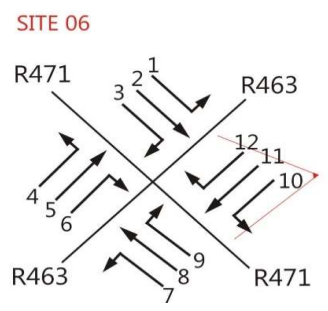
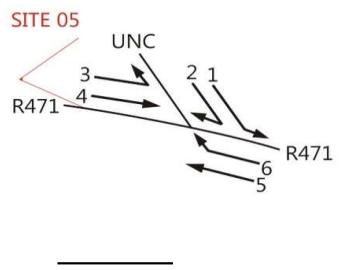
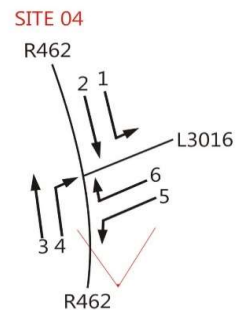
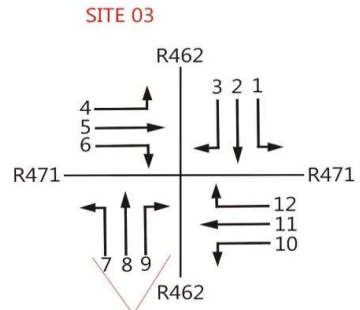
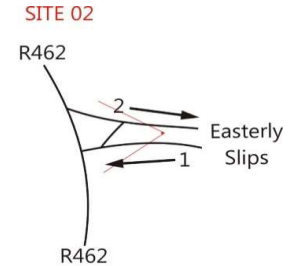
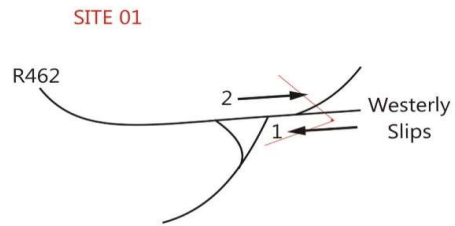




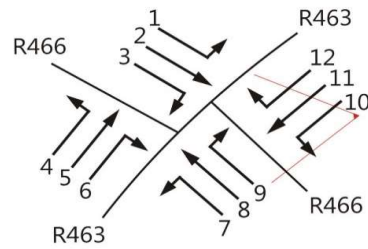
Job Number:	P230200359		
Project	Orsted Oatfield Wind Farm		
	Year	Time	Scenario
Flow Condition	2023	AM/PM	AADT
Appendix:	16.1.1		



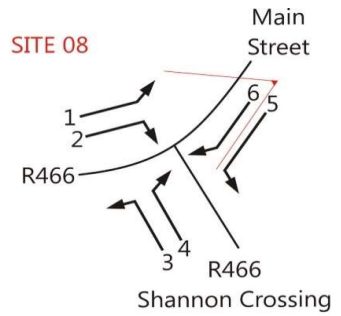


Job Number:	P230200359		
Project	Orsted Oatfield Wind Farm		
	Year	Time	Scenario
Flow Condition	2023	AM/PM	AADT
Appendix:	16.2.2		

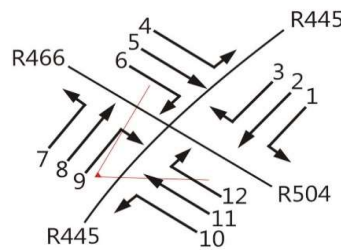
SITE 07



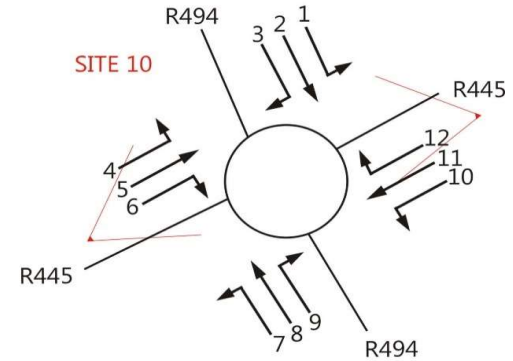
SITE 08



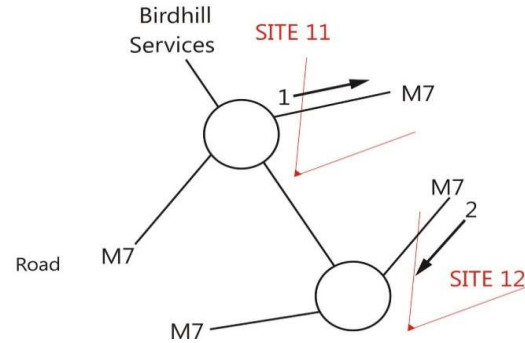
SITE 09



SITE 10

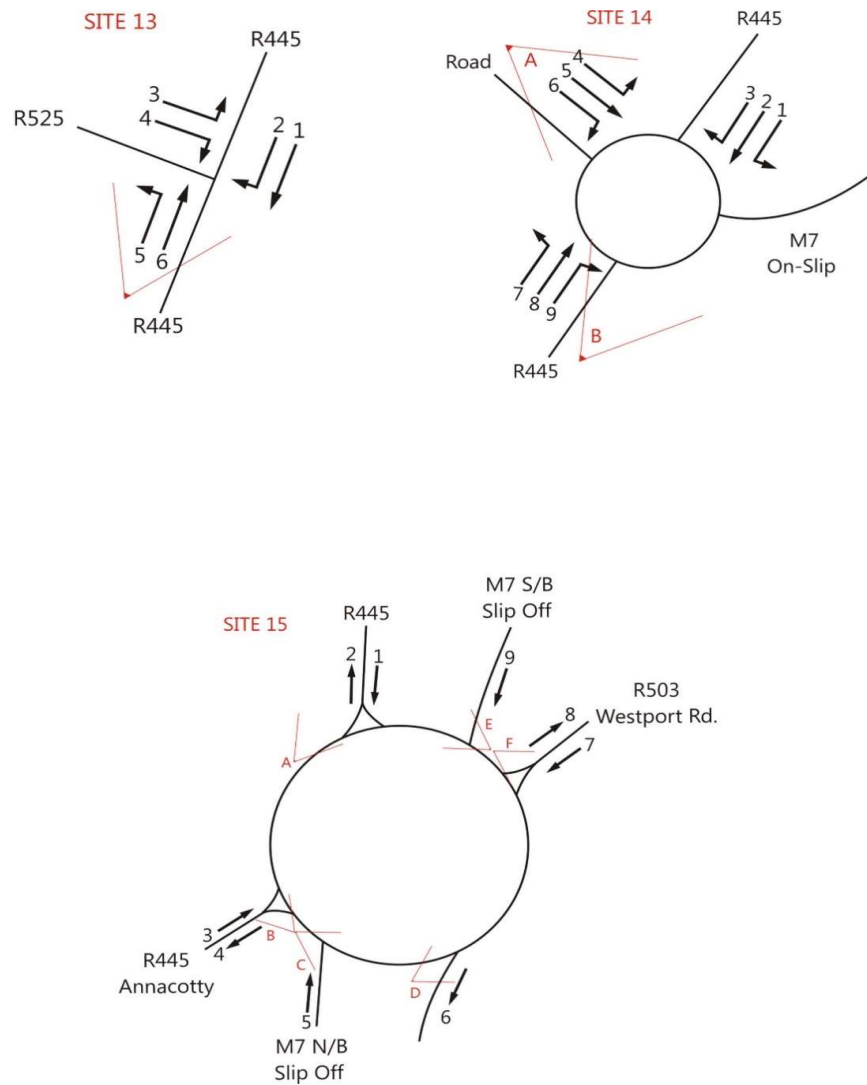


SITE 11





Job Number:	P230200359		
Project	Orsted Oatfield Wind Farm		
	Year	Time	Scenario
Flow Condition	2023	AM/PM	AADT
Appendix:	16.1.3		



**TRAFFINOMICS LIMITED**

**OERSTED OATFIELD WIND FARM TRAFFIC COUNTS  
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**OCTOBER 2023  
TRA/23/235**

SITE: 01

DATE: 17th October 2023

LOCATION: N18 J5 Westerly Slips/R462

DAY: Tuesday

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	13	2	0	1	1	17	19	5	1	0	0	0	6	6
07:15	15	1	0	0	1	17	18	3	0	1	1	0	5	7
07:30	16	8	0	0	2	26	28	8	1	0	0	0	9	9
07:45	18	6	2	2	0	28	32	13	1	0	0	0	14	14
<b>H/TOT</b>	62	17	2	3	4	88	97	29	3	1	1	0	34	36
08:00	17	11	0	0	0	28	28	14	1	0	0	1	16	17
08:15	19	7	1	1	0	28	30	15	3	0	0	0	18	18
08:30	32	8	1	0	2	43	46	15	1	2	1	0	19	21
08:45	25	2	0	0	0	27	27	6	2	0	0	1	9	10
<b>H/TOT</b>	93	28	2	1	2	126	130	50	7	2	1	2	62	66
09:00	32	2	0	2	0	36	39	10	3	1	1	0	15	17
09:15	17	3	1	1	0	22	24	7	5	0	0	0	12	12
09:30	27	3	2	1	0	33	35	8	0	0	0	0	8	8
09:45	19	2	5	0	0	26	29	4	0	1	1	0	6	8
<b>H/TOT</b>	95	10	8	4	0	117	126	29	8	2	2	0	41	45
<b>P/TOT</b>	250	55	12	8	6	331	353	108	18	5	4	2	137	147

