LANE BISHOP AUCKLAND				
	ST HELEN AUCKLAND				
	Neighbourhood Centre (PP: Residential Zone	56 Local Centre)			
	Total No of Dwellings:		125		
3	Survey date: MONL DV-03-A-03 TERF	<i>DAY</i> RACED & SEMI D	<i>27/03/17</i> DETACHED	<i>Survey Type: MANUAL</i> DEVON	
0	LOWER BRAND LANE				
	HONITON				
	Suburban Area (PPS6 Out	of Centre)			
	Residential Zone Total No of Dwellings:		70		
	Survey date: MONL	JAY	28/09/15	Survey Type: MANUAL	
4	EX-03-A-02 DETA MANOR ROAD	ACHED & SEMI -E	DETACHED	ESSEX	
	CHIGWELL				
	GRANGE HILL Edge of Town				
	Residential Zone				
	Total No of Dwellings:	7412	97	CURIOU TUDO MAANINA	
5	<i>Survey date: MONL</i> FA-03-A-01 SEMI	<i>)AY</i> I -DETACHED/TE	<i>27/11/17</i> RRACED	<i>Survey Type: MANUAL</i> FALKIRK	
	MANDELA AVENUE				
	FALKIRK				
	Suburban Area (PPS6 Out	of Centre)			
	Residential Zone Total No of Dwellings:		37		
	Survey date: THUR		30/05/13	Survey Type: MANUAL	
6	NY-03-A-08 TERF NICHOLAS STREET	RACED HOUSES		NORTH YORKSHIRE	
	YORK				
	Suburban Area (PPS6 Out	of Centre)			
	Residential Zone	,	01		
	Total No of Dwellings: Survey date: MONL	DAY	21 <i>16/09/13</i>	Survey Type: MANUAL	
7	SY-03-A-01 SEMI	DETACHED HO		SOUTH YORKSHIRE	
	A19 BENTLEY ROAD DONCASTER				
	BENTLEY RISE				
	Suburban Area (PPS6 Out Residential Zone	of Centre)			
	Total No of Dwellings:		54		
	Survey date: WEDN	UECDAIX	18/09/13	Survey Type: MANUAL	

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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: 197	
Survey date: THURSDAY 05/07/18 Survey Type: MANUAL	
9 WY-03-A-01 MI XED HOUSI NG WEST YORKSHI RE SPRING VALLEY CRESCENT WEST YORKSHI RE	
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

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:			1.628			1.651			3.279

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

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

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Parameter summary

Trip rate parameter range selected:	21 - 197 (units:)
Survey date 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

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

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

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

Primary Filtering selection:

Selection by:

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: Actual Range: Range Selected by User:	Number of residents 16 to 99 (units:) 16 to 180 (units:)
Parking Spaces Range:	All Surveys Included
Public Transport Provision:	

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	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.

TRICS 7.8.2 210621 B20.20 Database right of TRIC	S Consortium Limited, 2021. All rights reserved	Tuesday 28/09/21 Page 2
O'Connor Sutton Cronin 9 Prussia Street Dublin		Licence No: 322901
Secondary Filtering selection:		
<u>Use Class:</u>		
C2	5 days	
This data displays the number of surveys per D has been used for this purpose, which can be fo	lse Class classification within the selected set. The Use found within the Library module of TRICS®.	Classes Order 2005
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 surve	eys within stated 1-mile radii of population.	
Population within 5 miles:		
5,001 to 25,000	1 days	
25,001 to 50,000	3 days	
250,001 to 500,000	1 days	
This data displays the number of selected surve	eys 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 surve within a radius of 5-miles of selected survey sh	eys within stated ranges of average cars owned per res tes.	sidential dwelling,
<u>Travel Plan:</u>		
Yes	1 days	
No	4 days	
This data displays the number of surveys within and the number of surveys that were undertake	n the selected set that were undertaken at sites with Tr ien at sites without Travel Plans.	ravel Plans in place,
<u>PTAL Rating:</u> No PTAL Present	5 days	

00 7.0.2	210021 820	.20 Data	base ng			d, 2021. All rights reserved	Tuesday 28/09/ Page
onnor Su	tton Cronin	9 Prussia	Street	Dublin			Licence No: 322
<u>LIS7</u>	OF SITES rele	evant to se	election p	parameters			
1	CS-05-F-01 CHURCH HIL SLIGO		NURSIN	g home		SLI GO	
2	DL-05-F-01 MOUNT ANV DUBLIN	Zone er of reside <i>ey date: N</i> ILLE PARK	<i>IONDAY</i> NURSIN	g home	99 <i>27/04/15</i>	<i>Survey Type: MAI</i> DUBLIN	NUAL
3	GOATSTOWI Suburban Ar Residential Z Total Numbe <i>Surv</i> HC-05-F-01 BOTLEY ROA SOUTHAMPT	rea (PPS6 Zone er of reside <i>ey date: 1</i> 0 ND	ents:		16 <i>05/09/17</i>	<i>Survey Type: Mai</i> HAMPSHI RE	NUAL
4	Edge of Tow No Sub Cate Total Numbe <i>Surv</i> NY-05-F-05 SEAGRIM CF RICHMOND	gory er of reside <i>ey date: 1</i> 5 ľ	UESDAY	, G HOME	42 <i>24/11/15</i>	<i>Survey Type: MAI</i> NORTH YORKSHIRE	
5	Edge of Tow Residential Z Total Numbe <i>Surva</i> SR-05-F-01 PERTH ROAL DUNBLANE	Zone er of reside <i>ey date: N</i> I	IONDAY	g home	37 <i>04/03/19</i>	<i>Survey Type: MAI</i> STIRLING	NUAL
	Suburban Ar Residential Z Total Numbe <i>Surv</i>	Zone	ents:		60 <i>18/06/14</i>	Survey Type: MAI	NUAL

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

MANUALLY DESELECTED SITES

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL) TOTAL VEHICLES Calculation factor: 1 RESIDE BOLD print indicates peak (busiest) period

		ARRIVALS		DEPARTURES TOTALS		ALS			
	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

5 7.8.2 210621 B20.20 E	atabase right of TRICS Con:	sortium Limited, 2021. All rights reserved	Tuesday 28/09/21 Page 1
nor Sutton Cronin 9 Prus	sia Street Dublin		Licence No: 322901
			AUDIT-322901-210928-0901
	ON SELECTION PARAMETI	ERS:	
Land Use : 05 - HEAL Category : E - CLINIC			
TOTAL VEHICLES			
Selected regions and area	75.'		
06 WEST MIDLANDS WK WARWICKS		1 days	
14 LEINSTER		-	
KK KILKENNY		1 days	
This section displays the	number of survey days per a	TRICS® sub-region in the selected set	
Primary Filtering select	ion:		
This data displays the cho are included in the trip ra		d its selected range. Only sites that fall within	the parameter range
, Parameter:	Gross floor area		
Actual Range:	210 to 1720 (units: sqm)		
Range Selected by User:	17 to 4000 (units: sqm)		
Parking Spaces Range:	All Surveys Included		
Public Transport Provision Selection by:	<u>:</u>	Include all surveys	
5		include all sulveys	
Date Range: 01/0	1/13 to 26/11/19		
This data displays the ran included in the trip rate c		! Only surveys that were conducted within th	is date range are
<u>Selected survey days:</u> Friday	2	days	
This data displays the nu	mber of selected surveys by	day of the week.	
Selected survey types:			
Manual count		days	
Directional ATC Count	0	days	
	of surveys in the selected se	irveys and the number of unclassified ATC su et. Manual surveys are undertaken using stat	
Selected Locations:			
Suburban Area (PPS6 Out Edge of Town	of Centre)	1 1	
		cation category within the selected set. The ea, Neighbourhood Centre, Edge of Town Cei	
Selected Location Sub Ca	tegories:		
Residential Zone		2	
This data displays the nu consist of Commercial Zo Out of Town, High Street	ne, Industrial Zone, Develop	n sub-category within the selected set. The Ic oment Zone, Residential Zone, Retail Zone, B	ocation sub-categories Built-Up Zone, Village,
Secondary Filtering sel	ection:		
<u>Use Class:</u>			
F(a)	2	davs	

E(e)

2 days

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

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.

<u>Travel Plan:</u>

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.

<u>PTAL Rating:</u> No PTAL Present

2 days

Dublin

LIST OF SITES relevant to selection parameters

O'Connor Sutton Cronin

9 Prussia Street

1	KK-05-E-01 CLONMEL ROAD CALLAN	PHYSICAL THERAPY	CLINIC	KILKENNY
2	Suburban Area (PPS Residential Zone Total Gross floor are <i>Survey date:</i> WK-05-E-01 ALCESTER ROAD STRATFORD-UPON-//	ea: <i>FRIDAY</i> CHIROPRACTIC CLIN	1720 sqm <i>27/10/17</i> I C	<i>Survey Type: MANUAL</i> WARWICKSHIRE
	Edge of Town Residential Zone Total Gross floor are <i>Survey date:</i>		310 sqm <i>29/06/18</i>	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

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Calculation Reference: AUDIT-322901-210928-0944

Land Use	:	02 - EMPLOYMENT
Category	:	B - BUSINESS PARK
TOTAL VE	ΕH	ICLES

Seled	cted regions and areas:	
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
80	NORTH WEST	
	GM GREATER MANCHESTER	1 days
14	LEINSTER	
	LU LOUTH	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	DN DONEGAL	1 days

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

Primary Filtering selection:

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

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

Public Transport Provision:

Selection by:

Include all surveys

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

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

Selected survey days:	
Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

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

<u>Selected survey types:</u>	
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.

<u>Selected Locations:</u>	
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:	
Industrial Zone	
Commercial Zone	
Village	
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.

Dublin

Secondary Filtering selection:

9 Prussia Street

<u>Use Class:</u> Not Known

O'Connor Sutton Cronin

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®.

<u>Filter by Site Operations Breakdown:</u> 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.

<u>Car ownership within 5 miles:</u>	
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.

<u>Travel Plan:</u>	
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.

<u>PTAL Rating:</u> No PTAL Present

5 days

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O'Connor Sutton Cronin 9 Prussia Street Dublin	Licence No: 322901
LIST OF SITES relevant to selection parameters	
1 DL-02-B-07 BUSI NESS PARK BURTON HALL AVENUE DUBLIN LEOPARDSTOWN Edge of Town Commercial Zone	DUBLIN
Total Parking spaces: 174 Survey date: WEDNESDAY 01/10/14	Survey Type: MANUAL
2 DN-02-B-02 BUSI NESS PARK N56 LETTERKENNY	DONEGAL

KNOCKNAMONA Edge of Town			
No Sub Category			
Total Parking spaces	:	750	
Survey date:	MONDAY	29/09/14	Survey Type: MANUAL
GM-02-B-04	BUSINESS PARK		GREATER MANCHESTER
SALMON FIELDS			

4	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Parking spaces: <i>Survey date: THURSDAY</i> LU-02-B-01 BUSI NESS PARK N52 DUNDALK	92 <i>22/10/15</i>	<i>Survey Type: MANUAL</i> LOUTH
5	Edge of Town Commercial Zone Total Parking spaces: <i>Survey date: FRIDAY</i> WO-02-B-02 BUSI NESS PARK BIRMINGHAM ROAD NEAR BROMSGROVE LICKEY END Neighbourhood Centre (PPS6 Local Centre)	193 <i>13/09/13</i>	<i>Survey Type: MANUAL</i> WORCESTERSHIRE
	Village Total Parking spaces: Survey date: TUESDAY	233 <i>26/06/18</i>	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

3

OLDHAM

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

O'Connor Sutton Cronin 9 Prussia Street Dublin
<u>MANUALLY DESELECTED SITES (Cont.)</u>