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
16:00	52	5	0	0	0	57	57	8	0	0	1	0	9	10
16:15	82	10	0	2	0	94	97	7	0	0	0	1	8	9
16:30	55	10	4	1	1	71	75	5	0	0	0	0	5	5
16:45	76	10	3	1	1	91	95	1	1	0	0	0	2	2
<b>H/TOT</b>	265	35	7	4	2	313	324	21	1	0	1	1	24	26
17:00	86	7	1	1	0	95	97	3	0	1	0	1	5	7
17:15	96	8	3	0	0	107	109	1	0	0	0	0	1	1
17:30	74	6	2	0	1	83	85	4	1	0	0	0	5	5
17:45	105	4	1	0	0	110	111	2	1	0	0	0	3	3
<b>H/TOT</b>	361	25	7	1	1	395	401	10	2	1	0	1	14	16
18:00	65	7	0	1	0	73	74	1	0	0	0	0	1	1
18:15	64	5	1	4	0	74	80	5	0	0	0	0	5	5
18:30	57	8	1	0	0	66	67	2	1	0	0	0	3	3
18:45	34	3	1	1	0	39	41	3	0	0	0	0	3	3
<b>H/TOT</b>	220	23	3	6	0	252	261	11	1	0	0	0	12	12
<b>P/TOT</b>	846	83	17	11	3	960	986	42	4	1	1	2	50	54

PCU's Through Junction
25
25
37
46
133
45
48
67
37
197
55
36
43
36
171
500

PCU's Through Junction
67
106
80
97
350
103
110
90
114
416
75
85
70
44
273
1040

**TRAFFINOMICS LIMITED**

**ORSTED OATFIELD WIND FARM TRAFFIC COUNTS  
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**OCTOBER 2023  
TRA/23/235**

SITE: 02

DATE: 17th October 2023

LOCATION: N18 J5 Easterly Slips/R462

DAY: Tuesday

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	1	0	0	0	0	1	1	50	1	0	1	0	52	53
07:15	0	0	0	0	0	0	0	64	7	1	0	0	72	73
07:30	1	0	0	0	0	1	1	77	11	1	1	1	91	94
07:45	1	0	0	0	0	1	1	87	13	3	0	0	103	105
<b>H/TOT</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>278</b>	<b>32</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>318</b>	<b>324</b>
08:00	6	0	0	0	0	6	6	105	13	1	0	3	122	126
08:15	5	0	0	0	0	5	5	95	7	1	2	0	105	108
08:30	4	0	0	0	0	4	4	70	8	2	3	0	83	88
08:45	2	0	0	0	0	2	2	68	8	0	0	1	77	78
<b>H/TOT</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>338</b>	<b>36</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>387</b>	<b>400</b>
09:00	3	0	0	0	0	3	3	68	6	1	1	0	76	78
09:15	2	2	0	0	0	4	4	60	7	2	1	0	70	72
09:30	3	0	0	0	0	3	3	48	7	5	2	0	62	67
09:45	0	0	0	0	0	0	0	34	3	4	0	0	41	43
<b>H/TOT</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>210</b>	<b>23</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>249</b>	<b>260</b>
<b>P/TOT</b>	<b>28</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>30</b>	<b>826</b>	<b>91</b>	<b>21</b>	<b>11</b>	<b>5</b>	<b>954</b>	<b>984</b>

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
16:00	3	0	0	2	0	5	8	17	4	0	0	0	21	21
16:15	1	0	0	0	0	1	1	24	6	0	0	1	31	32
16:30	0	0	1	0	0	1	2	29	7	2	1	1	40	43
16:45	0	2	3	2	0	7	11	38	4	1	0	0	43	44
<b>H/TOT</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>14</b>	<b>21</b>	<b>108</b>	<b>21</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>135</b>	<b>140</b>
17:00	4	1	0	1	0	6	7	30	9	0	2	0	41	44
17:15	3	0	0	0	0	3	3	25	5	3	0	0	33	35
17:30	2	0	0	0	0	2	2	28	3	3	0	0	34	36
17:45	2	1	0	0	0	3	3	29	4	0	0	0	33	33
<b>H/TOT</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>15</b>	<b>112</b>	<b>21</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>141</b>	<b>147</b>
18:00	0	0	0	1	0	1	2	30	3	0	0	0	33	33
18:15	2	0	0	0	0	2	2	20	1	0	0	0	21	21
18:30	2	0	0	0	0	2	2	28	1	0	0	0	29	29
18:45	1	0	0	0	0	1	1	26	3	0	0	0	29	29
<b>H/TOT</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>7</b>	<b>104</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>112</b>	<b>112</b>
<b>P/TOT</b>	<b>20</b>	<b>4</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>34</b>	<b>44</b>	<b>324</b>	<b>50</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>388</b>	<b>398</b>

PCU's Through Junction
54
73
95
106
327
132
113
92
80
417
81
76
70
43
270
1014

PCU's Through Junction
29
33
45
55
161
51
38
38
36
162
35
23
31
30
119
442

**TRAFFINOMICS LIMITED**

**ORSTED OATFIELD WIND FARM TRAFFIC COUNTS  
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**OCTOBER 2023  
TRA/23/235**

SITE: 03

DATE: 17th October 2023

LOCATION: R471/R462 Sixmilebridge

DAY: Tuesday

TIME	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	1	0	0	0	0	1	1	23	6	0	0	0	29	29	20	1	0	0	0	21	21
07:15	1	0	0	0	0	1	1	33	7	0	0	0	40	40	23	1	0	0	0	24	24
07:30	2	0	0	0	0	2	2	41	7	1	0	0	49	50	52	4	1	0	0	57	58
07:45	0	0	0	0	0	0	0	47	6	1	1	0	55	57	42	5	0	1	0	48	49
<b>H/TOT</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>144</b>	<b>26</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>173</b>	<b>175</b>	<b>137</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>150</b>	<b>152</b>
08:00	2	1	0	0	0	3	3	46	3	0	0	0	49	49	43	3	2	0	0	48	49
08:15	0	2	1	0	0	3	4	48	8	0	0	0	56	56	52	7	1	0	2	62	65
08:30	1	1	0	0	0	2	2	39	2	1	0	0	42	43	48	9	1	1	2	61	65
08:45	1	1	0	0	0	2	2	21	5	0	0	0	26	26	59	6	1	0	0	66	67
<b>H/TOT</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>11</b>	<b>154</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>173</b>	<b>174</b>	<b>202</b>	<b>25</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>237</b>	<b>245</b>
09:00	1	1	1	0	0	3	4	37	4	0	0	0	41	41	35	1	1	0	0	37	38
09:15	1	1	0	0	0	2	2	21	2	1	0	0	24	25	22	1	0	1	0	24	25
09:30	3	0	0	0	0	3	3	13	4	4	0	0	21	23	21	2	1	0	0	24	25
09:45	1	1	0	0	0	2	2	22	0	0	0	0	22	22	11	2	2	0	0	15	16
<b>H/TOT</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>11</b>	<b>93</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>108</b>	<b>111</b>	<b>89</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>103</b>
<b>P/TOT</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>25</b>	<b>391</b>	<b>54</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>454</b>	<b>459</b>	<b>428</b>	<b>42</b>	<b>10</b>	<b>3</b>	<b>4</b>	<b>487</b>	<b>500</b>

TIME	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
16:00	1	0	0	0	0	1	1	12	2	0	0	0	14	14	22	6	1	0	0	29	30
16:15	0	0	0	0	0	0	0	15	3	0	0	0	18	18	22	3	1	1	0	27	29
16:30	2	0	0	0	0	2	2	11	3	0	0	1	15	16	29	6	0	0	0	35	35
16:45	6	1	0	0	0	7	7	9	0	0	0	0	9	9	34	7	0	0	0	41	41
<b>H/TOT</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>47</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>57</b>	<b>107</b>	<b>22</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>132</b>	<b>134</b>
17:00	2	1	0	0	0	3	3	13	3	0	0	0	16	16	25	2	0	0	1	28	29
17:15	5	2	0	0	0	7	7	15	1	1	0	0	17	18	38	4	0	0	0	42	42
17:30	6	1	0	0	0	7	7	10	3	0	0	0	13	13	25	1	0	0	0	26	26
17:45	12	0	0	0	0	12	12	15	1	0	0	0	16	16	24	4	2	0	0	30	31
<b>H/TOT</b>	<b>25</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>29</b>	<b>53</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>63</b>	<b>112</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>126</b>	<b>128</b>
18:00	4	0	0	0	0	4	4	16	1	0	0	0	17	17	21	3	0	0	0	24	24
18:15	6	1	0	0	0	7	7	15	0	0	0	0	15	15	28	3	0	0	0	31	31
18:30	6	0	0	0	0	6	6	11	1	0	0	0	12	12	40	3	0	0	0	43	43
18:45	4	0	0	0	0	4	4	13	2	0	0	0	15	15	19	1	0	1	0	21	22
<b>H/TOT</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>21</b>	<b>55</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>59</b>	<b>108</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>119</b>	<b>120</b>
<b>P/TOT</b>	<b>54</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>60</b>	<b>155</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>177</b>	<b>179</b>	<b>327</b>	<b>43</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>377</b>	<b>383</b>



**TRAFFINOMICS LIMITED**

**ORSTED OATFIELD WIND FARM TRAFFIC COUNTS  
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**OCTOBER 2023  
TRA/23/235**

SITE: 03

DATE: 17th October 2023

LOCATION: R471/R462 Sixmilebridge

DAY: Tuesday

TIME	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	10	0	0	0	0	10	10	1	1	0	0	0	2	2	6	6	0	0	0	12	12
07:15	11	0	0	0	0	11	11	0	0	0	0	0	0	0	20	2	0	0	1	23	24
07:30	7	1	0	0	0	8	8	3	0	0	0	0	3	3	22	3	1	0	0	26	27
07:45	23	1	0	0	0	24	24	4	1	0	0	0	5	5	23	6	0	0	1	30	31
<b>H/TOT</b>	51	2	0	0	0	53	53	8	2	0	0	0	10	10	71	17	1	0	2	91	94
08:00	24	5	0	0	1	30	31	3	3	1	0	0	7	8	17	4	0	0	2	23	25
08:15	14	1	0	0	1	16	17	6	1	1	1	0	9	11	11	2	0	0	0	13	13
08:30	11	3	0	1	0	15	16	1	3	0	1	0	5	6	9	2	1	0	0	12	13
08:45	23	4	0	0	0	27	27	4	1	0	0	0	5	5	22	1	0	0	0	23	23
<b>H/TOT</b>	72	13	0	1	2	88	91	14	8	2	2	0	26	30	59	9	1	0	2	71	74
09:00	25	6	0	0	1	32	33	7	4	0	0	0	11	11	20	4	0	0	0	24	24
09:15	15	2	3	0	0	20	22	6	1	1	1	0	9	11	9	1	2	0	0	12	13
09:30	15	3	1	0	0	19	20	10	3	3	0	0	16	18	8	3	4	0	0	15	17
09:45	18	2	0	0	0	20	20	10	1	0	1	0	12	13	12	0	1	0	0	13	14
<b>H/TOT</b>	73	13	4	0	1	91	94	33	9	4	2	0	48	53	49	8	7	0	0	64	68
<b>P/TOT</b>	196	28	4	1	3	232	238	55	19	6	4	0	84	92	179	34	9	0	4	226	235

TIME	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
16:00	29	6	0	0	0	35	35	5	0	1	0	0	6	7	9	1	0	0	1	11	12
16:15	34	3	0	1	0	38	39	8	0	0	1	0	9	10	7	0	0	0	0	7	7
16:30	44	2	3	2	3	54	61	10	0	0	0	0	10	10	13	4	1	0	0	18	19
16:45	63	7	0	1	0	71	72	14	1	0	0	0	15	15	7	2	1	0	0	10	11
<b>H/TOT</b>	170	18	3	4	3	198	208	37	1	1	1	0	40	42	36	7	2	0	1	46	48
17:00	49	8	1	0	1	59	61	17	4	0	0	0	21	21	10	3	0	0	0	13	13
17:15	41	3	0	1	0	45	46	10	0	0	0	0	10	10	13	2	0	0	0	15	15
17:30	68	6	0	0	0	74	74	20	0	0	0	0	20	20	10	0	0	0	0	10	10
17:45	37	6	0	0	0	43	43	18	1	0	0	0	19	19	10	2	0	0	0	12	12
<b>H/TOT</b>	195	23	1	1	1	221	224	65	5	0	0	0	70	70	43	7	0	0	0	50	50
18:00	37	2	0	0	1	40	41	12	1	0	0	0	13	13	15	0	0	0	0	15	15
18:15	32	7	0	0	1	40	41	7	1	0	0	0	8	8	10	2	0	0	0	12	12
18:30	42	1	0	0	0	43	43	16	0	0	0	0	16	16	15	2	0	0	0	17	17
18:45	29	3	0	0	0	32	32	7	1	0	0	0	8	8	12	3	0	0	0	15	15
<b>H/TOT</b>	140	13	0	0	2	155	157	42	3	0	0	0	45	45	52	7	0	0	0	59	59
<b>P/TOT</b>	505	54	4	5	6	574	589	144	9	1	1	0	155	157	131	21	2	0	1	155	157

**TRAFFINOMICS LIMITED**

**ORSTED OATFIELD WIND FARM TRAFFIC COUNTS  
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**OCTOBER 2023  
TRA/23/235**

SITE: 03

DATE: 17th October 2023

LOCATION: R471/R462 Sixmilebridge

DAY: Tuesday

TIME	MOVEMENT 7							MOVEMENT 8							MOVEMENT 9						
	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	5	0	0	0	0	5	5	0	1	0	0	0	1	1	0	1	0	0	0	1	1
07:15	5	1	0	0	0	6	6	8	0	0	0	0	8	8	0	0	0	0	0	0	0
07:30	7	4	0	0	1	12	13	7	3	0	0	0	10	10	0	0	0	0	0	0	0
07:45	5	2	0	0	1	8	9	10	7	0	0	0	17	17	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>22</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>31</b>	<b>33</b>	<b>25</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>36</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>
08:00	10	3	1	0	0	14	15	11	2	1	0	0	14	15	1	0	0	0	0	1	1
08:15	2	0	0	0	0	2	2	10	1	0	0	1	12	13	1	0	0	0	0	1	1
08:30	15	3	2	0	0	20	21	6	3	1	0	0	10	11	2	0	0	0	0	2	2
08:45	15	2	1	0	0	18	19	9	3	0	0	1	13	14	3	0	0	0	0	3	3
<b>H/TOT</b>	<b>42</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>56</b>	<b>36</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>49</b>	<b>52</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>7</b>
09:00	9	1	0	0	0	10	10	6	1	0	0	0	7	7	2	1	0	1	0	4	5
09:15	4	1	0	0	0	5	5	11	2	0	0	0	13	13	2	0	0	2	0	4	7
09:30	5	2	0	0	0	7	7	9	2	1	0	0	12	13	1	0	0	0	0	1	1
09:45	14	4	0	0	0	18	18	5	1	2	0	0	8	9	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>32</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>31</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>42</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>13</b>
<b>P/TOT</b>	<b>96</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>125</b>	<b>129</b>	<b>92</b>	<b>26</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>125</b>	<b>130</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>21</b>

TIME	MOVEMENT 7							MOVEMENT 8							MOVEMENT 9						
	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
16:00	14	0	1	0	0	15	16	25	4	0	0	0	29	29	1	0	0	0	0	1	1
16:15	19	1	0	0	0	20	20	20	4	0	0	0	24	24	5	0	0	0	0	5	5
16:30	19	3	0	0	1	23	24	31	4	0	0	0	35	35	4	0	1	0	0	5	6
16:45	23	7	0	0	1	31	32	34	8	1	1	0	44	46	2	0	0	1	0	3	4
<b>H/TOT</b>	<b>75</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>92</b>	<b>110</b>	<b>20</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>132</b>	<b>134</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>16</b>
17:00	24	2	0	0	0	26	26	32	4	1	0	0	37	38	4	0	0	0	0	4	4
17:15	35	4	0	0	0	39	39	54	7	0	0	0	61	61	3	0	0	0	0	3	3
17:30	21	2	0	0	0	23	23	38	8	0	0	0	46	46	6	1	0	0	0	7	7
17:45	20	6	0	0	1	27	28	33	4	1	0	0	38	39	3	0	0	0	0	3	3
<b>H/TOT</b>	<b>100</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>115</b>	<b>116</b>	<b>157</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>182</b>	<b>183</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17</b>
18:00	10	2	0	0	0	12	12	48	4	2	0	0	54	55	3	0	0	0	0	3	3
18:15	18	2	1	0	0	21	22	26	4	1	1	0	32	34	2	2	0	0	0	4	4
18:30	23	3	0	0	0	26	26	33	3	1	0	0	37	38	8	0	0	0	0	8	8
18:45	20	1	0	0	0	21	21	22	1	0	0	0	23	23	3	0	0	0	0	3	3
<b>H/TOT</b>	<b>71</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>81</b>	<b>129</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>146</b>	<b>149</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>18</b>
<b>P/TOT</b>	<b>246</b>	<b>33</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>284</b>	<b>288</b>	<b>396</b>	<b>55</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>460</b>	<b>466</b>	<b>44</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>49</b>	<b>51</b>

**TRAFFINOMICS LIMITED**

**ORSTED OATFIELD WIND FARM TRAFFIC COUNTS  
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**OCTOBER 2023  
TRA/23/235**

SITE: 03

DATE: 17th October 2023

LOCATION: R471/R462 Sixmilebridge

DAY: Tuesday

TIME	MOVEMENT 10					TOT	PCU	MOVEMENT 11					TOT	PCU	MOVEMENT 12					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
07:15	1	0	0	0	0	1	1	8	1	0	0	0	9	9	0	0	0	0	0	0	0
07:30	2	2	0	0	0	4	4	9	3	0	0	0	12	12	1	2	0	0	0	3	3
07:45	1	0	0	0	0	1	1	9	1	0	0	0	10	10	1	0	0	0	1	2	3
<b>H/TOT</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>28</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>6</b>
08:00	3	0	0	1	0	4	5	10	1	0	0	0	11	11	0	1	0	0	0	1	1
08:15	2	0	1	1	0	4	6	28	0	0	1	1	30	32	1	0	1	0	0	2	3
08:30	1	0	0	0	0	1	1	9	1	0	1	1	12	14	0	0	0	0	0	0	0
08:45	1	0	0	0	0	1	1	9	0	0	0	0	9	9	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>13</b>	<b>56</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>62</b>	<b>67</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>
09:00	2	0	1	0	0	3	4	5	1	1	0	0	7	8	1	1	0	0	0	2	2
09:15	0	0	0	0	0	0	0	6	3	0	2	0	11	14	2	1	0	0	0	3	3
09:30	3	1	0	1	0	5	6	4	0	0	0	0	4	4	3	0	0	0	0	3	3
09:45	2	0	1	0	0	3	4	8	1	0	1	0	10	11	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>13</b>	<b>23</b>	<b>5</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>36</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>8</b>
<b>P/TOT</b>	<b>18</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>32</b>	<b>107</b>	<b>12</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>127</b>	<b>136</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>18</b>

TIME	MOVEMENT 10					TOT	PCU	MOVEMENT 11					TOT	PCU	MOVEMENT 12					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
16:00	1	0	0	0	0	1	1	7	1	0	0	0	8	8	1	0	0	0	0	1	1
16:15	0	0	0	0	0	0	0	9	1	0	0	0	10	10	2	0	1	0	0	3	4
16:30	1	0	0	0	0	1	1	7	1	0	0	0	8	8	0	0	0	0	0	0	0
16:45	4	0	0	0	0	4	4	5	2	1	0	0	8	9	2	0	1	0	0	3	4
<b>H/TOT</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>28</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>35</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>8</b>
17:00	4	1	0	1	0	6	7	4	1	0	0	0	5	5	0	2	0	0	0	2	2
17:15	4	0	0	0	0	4	4	7	1	0	0	0	8	8	4	0	0	0	0	4	4
17:30	3	0	0	0	0	3	3	11	0	0	0	0	11	11	5	1	0	0	0	6	6
17:45	7	0	0	0	0	7	7	12	2	0	0	0	14	14	2	1	0	0	0	3	3
<b>H/TOT</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>21</b>	<b>34</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>15</b>
18:00	1	0	0	0	0	1	1	13	0	0	0	0	13	13	7	0	0	0	0	7	7
18:15	2	0	0	0	0	2	2	15	2	0	0	0	17	17	11	0	0	1	0	12	13
18:30	3	0	0	0	0	3	3	2	2	0	0	0	4	4	6	1	0	0	0	7	7
18:45	5	0	0	0	0	5	5	13	0	0	0	0	13	13	5	0	0	0	0	5	5
<b>H/TOT</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>43</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>47</b>	<b>29</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>32</b>
<b>P/TOT</b>	<b>35</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>37</b>	<b>38</b>	<b>105</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>119</b>	<b>120</b>	<b>45</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>53</b>	<b>55</b>