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

MANUALLY DESELECTED SURVEYS

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK TOTAL VEHICLES Calculation factor: 1 PARKING SPACES BOLD print indicates peak (busiest) period

	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	0.022	5	288	0.119
09:30 - 10:00	5	288	0.054	5	288	0.021	5	288	0.075
10:00 - 10:30	5	288	0.031	5	288	0.019	5	288	0.005
10:30 - 11:00	5	288	0.024	5	288	0.002	5	288	0.044
11:00 - 11:30	5	288	0.024	5	288	0.022	5	288	0.046
11:30 - 12:00	5	288	0.024	5	288	0.022	5	288	0.052
12:00 - 12:30	5	288	0.024	5	288	0.020	5	288	0.032
12:30 - 13:00	5	288	0.027	5	288	0.047	5	288	0.085
13:00 - 13:30	5	288	0.038	5	288	0.047	5	288	0.086
13:30 - 14:00	5	288	0.042	5	288	0.044	5	288	0.000
14:00 - 14:30	5	288	0.041	5	288	0.029	5	288	0.062
14:30 - 15:00	5	288	0.032	5	288	0.033	5	288	0.054
15:00 - 15:30	5	288	0.021	5	288	0.005	5	288	0.054
15:30 - 16:00	5	288	0.018	5	288	0.005	5	288	0.008
16:00 - 16:30	5	288	0.017	5	288	0.0037	5	288	0.078
16:30 - 17:00	5	288	0.017	5	288	0.008	5	288	0.097
17:00 - 17:30	5	288	0.017	5	200	0.100	5	288	0.117
17:30 - 18:00	5	288	0.014	5	288	0.129	5	288	0.181
18:00 - 18:00	5	288	0.011	5	288		5	288	0.140
18:30 - 19:00	5			5		0.088	5 5		
	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			1 10			1 101			0.057
Total Rates:			1.126			1.131			2.257

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

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

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Parameter summary

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

Calculation Reference: AUDIT-322901-210705-0718

TRIP RATE CALCULATION SELECTION PARAMETERS:

Cate	d Use : 07 - LEISURE egory : W - THEATRE TAL VEHICLES	
-	ected 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.

Include all surveys

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:

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.

<u>Selected survey days:</u>	
Wednesday	1 days
Friday	1 days

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

<u>Selected survey types:</u>	
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.

<u>Selected Locations:</u>	
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.

<u>Selected Location Sub Categories:</u> 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:

<u>Use Class:</u> 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®.

<u>Population within 500m Range:</u> All Surveys Included

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O'Connor Sutton Cronin 9 Prussia Street Dublin		Licence No: 322901
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 a radius of 5-miles of selected survey sites.	within stated ranges of average cars owned per res	idential dwelling,
<u>Travel Plan:</u> Not Known No	1 days 1 days	
	i 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.

<u>PTAL Rating:</u> No PTAL Present

2 days

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Connor Sut	ton Cronin 9 Prussia Street	Dublin			Licence No: 322901
LIST	OF SITES relevant to selection p	arameters			
1	CS-07-W-01 THEATRE LOWER QUAY STREET SLIGO		S	SLIGO	
2	Town Centre Built-Up Zone Total Number of seats: <i>Survey date: FRIDAY</i> WS-07-W-01 THEATRE HAWTH AVENUE CRAWLEY	100 <i>25/10</i>		<i>Survey Type: MANUAL</i> NEST SUSSEX	
	Edge of Town Centre Built-Up Zone Total Number of seats: <i>Survey date: WEDNESD</i>	815 4 <i>Y 28/04</i>	1/93	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

TRI O'C

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	

Licence No: 322901

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:	7

	cia Straat Dublia		Page
nor Sutton Cronin 9 Prus	sia Street Dublin		Licence No: 322
			Calculation Reference: AUDIT-322901-210705-0
TRIP RATE CALCULATIO	ON SELECTION PARAME	TERS:	
Land Use : 07 - LEIS		DITIONS	
TOTAL VEHICLES	ALLERIES/MUSEUMS/EXHI	BITIONS	
Selected regions and area 13 MUNSTER	<u>15:'</u>		
CR CORK		1 days	
16 ULSTER (REPUBL DN DONEGAL	C OF TRELAND)	1 days	
	number of survey days per	5	the selected set
		-	
Primary Filtering selec	tion:		
This data displays the cho are included in the trip ra		nd its selected range. Of	nly sites that fall within the parameter range
Parameter: Actual Range:	Gross floor area 200 to 10880 (units: sqr	m)	
Range Selected by User:	200 to 22662 (units: sqr		
Parking Spaces Range:	All Surveys Included		
Public Transport Provision	<u>:</u>		
Selection by:		Include all survey	ys
Date Range: 01/0	1/00 to 23/11/19		
This data displays the ran included in the trip rate c		d. Only surveys that we	ere conducted within this date range are
Selected survey days:			
Wednesday Thursday		1 days 1 days	
5	mber of selected surveys b	-	
, ,		, day er ine neen	
<u>Selected survey types:</u> Manual count		2 days	
Directional ATC Count		0 days	
This data displays the nul	nber of manual classified s	surveys and the number	r of unclassified ATC surveys, the total adding
	of surveys in the selected .		e undertaken using staff, whilst ATC surveys
Selected Locations:			
Town Centre Edge of Town Centre		1 1	
This data displays the nu		location category within	the selected set. The main location categories ntre, Edge of Town Centre, Town Centre and
WOL MILOWII.			
	<u>tegories:</u>		
<u>Selected Location Sub Ca</u> Built-Up Zone			
<u>Selected Location Sub Ca</u> Built-Up Zone High Street		1 1	

Secondary Filtering selection:

<u>Use Class:</u> 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®.