PCU's Through Junction
84
124
189
206
603
212
221
193
195
821
185
138
138
129
591
2015

PCU's Through Junction
154
166
216
253
788
224
257
246
227
954
205
206
223
166
799
2541

**TRAFFINOMICS LIMITED**

**ORSTED OATFIELD WIND FARM TRAFFIC COUNTS  
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**OCTOBER 2023  
TRA/23/235**

SITE: 04

DATE: 17th October 2023

LOCATION: R471/L3016 Western Site Access, Sixmilebridge

DAY: Tuesday

TIME	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	2	1	0	0	0	3	3	26	6	0	0	0	32	32	6	1	0	0	0	7	7
07:15	0	0	0	0	0	0	0	36	7	0	0	0	43	43	15	0	0	0	0	15	15
07:30	0	0	0	0	0	0	0	47	5	2	0	0	54	55	9	5	0	0	0	14	14
07:45	0	0	0	0	0	0	0	58	7	1	1	0	67	69	23	7	0	0	1	31	32
<b>H/TOT</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>167</b>	<b>25</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>196</b>	<b>199</b>	<b>53</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>68</b>
08:00	4	0	0	0	0	4	4	54	2	0	0	0	56	56	22	3	1	0	1	27	29
08:15	0	0	0	0	0	0	0	68	11	2	0	1	82	84	19	1	1	0	1	22	24
08:30	0	0	0	0	0	0	0	50	8	2	1	1	62	65	15	5	1	0	0	21	22
08:45	0	0	0	0	0	0	0	39	6	0	0	0	45	45	15	6	0	0	1	22	23
<b>H/TOT</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>211</b>	<b>27</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>245</b>	<b>250</b>	<b>71</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>92</b>	<b>97</b>
09:00	1	0	0	0	0	1	1	44	4	2	0	0	50	51	13	5	0	0	1	19	20
09:15	0	0	0	0	0	0	0	32	3	1	0	0	36	37	18	4	3	0	0	25	27
09:30	1	0	0	0	0	1	1	22	5	5	0	0	32	35	16	5	2	0	0	23	24
09:45	0	0	0	0	0	0	0	28	3	1	0	0	32	33	18	2	2	0	0	22	23
<b>H/TOT</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>126</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>150</b>	<b>155</b>	<b>65</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>94</b>
<b>P/TOT</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>9</b>	<b>504</b>	<b>67</b>	<b>16</b>	<b>2</b>	<b>2</b>	<b>591</b>	<b>604</b>	<b>189</b>	<b>44</b>	<b>10</b>	<b>0</b>	<b>5</b>	<b>248</b>	<b>258</b>

TIME	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
16:00	0	2	0	0	0	2	2	23	6	0	0	0	29	29	36	10	0	0	0	46	46
16:15	1	0	0	0	0	1	1	31	4	0	1	0	36	37	29	6	1	1	0	37	39
16:30	7	0	0	0	0	7	7	27	7	0	0	1	35	36	51	3	2	2	2	60	66
16:45	0	0	0	0	0	0	0	28	6	0	0	0	34	34	61	11	1	1	0	74	76
<b>H/TOT</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>109</b>	<b>23</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>134</b>	<b>136</b>	<b>177</b>	<b>30</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>217</b>	<b>226</b>
17:00	2	1	0	0	0	3	3	31	5	0	0	1	37	38	45	6	0	0	1	52	53
17:15	0	0	0	0	0	0	0	35	5	0	0	0	40	40	70	5	0	1	0	76	77
17:30	0	1	0	0	0	1	1	31	3	0	0	0	34	34	64	9	0	0	0	73	73
17:45	3	0	0	0	0	3	3	33	3	1	0	0	37	38	50	6	1	0	0	57	58
<b>H/TOT</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>130</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>148</b>	<b>150</b>	<b>229</b>	<b>26</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>258</b>	<b>261</b>
18:00	1	0	0	0	0	1	1	22	3	0	0	0	25	25	52	4	1	0	1	58	60
18:15	1	0	0	0	0	1	1	29	2	0	0	0	31	31	38	9	1	2	1	51	55
18:30	3	0	0	0	0	3	3	35	4	0	0	0	39	39	51	5	1	0	0	57	58
18:45	0	0	0	0	0	0	0	18	3	0	1	0	22	23	32	4	0	0	0	36	36
<b>H/TOT</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>104</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>117</b>	<b>118</b>	<b>173</b>	<b>22</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>202</b>	<b>208</b>
<b>P/TOT</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>22</b>	<b>343</b>	<b>51</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>399</b>	<b>404</b>	<b>579</b>	<b>78</b>	<b>8</b>	<b>7</b>	<b>5</b>	<b>677</b>	<b>695</b>

**TRAFFINOMICS LIMITED**

**ORSTED OATFIELD WIND FARM TRAFFIC COUNTS  
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**OCTOBER 2023  
TRA/23/235**

SITE: 04

DATE: 17th October 2023

LOCATION: R471/L3016 Western Site Access, Sixmilebridge

DAY: Tuesday

TIME	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	4	0	0	0	0	4	4	18	1	0	0	0	19	19	1	0	0	0	0	1	1
07:15	4	0	0	0	0	4	4	21	1	0	0	0	22	22	1	0	0	0	0	1	1
07:30	6	1	0	0	0	7	7	48	6	0	0	0	54	54	0	0	0	0	0	0	0
07:45	11	1	0	0	0	12	12	31	4	0	1	0	36	37	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>25</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>27</b>	<b>118</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>131</b>	<b>132</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>
08:00	13	5	0	0	0	18	18	37	5	2	0	0	44	45	7	0	0	0	0	7	7
08:15	6	1	0	0	1	8	9	32	6	0	0	1	39	40	3	0	0	0	0	3	3
08:30	2	1	0	1	0	4	5	38	4	0	0	1	43	44	3	0	0	0	0	3	3
08:45	17	1	0	0	0	18	18	42	6	1	0	0	49	50	1	1	0	0	0	2	2
<b>H/TOT</b>	<b>38</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>48</b>	<b>50</b>	<b>149</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>175</b>	<b>179</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>15</b>
09:00	19	3	0	0	0	22	22	29	2	0	0	0	31	31	2	0	0	0	0	2	2
09:15	10	1	0	0	0	11	11	12	1	0	1	0	14	15	1	1	1	0	0	3	4
09:30	11	0	0	0	0	11	11	15	1	0	0	0	16	16	2	0	0	0	0	2	2
09:45	5	1	0	0	0	6	6	6	0	1	0	0	7	8	1	0	0	0	0	1	1
<b>H/TOT</b>	<b>45</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>62</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>70</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>9</b>
<b>P/TOT</b>	<b>108</b>	<b>15</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>125</b>	<b>127</b>	<b>329</b>	<b>37</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>374</b>	<b>381</b>	<b>22</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>26</b>

TIME	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
16:00	19	0	0	0	0	19	19	12	2	1	0	0	15	16	0	1	0	0	0	1	1
16:15	27	1	0	0	0	28	28	6	2	1	0	0	9	10	5	0	0	0	0	5	5
16:30	24	3	1	0	1	29	31	15	2	0	0	0	17	17	3	0	0	0	0	3	3
16:45	38	4	1	1	0	44	46	21	2	0	0	0	23	23	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>108</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>120</b>	<b>123</b>	<b>54</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>65</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>9</b>
17:00	36	8	2	0	0	46	47	9	1	0	0	0	10	10	0	0	0	0	0	0	0
17:15	29	5	0	0	0	34	34	23	2	1	0	0	26	27	0	0	0	0	0	0	0
17:30	47	6	0	0	0	53	53	10	2	0	0	0	12	12	2	0	0	0	0	2	2
17:45	22	5	0	0	0	27	27	18	2	1	0	0	21	22	0	1	0	0	0	1	1
<b>H/TOT</b>	<b>134</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>160</b>	<b>161</b>	<b>60</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>70</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>
18:00	40	2	1	0	0	43	44	19	1	0	0	0	20	20	0	0	0	0	0	0	0
18:15	31	2	0	0	0	33	33	20	2	0	0	0	22	22	1	0	0	0	0	1	1
18:30	30	0	0	0	0	30	30	22	0	0	0	0	22	22	1	0	0	0	0	1	1
18:45	24	0	0	0	0	24	24	18	0	0	0	0	18	18	0	1	0	0	0	1	1
<b>H/TOT</b>	<b>125</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>130</b>	<b>131</b>	<b>79</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>82</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>
<b>P/TOT</b>	<b>367</b>	<b>36</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>410</b>	<b>415</b>	<b>193</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>215</b>	<b>217</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>15</b>

PCU's Through Junction
66
85
130
150
431
159
160
139
138
595
127
93
89
70
378
1404

PCU's Through Junction
113
120
159
179
570
151
178
175
148
651
149
143
153
102
547
1768

**TRAFFINOMICS LIMITED**

**ORSTED OATFIELD WIND FARM TRAFFIC COUNTS  
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**OCTOBER 2023  
TRA/23/235**

SITE: 05

DATE: 17th October 2023

LOCATION: R471/Unc Eastern Site Access, Cloghera

DAY: Tuesday

TIME	MOVEMENT 1						TOT	PCU	MOVEMENT 2						TOT	PCU	MOVEMENT 3						TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS	CAR			LGV	OGV1	OGV2	BUS	CAR	LGV			OGV1	OGV2	BUS					
07:00	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1		
07:15	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:30	4	0	0	0	0	4	4	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0		
07:45	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>H/TOT</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>		
08:00	3	1	0	0	0	4	4	1	1	0	0	0	2	2	1	0	0	0	0	1	1			
08:15	4	0	0	0	0	4	4	3	0	0	0	0	3	3	0	0	0	0	0	0	0			
08:30	2	0	0	0	0	2	2	1	0	0	0	0	1	1	1	0	0	0	0	1	1			
08:45	3	0	0	0	0	3	3	2	0	0	0	0	2	2	2	0	0	0	0	2	2			
<b>H/TOT</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>			
09:00	3	3	0	0	0	6	6	1	0	0	0	0	1	1	0	1	0	0	0	1	1			
09:15	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
09:30	1	0	0	0	0	1	1	1	0	0	0	0	1	1	1	0	0	0	0	1	1			
09:45	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
<b>H/TOT</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>			
<b>P/TOT</b>	<b>37</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>42</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>7</b>			

TIME	MOVEMENT 1						TOT	PCU	MOVEMENT 2						TOT	PCU	MOVEMENT 3						TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS	CAR			LGV	OGV1	OGV2	BUS	CAR	LGV			OGV1	OGV2	BUS					
16:00	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0			
16:15	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	1	0	0	1	2			
16:30	1	1	0	0	0	2	2	1	0	0	0	0	1	1	0	0	1	0	0	1	2			
16:45	2	0	0	0	0	2	2	0	0	0	0	0	0	0	2	1	0	0	0	3	3			
<b>H/TOT</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>6</b>			
17:00	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	0	0	0	1	1			
17:15	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0			
17:30	2	0	0	0	0	2	2	2	0	0	0	0	2	2	1	0	0	0	0	1	1			
17:45	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
<b>H/TOT</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>			
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1			
18:15	1	0	0	0	0	1	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0			
18:30	2	0	0	0	0	2	2	1	0	0	0	0	1	1	0	0	0	0	0	0	0			
18:45	1	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0	0	0	2	2			
<b>H/TOT</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>			
<b>P/TOT</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>11</b>			



**TRAFFINOMICS LIMITED**

**ORSTED OATFIELD WIND FARM TRAFFIC COUNTS  
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**OCTOBER 2023  
TRA/23/235**

SITE: 05

DATE: 17th October 2023

LOCATION: R471/Unc Eastern Site Access, Cloghera

DAY: Tuesday

TIME	MOVEMENT 4						TOT	PCU	MOVEMENT 5						TOT	PCU	MOVEMENT 6						TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS	CAR			LGV	OGV1	OGV2	BUS	CAR	LGV			OGV1	OGV2	BUS					
07:00	4	0	0	0	0	4	4	2	0	0	0	0	2	2	2	0	0	0	0	2	2			
07:15	10	0	0	0	0	10	10	9	0	0	0	0	9	9	0	0	0	0	0	0	0			
07:30	17	3	0	0	0	20	20	4	0	0	0	0	4	4	0	0	0	0	0	0	0			
07:45	12	1	1	0	0	14	15	6	2	0	0	0	8	8	0	0	0	0	0	0	0			
<b>H/TOT</b>	<b>43</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>49</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>			
08:00	12	0	0	0	0	12	12	7	0	0	0	0	7	7	3	0	0	0	0	3	3			
08:15	9	1	0	0	0	10	10	9	1	0	0	0	10	10	1	0	0	0	0	1	1			
08:30	14	1	1	0	1	17	19	11	2	0	0	0	13	13	1	2	0	0	0	3	3			
08:45	10	1	2	0	0	13	14	4	1	0	0	0	5	5	2	2	0	0	0	4	4			
<b>H/TOT</b>	<b>45</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>52</b>	<b>55</b>	<b>31</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>35</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>11</b>			
09:00	6	1	0	0	0	7	7	3	1	0	0	0	4	4	1	1	0	0	0	2	2			
09:15	4	1	0	0	0	5	5	2	0	1	0	0	3	4	2	2	0	0	0	4	4			
09:30	4	3	0	0	0	7	7	8	1	0	0	0	9	9	0	0	0	0	0	0	0			
09:45	6	1	0	0	0	7	7	2	0	0	0	0	2	2	1	1	0	0	0	2	2			
<b>H/TOT</b>	<b>20</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>26</b>	<b>15</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>19</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>8</b>			
<b>P/TOT</b>	<b>108</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>126</b>	<b>129</b>	<b>67</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>77</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>21</b>			

TIME	MOVEMENT 4						TOT	PCU	MOVEMENT 5						TOT	PCU	MOVEMENT 6						TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS	CAR			LGV	OGV1	OGV2	BUS	CAR	LGV			OGV1	OGV2	BUS					
16:00	7	1	0	0	0	8	8	10	0	0	0	0	10	10	6	0	0	0	0	6	6			
16:15	5	0	0	0	0	5	5	14	1	0	0	0	15	15	3	0	0	0	0	3	3			
16:30	5	0	0	0	0	5	5	11	0	0	0	1	12	13	5	0	0	0	0	5	5			
16:45	3	1	0	0	0	4	4	8	3	0	0	0	11	11	3	2	0	0	0	5	5			
<b>H/TOT</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>22</b>	<b>43</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>48</b>	<b>49</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>19</b>			
17:00	9	2	0	0	0	11	11	8	1	0	0	0	9	9	2	0	0	0	0	2	2			
17:15	6	1	0	0	0	7	7	11	2	0	0	0	13	13	1	2	0	0	0	3	3			
17:30	10	0	1	0	0	11	12	10	2	0	0	0	12	12	5	1	0	0	0	6	6			
17:45	12	1	0	0	0	13	13	6	1	0	0	0	7	7	4	1	0	0	0	5	5			
<b>H/TOT</b>	<b>37</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>43</b>	<b>35</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>41</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>16</b>			
18:00	6	1	0	0	0	7	7	6	2	0	0	0	8	8	2	1	0	0	0	3	3			
18:15	2	1	0	0	0	3	3	12	3	0	0	0	15	15	1	0	0	0	0	1	1			
18:30	3	1	0	0	0	4	4	8	0	0	0	0	8	8	5	0	0	0	0	5	5			
18:45	7	0	0	0	0	7	7	5	0	0	0	0	5	5	2	0	0	0	0	2	2			
<b>H/TOT</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>21</b>	<b>31</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>36</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>11</b>			
<b>P/TOT</b>	<b>75</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>86</b>	<b>109</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>125</b>	<b>126</b>	<b>39</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>46</b>			

PCU's Through Junction
14
23
29
29
95
29
28
39
30
126
21
15
19
12
67
287

PCU's Through Junction
25
28
28
25
105
24
25
35
29
112
19
21
20
17
77
294

**TRAFFINOMICS LIMITED**

**ORSTED OATFIELD WIND FARM TRAFFIC COUNTS  
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**OCTOBER 2023  
TRA/23/235**

SITE: 06

DATE: 17th October 2023

LOCATION: R471/R463 Cloonlara

DAY: Tuesday

TIME	MOVEMENT 1						PCU	MOVEMENT 2						PCU	MOVEMENT 3						PCU
	CAR	LGV	OGV1	OGV2	BUS	TOT		CAR	LGV	OGV1	OGV2	BUS	TOT		CAR	LGV	OGV1	OGV2	BUS	TOT	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
07:15	1	0	0	0	0	1	1	3	0	0	0	0	3	3	0	1	0	0	0	1	1
07:30	2	0	0	0	1	3	4	2	0	0	0	2	2	0	0	0	0	1	1	2	
07:45	4	0	0	0	0	4	4	4	0	0	0	4	4	4	0	0	0	0	4	4	
<b>H/TOT</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>8</b>	
08:00	5	1	0	0	0	6	6	9	0	0	0	9	9	0	0	0	0	0	0	0	
08:15	5	1	0	0	0	6	6	3	0	0	0	3	3	0	0	0	0	0	0	0	
08:30	7	0	0	0	0	7	7	6	2	1	0	9	10	0	0	0	0	0	0	0	
08:45	4	1	0	1	0	6	7	12	0	0	0	12	12	2	0	0	0	0	2	2	
<b>H/TOT</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>26</b>	<b>30</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>34</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	
09:00	5	0	0	0	0	5	5	4	2	0	0	6	6	1	1	0	0	0	2	2	
09:15	3	0	1	0	0	4	5	2	0	0	0	2	2	2	0	0	0	0	2	2	
09:30	2	1	0	0	0	3	3	0	0	1	0	1	2	1	1	0	0	0	2	2	
09:45	0	2	0	0	0	2	2	2	0	0	1	3	4	1	0	0	0	0	1	1	
<b>H/TOT</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>12</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>7</b>	
<b>P/TOT</b>	<b>38</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>47</b>	<b>50</b>	<b>47</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>54</b>	<b>56</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>17</b>	