<u>Population within 500m Range:</u> All Surveys Included

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nor Sutton Cronin 9 Pru	ussia Street Dublin	Licence No: 322901
Secondary Filtering s	election (Cont.):	
Population within 1 mile	<u>;</u>	
1,001 to 5,000	1 days	
15,001 to 20,000	1 days	
Population within 5 mile		
5,001 to 25,000	1 days	
75,001 to 100,000	1 days	
, ,	number of selected surveys within stated 5-mile radii of population.	
Car ownership within 5		
0.6 to 1.0	1 days	
1.1 to 1.5	1 days	
	number of selected surveys within stated ranges of average cars owned per les of selected survey sites.	⁻ residential dwelling,

Tr	avel Plan:
No)

TF

0

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.

<u>PTAL Rating:</u> No PTAL Present

2 days

LIST OF SITES relevant to selection parameters

1	CR-07-I-01 JOHN REDMOND ST CORK SHANDON	CORK BUTTER MUSE REET	UM	CORK
	Town Centre			
	Built-Up Zone Total Gross floor are	201	200 cam	
		· THURSDAY	200 sqm <i>25/06/09</i>	Survey Type: MANUAL
2	DN-07-1-02 HIGH ROAD LETTERKENNY BALLYBOE GLENCAF Edge of Town Centry High Street	COUNTY MUSEUM	20,00,07	DONEGAL
	Total Gross floor are	ea: [,] WEDNESDAY	750 sqm <i>10/10/18</i>	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.

Monday 05/07/21

Licence No: 322901

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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

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:	21

Calculation Reference: AUDIT-322901-210705-0742

TRIP RATE CALCULATION SELECTION PARAMETERS:

Cateo	gory	: 06 - HOTEL, FOOD & DRINK : A - HOTELS HICLES
Selec	ted regio	ons and areas:
02	SOUTH	EAST

Selec	<u>ieu reg</u>	iuns anu areas.	
02	SOUT	H EAST	
	HC	HAMPSHIRE	2 days
	HF	HERTFORDSHIRE	1 days
03	SOUT	H WEST	-
	WL	WILTSHIRE	1 days
09	NORT	Η	
	DH	DURHAM	1 days
11	SCOT	LAND	
	AG	ANGUS	1 days
	DU	DUNDEE CITY	1 days
	HI	HIGHLAND	1 days
12	CONN	IAUGHT	
	CS	SLIGO	1 days
14	LEINS	STER	
	KK	KILKENNY	2 days

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

Primary Filtering selection:

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

Parameter: Actual Range: Range Selected by l	Jser:	Number of bedrooms 4 to 156 (units:) 4 to 483 (units:)	
Parking Spaces Ran	ge:	All Surveys Included	
Public Transport Pro	vision:		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.

<u>Selected survey days:</u>	
Tuesday	3 days
Thursday	6 days
Friday	2 days

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

<u>Selected survey types:</u>	
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.

> 3 8

Selected Locations:	
Edge of Town Centre	
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:	
Commercial Zone	1
Development Zone	1
Residential Zone	3
Built-Up Zone	1
No Sub Category	5

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

Secondary Filtering selection:

<u>Use Class:</u> C1

11 days

2 days 4 days 1 days

4 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®.

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Licence No: 322901

Population within 500m Range:	
All Surveys Included	
Population within 1 mile:	
1,001 to 5,000	
5,001 to 10,000	
10,001 to 15,000	
15,001 to 20,000	

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

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

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

Car ownership within 5 miles:	
0.5 or Less	1 days
0.6 to 1.0	3 days
1.1 to 1.5	7 days

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

<u>Travel Plan:</u>	
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.

<u>PTAL Rating:</u> No PTAL Present

11 days

Monday 05/07/21 Page 3 Licence No: 322901

O'Connor Sutton Cronin 9 Prussia Street Dublin

LIST OF SITES relevant to selection parameters

<u>LIST</u>	OF SITES relevant to .	selection parameters		
1	AG-06-A-01 CLIFFBURN ROAD ARBROATH HAYSHEAD Edge of Town Residential Zone	BOUTIQUE B&B		ANGUS
2	Total Number of bedr <i>Survey date:</i> CS-06-A-03 STRANDHILL ROAD SLIGO		4 <i>22/05/12</i>	<i>Survey Type: MANUAL</i> SLIGO
3	Edge of Town Centre Built-Up Zone Total Number of bedr <i>Survey date:</i> DH-06-A-01 FREEMANS PLACE		98 <i>31/10/13</i>	<i>Survey Type: MANUAL</i> DURHAM
4	DURHAM MILLENNIUM PLACE Edge of Town Centre Development Zone Total Number of bedr <i>Survey date:</i> DU-06-A-01 RIVERSIDE DRIVE		103 <i>04/12/08</i>	<i>Survey Type: MANUAL</i> DUNDEE CITY
5	DUNDEE DISCOVERY QUAY Edge of Town Centre No Sub Category Total Number of bedr <i>Survey date:</i> HC-06-A-05 M27 WESTBOUND		40 <i>31/05/05</i>	<i>Survey Type: MANUAL</i> HAMPSHI RE
6	SOUTHAMPTON ROWNHAMS Edge of Town No Sub Category Total Number of bedr <i>Survey date:</i> HC-06-A-06 GRANGE ROAD		39 <i>18/07/02</i>	<i>Survey Type: MANUAL</i> HAMPSHI RE
7	SOUTHAMPTON HEDGE END Edge of Town No Sub Category Total Number of bedr <i>Survey date:</i> HF-06-A-03 A1(M) STEVENAGE		56 <i>18/07/02</i>	<i>Survey Type: MANUAL</i> HERTFORDSHIRE
8	KNEBWORTH PARK Edge of Town No Sub Category Total Number of bedr <i>Survey date:</i> HI -06-A-03 A96		100 <i>08/07/04</i>	<i>Survey Type: MANUAL</i> HI GHLAND
	INVERNESS STONEYFIELD BUSIN Edge of Town Commercial Zone Total Number of bedr <i>Survey date:</i>	rooms:	94 <i>25/05/06</i>	Survey Type: MANUAL
9	KK-06-A-01 CIRCULAR ROAD KILKENNY Edge of Town Residential Zone Total Number of bedr <i>Survey date:</i>	B&B	9 21/11/08	KILKENNY Survey Type: MANUAL
	2			

LIST OF SITES relevant to selection parameters (Cont.)