TIME	MOVEMENT 1						PCU	MOVEMENT 2						PCU	MOVEMENT 3						PCU
	CAR	LGV	OGV1	OGV2	BUS	TOT		CAR	LGV	OGV1	OGV2	BUS	TOT		CAR	LGV	OGV1	OGV2	BUS	TOT	
16:00	2	0	0	0	0	2	2	5	1	0	0	6	6	2	0	0	0	0	2	2	
16:15	1	1	0	1	0	3	4	5	0	0	0	5	5	0	0	0	0	0	0	0	
16:30	3	0	0	0	0	3	3	3	0	0	0	3	3	0	0	0	0	0	0	0	
16:45	1	1	0	0	0	2	2	3	0	0	0	3	3	1	0	0	0	0	1	1	
<b>H/TOT</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>11</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	
17:00	2	1	0	0	0	3	3	4	0	0	0	4	4	1	0	0	0	0	1	1	
17:15	7	0	0	0	0	7	7	3	0	0	0	3	3	0	0	0	0	0	0	0	
17:30	4	1	0	1	0	6	7	0	0	0	0	0	0	2	0	0	0	0	2	2	
17:45	4	0	0	1	0	5	6	3	0	0	0	3	3	2	0	0	0	0	2	2	
<b>H/TOT</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>24</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	
18:00	2	0	0	0	0	2	2	3	1	0	0	4	4	0	0	0	0	0	0	0	
18:15	2	0	0	0	0	2	2	4	0	0	0	4	4	2	0	0	0	0	2	2	
18:30	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	
18:45	2	0	0	0	0	2	2	1	0	0	0	1	1	2	0	0	0	0	2	2	
<b>H/TOT</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	
<b>P/TOT</b>	<b>30</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>37</b>	<b>41</b>	<b>36</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>12</b>	

**TRAFFINOMICS LIMITED**

**ORSTED OATFIELD WIND FARM TRAFFIC COUNTS  
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**OCTOBER 2023  
TRA/23/235**

SITE: 06

DATE: 17th October 2023

LOCATION: R471/R463 Cloonlara

DAY: Tuesday

TIME	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	0	0	0	0	0	0	0	9	1	0	2	0	12	15	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	8	1	0	2	0	11	14	1	0	0	1	0	2	3
07:30	0	0	0	0	0	0	0	8	3	0	0	0	11	11	1	0	0	0	0	1	1
07:45	0	0	0	0	0	0	0	18	6	0	3	0	27	31	4	1	0	0	0	5	5
<b>H/TOT</b>	0	0	0	0	0	0	0	43	11	0	7	0	61	70	6	1	0	1	0	8	9
08:00	0	0	0	0	0	0	0	20	3	0	3	0	26	30	3	0	0	0	0	3	3
08:15	0	0	0	0	0	0	0	16	5	0	4	3	28	36	2	0	0	0	0	2	2
08:30	0	0	0	0	0	0	0	19	3	1	2	0	25	28	6	0	0	1	1	8	10
08:45	0	0	0	0	0	0	0	20	2	0	2	0	24	27	10	0	0	0	1	11	12
<b>H/TOT</b>	0	0	0	0	0	0	0	75	13	1	11	3	103	121	21	0	0	1	2	24	27
09:00	0	0	0	0	0	0	0	19	1	0	2	0	22	25	1	1	0	0	0	2	2
09:15	0	0	1	0	0	1	2	14	4	0	3	0	21	25	4	0	0	0	0	4	4
09:30	0	0	0	0	0	0	0	10	3	0	4	0	17	22	1	1	0	0	1	3	4
09:45	0	0	0	0	0	0	0	8	7	3	1	0	19	22	0	0	0	0	0	0	0
<b>H/TOT</b>	0	0	1	0	0	1	2	51	15	3	10	0	79	94	6	2	0	0	1	9	10
<b>P/TOT</b>	0	0	1	0	0	1	2	169	39	4	28	3	243	284	33	3	0	2	3	41	47

TIME	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
16:00	1	0	0	0	0	1	1	22	4	0	0	1	27	28	2	1	0	0	0	3	3
16:15	0	0	0	0	0	0	0	37	8	0	2	1	48	52	3	0	0	0	0	3	3
16:30	0	1	0	0	0	1	1	36	2	1	0	0	39	40	6	0	0	1	0	7	8
16:45	2	0	0	0	0	2	2	32	7	0	2	0	41	44	3	2	1	0	0	6	7
<b>H/TOT</b>	3	1	0	0	0	4	4	127	21	1	4	2	155	163	14	3	1	1	0	19	21
17:00	0	0	0	0	0	0	0	32	6	2	1	0	41	43	4	0	0	0	0	4	4
17:15	1	0	0	0	0	1	1	53	8	1	1	0	63	65	2	0	0	0	0	2	2
17:30	3	1	0	0	0	4	4	52	6	1	0	0	59	60	2	1	0	0	0	3	3
17:45	1	0	0	0	0	1	1	40	6	0	0	0	46	46	6	0	0	0	0	6	6
<b>H/TOT</b>	5	1	0	0	0	6	6	177	26	4	2	0	209	214	14	1	0	0	0	15	15
18:00	0	0	0	0	0	0	0	41	7	0	0	0	48	48	3	1	0	0	0	4	4
18:15	1	0	0	0	0	1	1	36	0	0	0	0	36	36	6	0	1	0	0	7	8
18:30	3	0	0	0	0	3	3	21	2	0	0	0	23	23	6	0	0	0	0	6	6
18:45	1	0	0	0	0	1	1	25	2	0	1	0	28	29	1	1	0	0	0	2	2
<b>H/TOT</b>	5	0	0	0	0	5	5	123	11	0	1	0	135	136	16	2	1	0	0	19	20
<b>P/TOT</b>	13	2	0	0	0	15	15	427	58	5	7	2	499	513	44	6	2	1	0	53	55

**TRAFFINOMICS LIMITED**

**ORSTED OATFIELD WIND FARM TRAFFIC COUNTS  
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**OCTOBER 2023  
TRA/23/235**

SITE: 06

DATE: 17th October 2023

LOCATION: R471/R463 Cloonlara

DAY: Tuesday

TIME	MOVEMENT 7						PCU	MOVEMENT 8						PCU	MOVEMENT 9						PCU
	CAR	LGV	OGV1	OGV2	BUS	TOT		CAR	LGV	OGV1	OGV2	BUS	TOT		CAR	LGV	OGV1	OGV2	BUS	TOT	
07:00	4	0	0	0	0	4	4	2	0	0	0	0	2	2	4	1	0	0	0	5	5
07:15	1	0	0	0	0	1	1	3	0	0	0	0	3	3	8	0	0	0	0	8	8
07:30	3	2	0	0	1	6	7	2	0	0	0	0	2	2	10	0	0	0	0	10	10
07:45	6	0	0	0	0	6	6	1	1	0	0	0	2	2	14	2	0	0	0	16	16
<b>H/TOT</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>18</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>9</b>	<b>36</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>39</b>
08:00	7	0	0	0	0	7	7	5	0	0	0	0	5	5	20	2	0	4	1	27	33
08:15	5	1	0	0	0	6	6	2	0	0	0	0	2	2	16	1	0	0	1	18	19
08:30	7	0	0	0	0	7	7	2	0	0	0	0	2	2	9	0	0	0	0	9	9
08:45	8	0	0	0	0	8	8	5	0	0	0	0	5	5	17	3	1	0	0	21	22
<b>H/TOT</b>	<b>27</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>28</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>14</b>	<b>62</b>	<b>6</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>75</b>	<b>83</b>
09:00	8	0	0	0	1	9	10	4	1	0	0	1	6	7	16	0	0	3	0	19	23
09:15	3	0	1	0	0	4	5	2	0	0	0	0	2	2	11	1	0	0	1	13	14
09:30	5	0	0	0	0	5	5	0	0	0	0	0	0	0	6	2	1	0	0	9	10
09:45	5	0	0	0	0	5	5	0	2	0	0	0	2	2	3	0	2	2	0	7	11
<b>H/TOT</b>	<b>21</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>23</b>	<b>25</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>11</b>	<b>36</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>48</b>	<b>57</b>
<b>P/TOT</b>	<b>62</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>71</b>	<b>28</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>34</b>	<b>134</b>	<b>12</b>	<b>4</b>	<b>9</b>	<b>3</b>	<b>162</b>	<b>179</b>

TIME	MOVEMENT 7						PCU	MOVEMENT 8						PCU	MOVEMENT 9						PCU
	CAR	LGV	OGV1	OGV2	BUS	TOT		CAR	LGV	OGV1	OGV2	BUS	TOT		CAR	LGV	OGV1	OGV2	BUS	TOT	
16:00	5	0	0	0	0	5	5	4	0	0	0	0	4	4	7	1	0	0	0	8	8
16:15	3	0	0	0	0	3	3	3	0	0	0	0	3	3	5	0	0	1	1	7	9
16:30	3	2	0	0	1	6	7	8	0	0	0	0	8	8	5	1	1	2	0	9	12
16:45	2	0	0	0	0	2	2	4	0	0	0	0	4	4	7	0	0	0	0	7	7
<b>H/TOT</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>17</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>19</b>	<b>24</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>31</b>	<b>36</b>
17:00	3	0	1	0	1	5	7	2	1	0	0	0	3	3	12	1	0	0	0	13	13
17:15	2	1	0	0	1	4	5	4	0	0	0	0	4	4	9	1	0	0	0	10	10
17:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	4	0	0	0	0	4	4
17:45	3	0	0	0	0	3	3	0	0	0	0	0	0	0	5	2	0	0	0	7	7
<b>H/TOT</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>13</b>	<b>16</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>30</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>34</b>
18:00	3	0	0	0	0	3	3	2	0	0	0	0	2	2	3	0	0	0	0	3	3
18:15	4	0	0	0	0	4	4	1	0	1	0	0	2	3	7	2	0	0	1	10	11
18:30	4	0	0	0	0	4	4	7	0	0	0	0	7	7	6	2	1	0	0	9	10
18:45	3	0	0	0	0	3	3	2	1	0	0	0	3	3	3	1	0	0	0	4	4
<b>H/TOT</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>14</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>15</b>	<b>19</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>28</b>
<b>P/TOT</b>	<b>36</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>43</b>	<b>47</b>	<b>37</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>41</b>	<b>73</b>	<b>11</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>91</b>	<b>98</b>

**TRAFFINOMICS LIMITED**

**ORSTED OATFIELD WIND FARM TRAFFIC COUNTS  
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**OCTOBER 2023  
TRA/23/235**