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

Monday 05/07/21

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MANUALLY DESELECTED SITES

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

MANUALLY DESELECTED SURVEYS

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

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
Total Rates:			2.582			2.676			5.258

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

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

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Parameter summary

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

O'Connor Sutton Cronin & Associate Multidisciplinary Consulting Engineers

Appendix D MAYNOOTH TRANSPORT STRATEGY SUBMISSION



Project: S665 Issued: 29 July 2022



MAYNOOTH TRANSPORT STRATEGY SUBMISSION REPORT

MOYGADDY DEVELOPMENT

Sky Castle Ltd S665 12 November 2021





Multidisciplinary **Consulting Engineers**

MAYNOOTH TRANSPORT STRATEGY SUBMISSION REPORT

MOYGADDY DEVELOPMENT



Multidisciplinary Consulting Engineers

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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	S2	W. Marais	S. McGivney	A. Horan	12/11/2021	





TABLE OF CONTENTS

1	INTRODUCTION	1
2	OVERVIEW OF THE MAYNOOTH TRANSPORT STRATEGY	3
3	MOYGADDY INFRASTRUCTURAL UPGRADES	4
4	IMPACT ON THE MAYNOOTH TRANSPORT STRATEGY	6
5	VERIFICATION	7

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Figure 2: Transport Strategy Study Area	3
Figure 3: Moygaddy Development Phasing	4





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 m²)
 - 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.





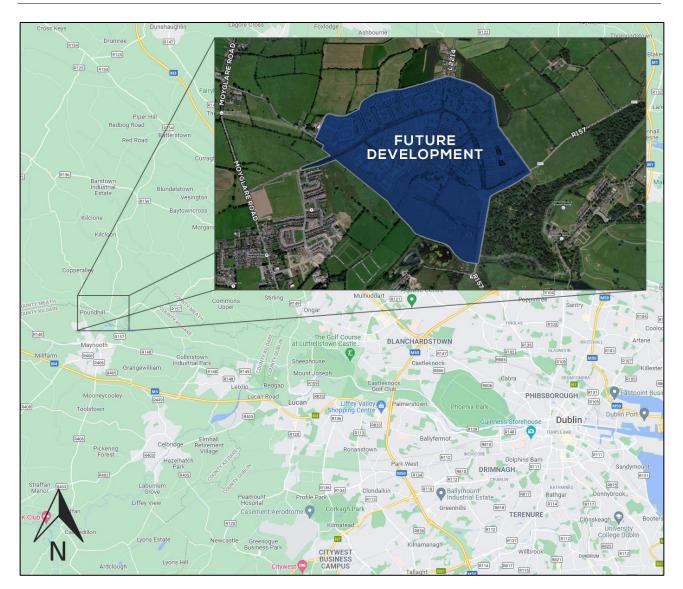


Figure 1: Locality Plan

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:

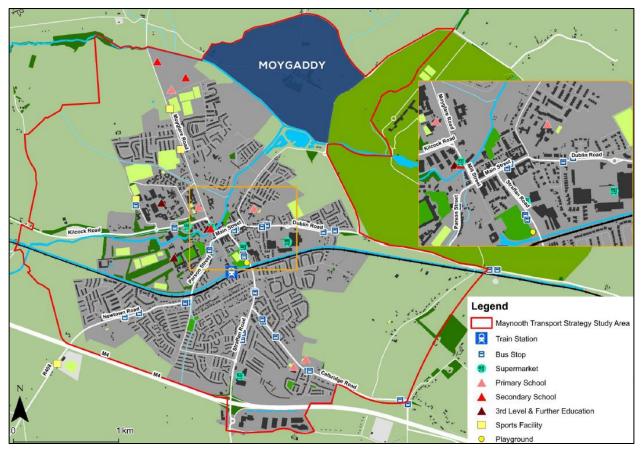


Figure 2: Transport Strategy Study Area





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









Multidisciplinary Consulting Engineers

> 9 Prussia Street Dublin 7 Ireland

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Appendix E BUSCONNECTS SUBMISSION





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

15/11/2021 Ref: T-SMG Project No. S665



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

Dear

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

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

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

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

Shane McGivney Chartered Engineer For O'Connor Sutton Cronin

CC. Ronan Barrett, Sky Castle Limited

cc. Meath County Council

cc. Kildare County Council





Civil | Structural | Mechanical | Electrical | Sustainability | Environmental

O'Connor Sutton Cronin & Associates Limited – Registered in Ireland No. 138329 Directors: Tony Horan (MD) | James Barrett (Secretary) | Paul Healy | Brian Madden | Martin McGrath | Francis McNulty | John Millar | Andrew O'Brien | Michael O'Reilly | Brian O'Rourke Associate Directors: Shaun Doody | Brian Heron | Eddie Lyons | Anthony Horan | Paul McSteen

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

Administrative Associate: Carrie Poettcker

HEAD OFFICE 9 Prussia Street Dublin 7 Ireland

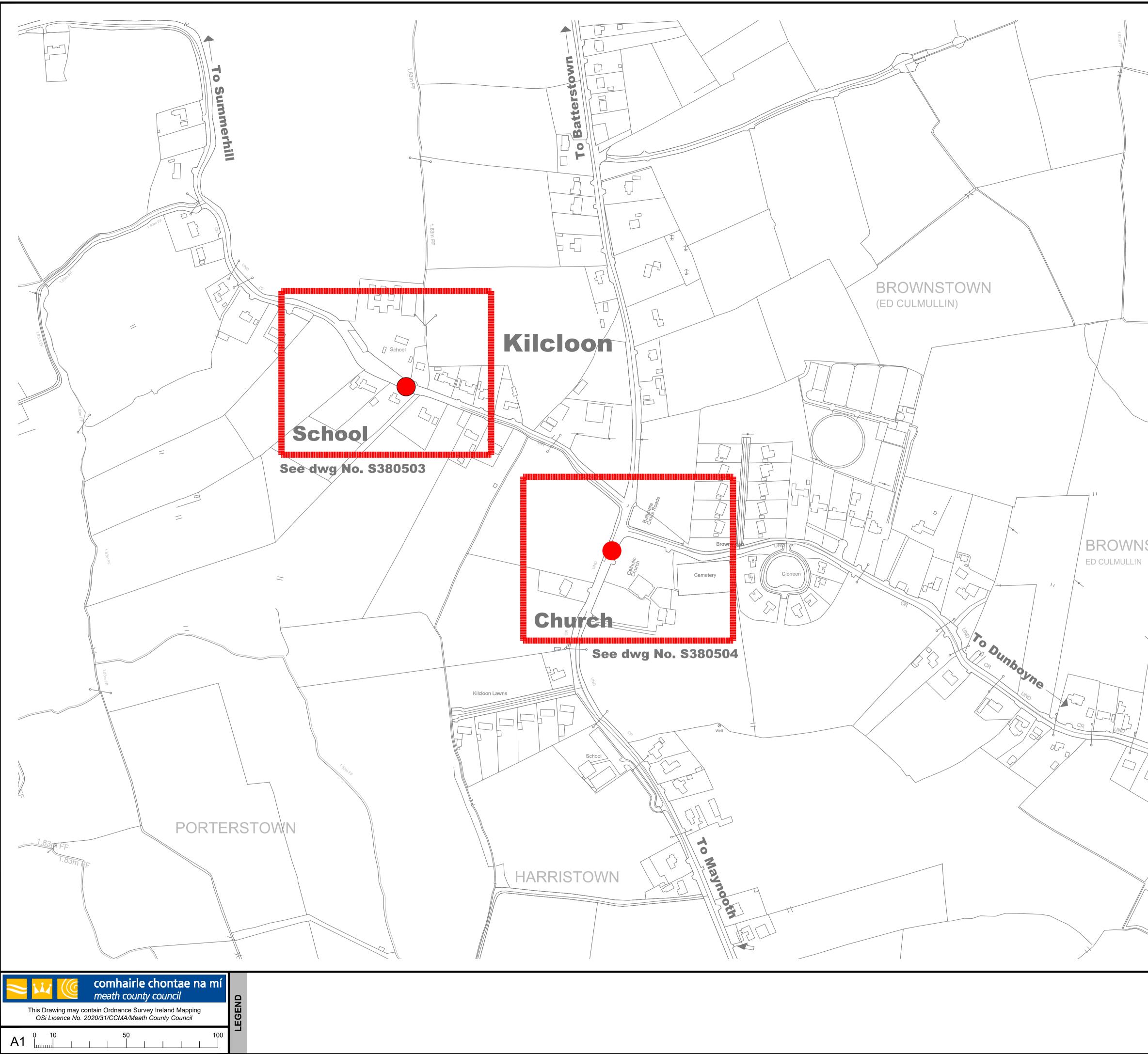
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Appendix F KILCLOON TRAFFIC CALMING SCHEME DRAWING PACK