SITE: 06

DATE: 17th October 2023

LOCATION: R471/R463 Cloonlara

DAY: Tuesday

TIME	MOVEMENT 10					TOT	PCU	MOVEMENT 11					TOT	PCU	MOVEMENT 12					TOT	PCU			
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS					
07:00	1	1	0	0	0	2	2	19	4	0	2	0	25	28	0	0	0	0	0	0	0	0	0	0
07:15	2	0	0	1	0	3	4	31	3	1	2	0	37	40	4	0	0	0	0	0	4	4	4	4
07:30	1	0	0	1	0	2	3	39	8	1	0	0	48	49	0	1	0	0	0	1	1	1	1	
07:45	15	1	1	2	2	21	26	57	8	1	1	2	69	73	3	2	0	0	0	5	5	5	5	
<b>H/TOT</b>	<b>19</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>28</b>	<b>36</b>	<b>146</b>	<b>23</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>179</b>	<b>189</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	
08:00	5	2	0	1	2	10	13	36	8	0	0	0	44	44	2	0	0	0	0	2	2	2	2	
08:15	10	1	0	2	0	13	16	47	1	0	2	0	50	53	3	0	0	0	0	3	3	3	3	
08:30	9	0	0	0	0	9	9	47	5	2	3	0	57	62	3	1	0	0	0	4	4	4	4	
08:45	14	0	0	0	0	14	14	33	3	0	2	0	38	41	1	1	0	0	0	2	2	2	2	
<b>H/TOT</b>	<b>38</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>46</b>	<b>52</b>	<b>163</b>	<b>17</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>189</b>	<b>199</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>	
09:00	6	1	1	0	0	8	9	30	4	0	1	0	35	36	2	0	0	0	0	2	2	2	2	
09:15	3	1	0	0	0	4	4	30	4	0	2	0	36	39	1	0	0	0	1	2	3	3	3	
09:30	4	0	0	2	0	6	9	37	8	0	2	0	47	50	2	0	0	0	0	2	2	2	2	
09:45	2	0	0	1	0	3	4	22	1	0	3	0	26	30	1	0	0	0	0	1	1	1	1	
<b>H/TOT</b>	<b>15</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>25</b>	<b>119</b>	<b>17</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>144</b>	<b>154</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>8</b>	<b>8</b>	<b>8</b>		
<b>P/TOT</b>	<b>72</b>	<b>7</b>	<b>2</b>	<b>10</b>	<b>4</b>	<b>95</b>	<b>113</b>	<b>428</b>	<b>57</b>	<b>5</b>	<b>20</b>	<b>2</b>	<b>512</b>	<b>543</b>	<b>22</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>28</b>	<b>29</b>	<b>29</b>	<b>29</b>	

TIME	MOVEMENT 10					TOT	PCU	MOVEMENT 11					TOT	PCU	MOVEMENT 12					TOT	PCU		
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS				
16:00	5	2	0	0	0	7	7	13	4	0	1	1	19	21	5	0	0	0	0	5	5	5	5
16:15	9	2	0	2	2	15	20	18	2	0	0	1	21	22	9	0	1	0	0	10	11	11	11
16:30	6	1	0	0	1	8	9	19	5	0	1	1	26	28	4	0	0	0	0	4	4	4	4
16:45	16	4	0	0	0	20	20	27	7	1	1	0	36	38	2	1	0	0	0	3	3	3	3
<b>H/TOT</b>	<b>36</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>50</b>	<b>56</b>	<b>77</b>	<b>18</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>102</b>	<b>109</b>	<b>20</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>23</b>	<b>23</b>	<b>23</b>	
17:00	9	0	0	1	0	10	11	12	2	0	0	0	14	14	1	0	0	0	0	1	1	1	1
17:15	12	3	0	0	0	15	15	26	7	0	0	0	33	33	4	1	0	0	0	5	5	5	5
17:30	19	4	0	0	0	23	23	24	0	0	0	0	24	24	1	0	0	0	0	1	1	1	1
17:45	6	0	1	0	0	7	8	20	2	0	0	0	22	22	2	0	0	0	0	2	2	2	2
<b>H/TOT</b>	<b>46</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>57</b>	<b>82</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>93</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>9</b>	
18:00	6	0	0	0	0	6	6	22	4	1	0	0	27	28	1	0	0	0	0	1	1	1	1
18:15	9	3	1	0	0	13	14	21	6	1	0	0	28	29	4	1	0	0	0	5	5	5	5
18:30	7	0	0	0	0	7	7	13	1	0	0	0	14	14	1	0	0	0	0	1	1	1	1
18:45	7	0	0	0	0	7	7	13	2	0	0	0	15	15	1	0	0	0	0	1	1	1	1
<b>H/TOT</b>	<b>29</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>34</b>	<b>69</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>85</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>	
<b>P/TOT</b>	<b>111</b>	<b>19</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>138</b>	<b>146</b>	<b>228</b>	<b>42</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>279</b>	<b>287</b>	<b>35</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>39</b>	<b>40</b>	<b>40</b>	<b>40</b>	

PCU's Through Junction
56
82
92
176
406
152
145
148
151
597
126
105
107
82
421
1423

PCU's Through Junction
92
131
123
132
479
104
150
129
106
489
101
117
77
70
364
1332

**TRAFFINOMICS LIMITED**

**ORSTED OATFIELD WIND FARM TRAFFIC COUNTS  
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**OCTOBER 2023  
TRA/23/235**

SITE: 07

DATE: 17th October 2023

LOCATION: R466/R463 O'Briensbridge

DAY: Tuesday

TIME	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	0	0	1	0	0	1	2	10	0	3	1	0	14	17	2	0	0	2	0	4	7
07:15	3	0	0	0	0	3	3	16	0	0	2	0	18	21	3	0	1	0	0	4	5
07:30	1	0	0	1	0	2	3	30	2	0	2	0	34	37	8	1	1	1	0	11	13
07:45	1	0	0	0	1	2	3	29	4	0	1	0	34	35	3	1	0	0	0	4	4
<b>H/TOT</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>8</b>	<b>11</b>	<b>85</b>	<b>6</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>100</b>	<b>109</b>	<b>16</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>28</b>
08:00	3	0	0	1	0	4	5	14	3	0	1	0	18	19	3	0	0	0	0	3	3
08:15	5	0	0	0	0	5	5	20	3	1	4	0	28	34	2	1	0	0	0	3	3
08:30	8	0	0	0	0	8	8	14	2	0	1	0	17	18	1	0	0	0	0	1	1
08:45	7	0	0	0	0	7	7	12	1	0	4	0	17	22	7	0	0	1	0	8	9
<b>H/TOT</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>25</b>	<b>60</b>	<b>9</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>80</b>	<b>94</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>16</b>
09:00	4	0	0	0	0	4	4	14	1	0	3	0	18	22	5	1	0	0	0	6	6
09:15	9	0	0	0	0	9	9	22	2	1	3	0	28	32	3	1	0	0	0	4	4
09:30	1	0	0	0	0	1	1	5	1	1	0	0	7	8	2	0	0	0	0	2	2
09:45	9	1	0	0	0	10	10	5	1	0	4	0	10	15	2	0	0	0	0	2	2
<b>H/TOT</b>	<b>23</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>24</b>	<b>46</b>	<b>5</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>63</b>	<b>77</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>14</b>
<b>P/TOT</b>	<b>51</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>56</b>	<b>60</b>	<b>191</b>	<b>20</b>	<b>6</b>	<b>26</b>	<b>0</b>	<b>243</b>	<b>280</b>	<b>41</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>52</b>	<b>58</b>

TIME	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
16:00	0	0	0	1	0	1	2	3	0	0	1	0	4	5	2	0	0	0	0	2	2
16:15	2	0	0	0	0	2	2	7	2	0	2	0	11	14	0	0	0	0	0	0	0
16:30	3	0	0	0	0	3	3	3	2	0	0	0	5	5	3	0	0	0	0	3	3
16:45	2	0	0	0	1	3	4	3	1	1	0	0	5	6	4	2	0	0	0	6	6
<b>H/TOT</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>9</b>	<b>11</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>29</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>11</b>
17:00	1	0	0	0	0	1	1	7	1	0	0	0	8	8	3	0	0	0	0	3	3
17:15	1	0	0	0	0	1	1	7	2	0	0	0	9	9	3	0	0	0	0	3	3
17:30	1	0	0	0	0	1	1	1	2	0	2	0	5	8	3	0	0	0	0	3	3
17:45	3	0	0	0	0	3	3	6	3	0	0	0	9	9	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>21</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>34</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>9</b>
18:00	5	0	0	0	0	5	5	5	2	0	1	0	8	9	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	5	2	0	1	0	8	9	1	0	0	0	0	1	1
18:30	2	0	0	0	0	2	2	4	1	0	0	0	5	5	1	0	0	0	0	1	1
18:45	6	1	0	0	0	7	7	2	0	0	0	0	2	2	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>14</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>26</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>
<b>P/TOT</b>	<b>26</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>29</b>	<b>31</b>	<b>53</b>	<b>18</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>79</b>	<b>89</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>22</b>



**ORSTED OATFIELD WIND FARM TRAFFIC COUNTS  
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**OCTOBER 2023  
TRA/23/235**