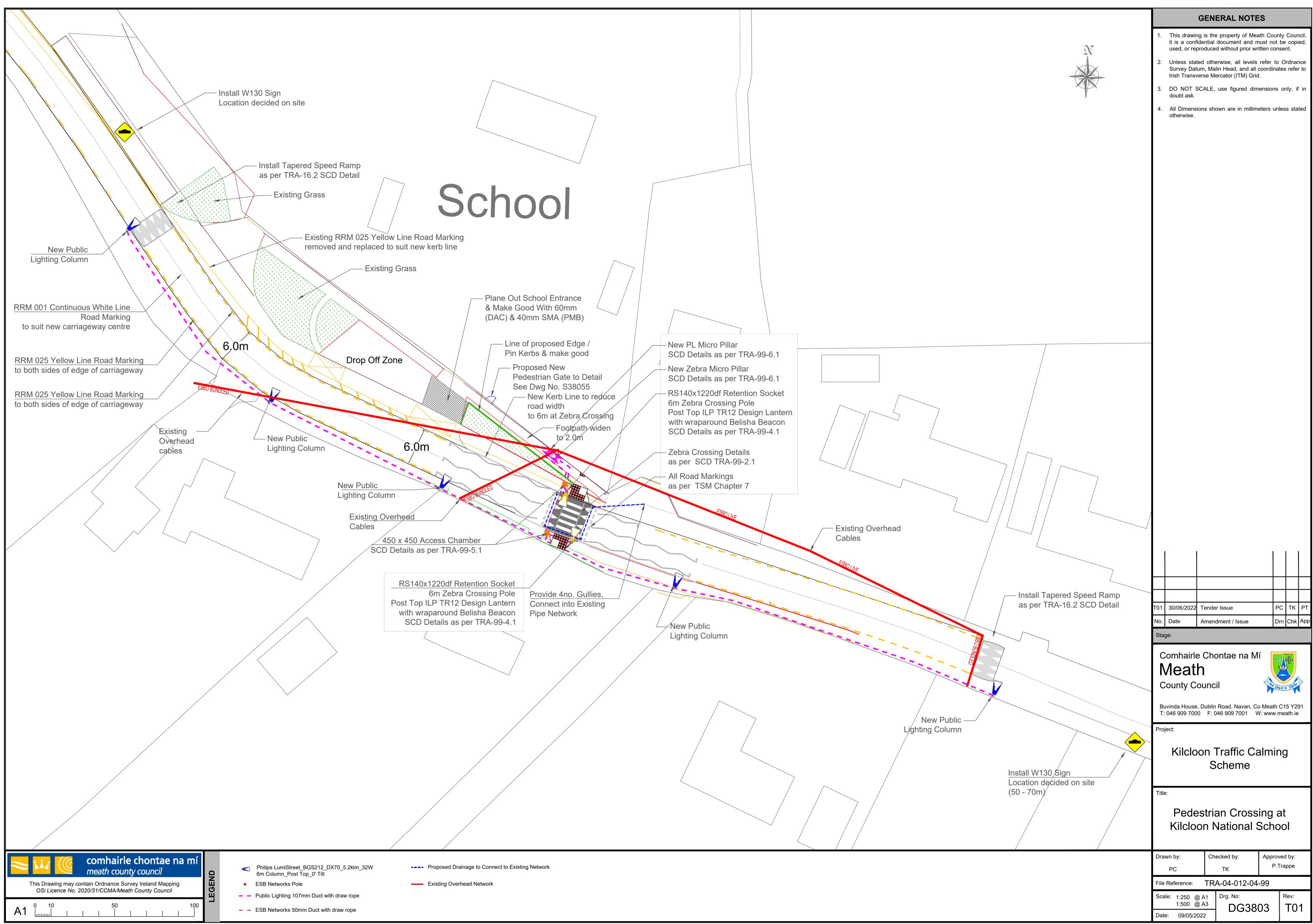


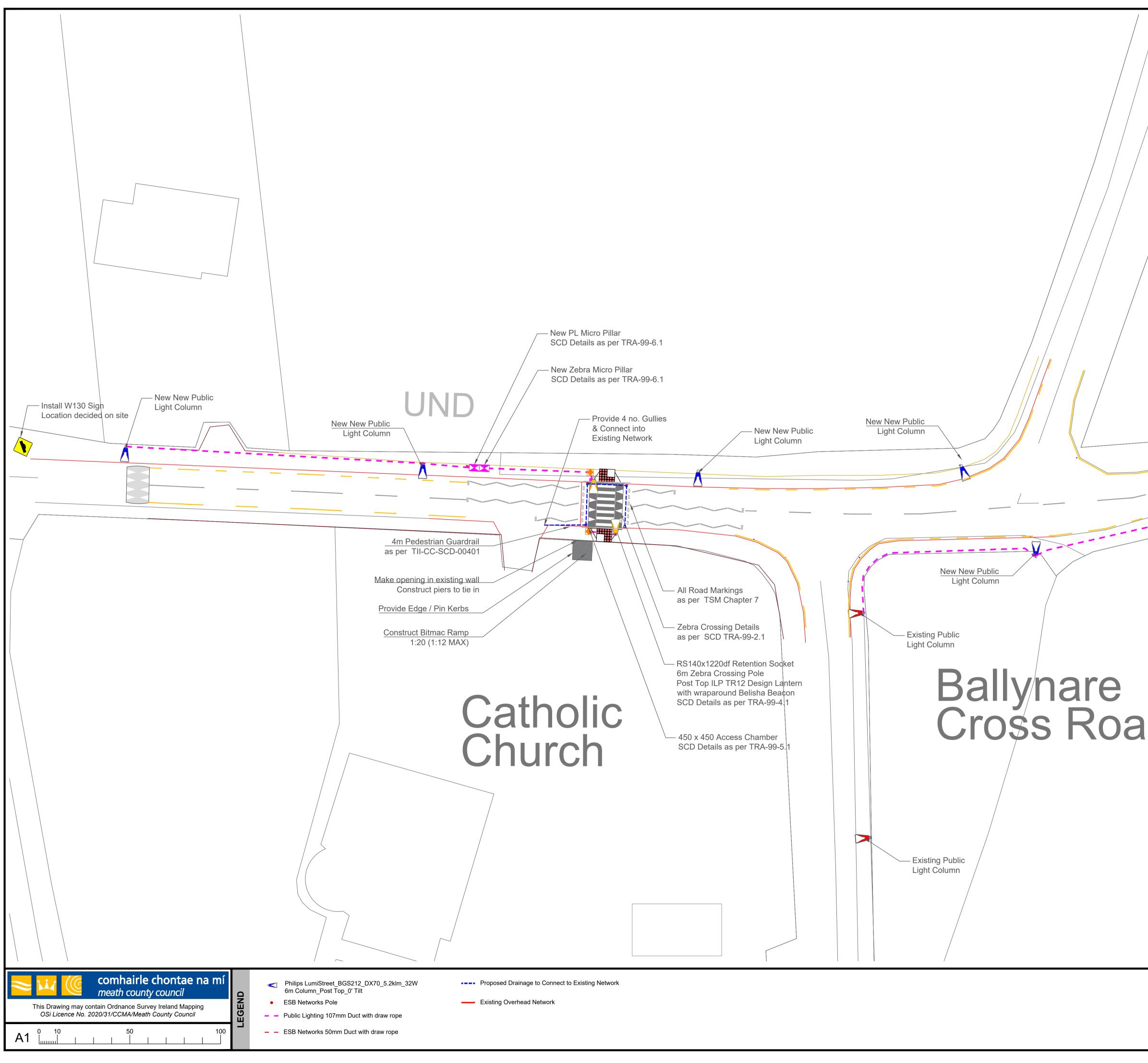
Project: S665 Issued: 29 July 2022



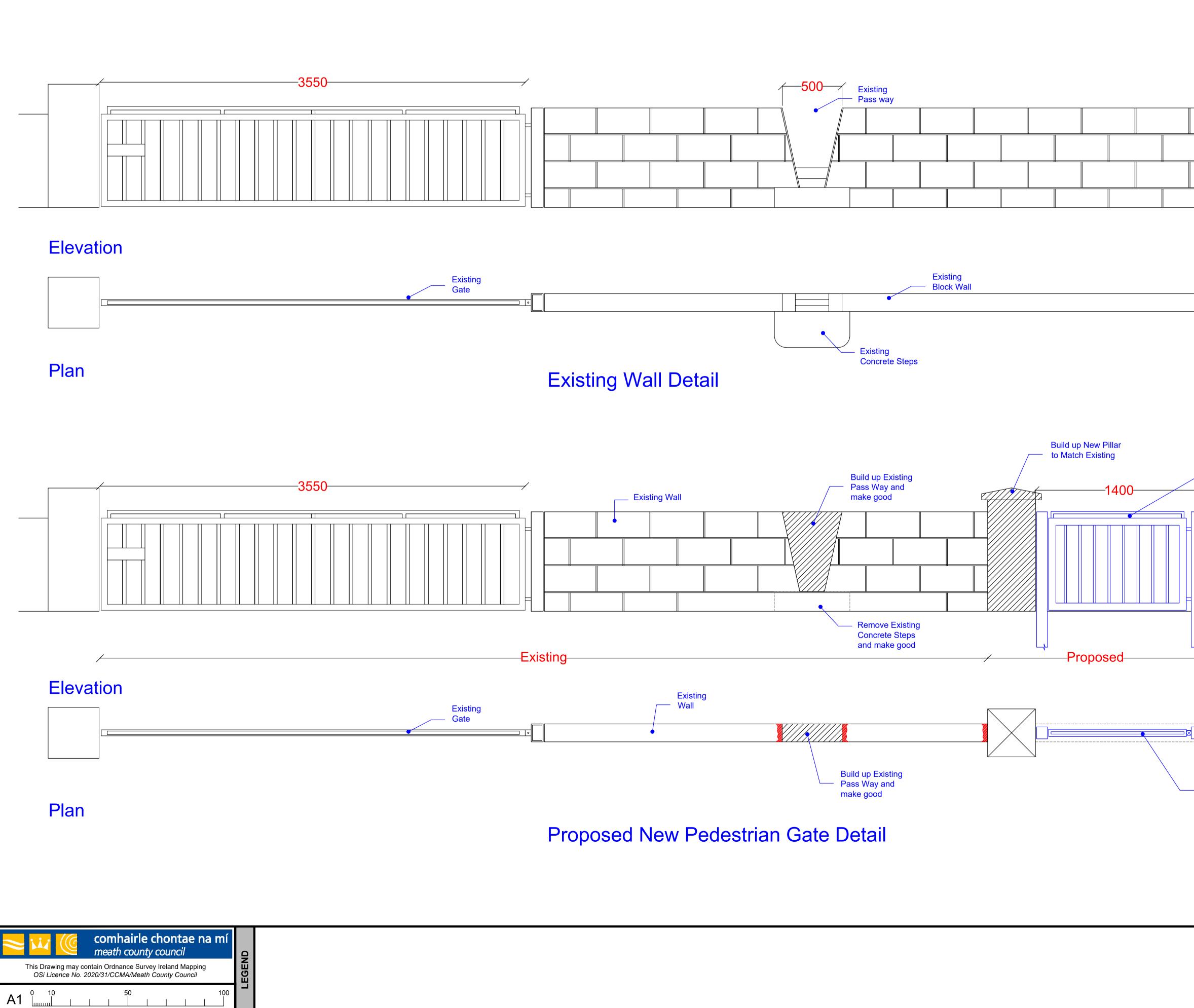


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1:500 @ A3 DG3802 TO		1:500 (D) A3	DG38	02	ТО)1





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	 Unless stated otherwise, all levels refer to Ordnance Survey Datum, Malin Head, and all coordinates refer to Irish Transverse Mercator (ITM) Grid.
	 DO NOT SCALE, use figured dimensions only, if in doubt ask.
	4. All Dimensions shown are in millimeters unless stated otherwise.
New New Public Light Column	
Install W130 Sign	
Location decided on site	
	T01. 30/06/2022 Tender Issue PC TK PT No. Date Amendment / Issue Drn Chk App
ads	Stage:
	Comhairle Chontae na Mí Meath
	County Council
	Buvinda House, Dublin Road, Navan, Co Meath C15 Y291 T: 046 909 7000 F: 046 909 7001 W: www.meath.ie
	Project: Kilcloon Traffic Calming
	Scheme
	Title:
	Pedestrian Crossing at Kilcloon Catholic Church
	Drawn by: Checked by: Approved by: PC TK P.Trappe
	File Reference: TRA-04-012-04-99 Scale: 1:250 @ A1 Drg. No: Rev: 1:500 @ A3 DC20004 TO4
	1:500 @ A3 DG3804 T01 Date: 09/05/2022 09/05/2022 09/05/2022



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GENERAL NOTES This drawing is the property of Meath County Council, it is a confidential document and must not be copied, used, or reproduced without prior written consent. 2. Unless stated otherwise, all levels refer to Ordnance Survey Datum, Malin Head, and all coordinates refer to Irish Transverse Mercator (ITM) Grid. DO NOT SCALE, use figured dimensions only, if in doubt ask. All Dimensions shown are in millimeters unless stated otherwise. SPECIFICATION FOR **NEW PEDESTRIAN GATE** Single Leaf 90° Left gate of width required 1.0m high x 1.5.m wide infilled with 20mm Bar infill solid round bar. Frame 60 X 60mm SHS Mitred corners with fully welded joints Infill to be affixed to frame by full welds or by clips specified by Irfen®, to be supplied with Irfen® drop bolts and receivers, adjustable Irfen® hangers, and Sliding Bolt+Drop Bolts locking system. Installed to Gate Posts of 100 x 100 + Hangers. Finish: Galvanised & Powdercoated (Plasgalv®), Colour: Blue RAL Existing Pillar Break out ope to Provide a New Pedestrain Gate to - Match Existing & Make Good T01. 30/06/2022 Tender Issue PC TK PT Drn Chk App No. Date Amendment / Issue Existing Stage: Comhairle Chontae na Mí Meath County Council Deart le Oheur Buvinda House, Dublin Road, Navan, Co Meath C15 Y291 T: 046 909 7000 F: 046 909 7001 W: www.meath.ie Break out ope to Provide a New Pedestrain Gate & Pillar Project: to Match Existing & Make Good Kilcloon Traffic Calming Scheme Title: Proposed New Pedestrian Gate At School Checked by: Approved by: Drawn by: P.Trappe PC ΤK TRA-04-012-04-99 File Reference: Scale: 1:50 @ A1 1:100 @ A3 Drg. No: Rev:

T01

DG3805

Date: 09/05/2022



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