SITE: 07

DATE: 17th October 2023

LOCATION: R466/R463 O'Briensbridge

DAY: Tuesday

TIME	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	1	0	0	0	0	1	1	6	0	0	2	0	8	11	8	2	0	2	0	12	15
07:15	2	0	0	1	0	3	4	10	0	0	1	0	11	12	13	0	0	0	0	13	13
07:30	0	0	0	0	0	0	0	7	0	0	1	0	8	9	18	1	0	0	0	19	19
07:45	1	0	0	0	0	1	1	9	1	0	2	0	12	15	36	4	0	0	0	40	40
<b>H/TOT</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>32</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>39</b>	<b>47</b>	<b>75</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>84</b>	<b>87</b>
08:00	2	0	0	0	0	2	2	11	3	0	4	2	20	27	31	1	0	2	0	34	37
08:15	2	0	0	1	0	3	4	13	3	0	0	2	18	20	38	4	0	5	1	48	56
08:30	1	0	0	0	0	1	1	14	1	0	1	1	17	19	23	2	0	1	0	26	27
08:45	1	0	1	0	0	2	3	17	0	1	2	0	20	23	28	3	1	0	0	32	33
<b>H/TOT</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>10</b>	<b>55</b>	<b>7</b>	<b>1</b>	<b>7</b>	<b>5</b>	<b>75</b>	<b>90</b>	<b>120</b>	<b>10</b>	<b>1</b>	<b>8</b>	<b>1</b>	<b>140</b>	<b>152</b>
09:00	8	0	0	0	1	9	10	15	0	0	1	0	16	17	22	1	0	4	0	27	32
09:15	4	0	0	0	0	4	4	11	2	1	0	0	14	15	19	1	1	1	0	22	24
09:30	1	0	1	0	0	2	3	5	2	0	2	0	9	12	15	3	1	2	0	21	24
09:45	0	0	0	0	0	0	0	7	4	1	1	0	13	15	7	1	2	1	0	11	13
<b>H/TOT</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>17</b>	<b>38</b>	<b>8</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>52</b>	<b>58</b>	<b>63</b>	<b>6</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>81</b>	<b>93</b>
<b>P/TOT</b>	<b>23</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>28</b>	<b>33</b>	<b>125</b>	<b>16</b>	<b>3</b>	<b>17</b>	<b>5</b>	<b>166</b>	<b>195</b>	<b>258</b>	<b>23</b>	<b>5</b>	<b>18</b>	<b>1</b>	<b>305</b>	<b>332</b>

TIME	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
16:00	0	0	0	0	0	0	0	17	2	0	1	1	21	23	11	2	0	1	0	14	15
16:15	2	0	0	1	0	3	4	29	3	0	2	2	36	41	18	4	0	0	0	22	22
16:30	0	0	0	0	0	0	0	22	0	0	0	0	22	22	20	2	1	2	0	25	28
16:45	3	0	0	0	0	3	3	13	6	2	1	0	22	24	14	3	0	1	0	18	19
<b>H/TOT</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>7</b>	<b>81</b>	<b>11</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>101</b>	<b>110</b>	<b>63</b>	<b>11</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>79</b>	<b>85</b>
17:00	2	0	1	0	0	3	4	25	5	1	1	0	32	34	25	3	0	0	0	28	28
17:15	5	2	0	0	0	7	7	23	3	0	0	0	26	26	31	2	0	0	0	33	33
17:30	7	1	0	0	0	8	8	44	4	0	1	0	49	50	20	3	0	0	0	23	23
17:45	4	0	0	0	0	4	4	28	2	0	0	0	30	30	18	4	0	2	0	24	27
<b>H/TOT</b>	<b>18</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>23</b>	<b>120</b>	<b>14</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>137</b>	<b>140</b>	<b>94</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>108</b>	<b>111</b>
18:00	2	0	0	0	0	2	2	23	4	0	0	0	27	27	22	4	0	0	0	26	26
18:15	1	0	0	0	0	1	1	29	1	0	0	0	30	30	13	0	0	0	0	13	13
18:30	1	0	0	0	0	1	1	13	2	0	0	1	16	17	9	1	0	0	0	10	10
18:45	5	0	0	1	0	6	7	22	2	0	0	0	24	24	11	2	0	0	0	13	13
<b>H/TOT</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>11</b>	<b>87</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>97</b>	<b>98</b>	<b>55</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>62</b>
<b>P/TOT</b>	<b>32</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>38</b>	<b>41</b>	<b>288</b>	<b>34</b>	<b>3</b>	<b>6</b>	<b>4</b>	<b>335</b>	<b>348</b>	<b>212</b>	<b>30</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>249</b>	<b>257</b>

**TRAFFINOMICS LIMITED**

**ORSTED OATFIELD WIND FARM TRAFFIC COUNTS  
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**OCTOBER 2023  
TRA/23/235**

SITE: 07

DATE: 17th October 2023

LOCATION: R466/R463 O'Briensbridge

DAY: Tuesday

TIME	MOVEMENT 7							MOVEMENT 8							MOVEMENT 9						
	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	8	1	0	0	0	9	9	1	0	0	1	0	2	3	10	2	0	0	0	12	12
07:15	5	1	1	2	0	9	12	2	0	1	0	0	3	4	5	0	1	0	0	6	7
07:30	19	2	0	1	1	23	25	4	2	0	3	0	9	13	6	3	0	0	0	9	9
07:45	19	6	0	1	1	27	29	1	1	0	2	0	4	7	13	1	0	0	0	14	14
<b>H/TOT</b>	<b>51</b>	<b>10</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>68</b>	<b>76</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>18</b>	<b>26</b>	<b>34</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>42</b>
08:00	13	3	0	1	0	17	18	6	2	0	2	0	10	13	7	1	0	0	1	9	10
08:15	25	1	0	2	0	28	31	3	0	0	6	0	9	17	18	1	0	0	0	19	19
08:30	19	2	0	0	0	21	21	3	0	1	0	0	4	5	17	1	0	0	0	18	18
08:45	15	2	0	1	1	19	21	7	4	0	1	0	12	13	25	2	0	1	0	28	29
<b>H/TOT</b>	<b>72</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>85</b>	<b>91</b>	<b>19</b>	<b>6</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>35</b>	<b>47</b>	<b>67</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>74</b>	<b>76</b>
09:00	17	2	0	0	0	19	19	12	1	0	3	0	16	20	10	3	0	0	0	13	13
09:15	9	5	0	1	0	15	16	3	1	0	3	0	7	11	8	2	0	0	2	12	14
09:30	10	2	1	3	0	16	20	2	1	0	3	0	6	10	9	1	0	0	2	12	14
09:45	9	2	1	4	0	16	22	3	1	0	1	0	5	6	7	1	2	0	0	10	11
<b>H/TOT</b>	<b>45</b>	<b>11</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>66</b>	<b>77</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>34</b>	<b>47</b>	<b>34</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>47</b>	<b>52</b>
<b>P/TOT</b>	<b>168</b>	<b>29</b>	<b>3</b>	<b>16</b>	<b>3</b>	<b>219</b>	<b>244</b>	<b>47</b>	<b>13</b>	<b>2</b>	<b>25</b>	<b>0</b>	<b>87</b>	<b>121</b>	<b>135</b>	<b>18</b>	<b>3</b>	<b>1</b>	<b>5</b>	<b>162</b>	<b>170</b>

TIME	MOVEMENT 7							MOVEMENT 8							MOVEMENT 9						
	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
16:00	15	0	1	3	0	19	23	15	3	0	0	0	18	18	20	3	0	0	0	23	23
16:15	23	3	0	0	2	28	30	5	1	2	1	1	10	13	20	4	0	1	1	26	28
16:30	18	7	2	1	0	28	30	12	3	0	0	0	15	15	28	4	1	5	0	38	45
16:45	13	4	0	1	0	18	19	14	1	0	1	0	16	17	24	4	0	0	0	28	28
<b>H/TOT</b>	<b>69</b>	<b>14</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>93</b>	<b>103</b>	<b>46</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>59</b>	<b>64</b>	<b>92</b>	<b>15</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>115</b>	<b>124</b>
17:00	20	6	0	0	0	26	26	18	6	0	0	0	24	24	34	7	0	0	0	41	41
17:15	20	2	0	0	0	22	22	26	5	0	0	0	31	31	37	5	0	0	0	42	42
17:30	17	1	0	0	0	18	18	17	3	0	0	0	20	20	42	7	1	0	0	50	51
17:45	21	3	0	0	0	24	24	17	1	0	0	0	18	18	37	2	0	0	1	40	41
<b>H/TOT</b>	<b>78</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>90</b>	<b>78</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>93</b>	<b>150</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>173</b>	<b>175</b>
18:00	25	2	1	0	0	28	29	12	1	0	0	0	13	13	33	2	0	0	0	35	35
18:15	15	4	1	0	0	20	21	17	0	0	0	0	17	17	24	6	0	0	0	30	30
18:30	14	1	0	1	0	16	17	15	1	0	0	0	16	16	19	4	0	0	1	24	25
18:45	17	0	0	0	0	17	17	12	2	0	0	0	14	14	21	1	0	0	0	22	22
<b>H/TOT</b>	<b>71</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>83</b>	<b>56</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>60</b>	<b>97</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>111</b>	<b>112</b>
<b>P/TOT</b>	<b>218</b>	<b>33</b>	<b>5</b>	<b>6</b>	<b>2</b>	<b>264</b>	<b>276</b>	<b>180</b>	<b>27</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>212</b>	<b>217</b>	<b>339</b>	<b>49</b>	<b>2</b>	<b>6</b>	<b>3</b>	<b>399</b>	<b>411</b>

**TRAFFINOMICS LIMITED**

**ORSTED OATFIELD WIND FARM TRAFFIC COUNTS  
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**OCTOBER 2023  
TRA/23/235**

SITE: 07

DATE: 17th October 2023

LOCATION: R466/R463 O'Briensbridge

DAY: Tuesday

TIME	MOVEMENT 10							MOVEMENT 11							MOVEMENT 12						
	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	20	0	2	1	0	23	25	20	1	0	0	0	21	21	2	0	0	1	0	3	4
07:15	27	4	0	3	0	34	38	17	0	0	1	0	18	19	0	0	0	1	0	1	2
07:30	39	6	1	0	1	47	49	27	1	0	0	1	29	30	2	0	1	0	0	3	4
07:45	29	2	1	0	2	34	37	29	3	0	1	3	36	40	1	0	0	0	0	1	1
<b>H/TOT</b>	<b>115</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>138</b>	<b>148</b>	<b>93</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>104</b>	<b>111</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>11</b>
08:00	22	4	1	0	0	27	28	25	4	0	0	1	30	31	1	0	0	0	0	1	1
08:15	29	1	0	0	0	30	30	35	0	1	2	0	38	41	1	1	0	0	0	2	2
08:30	25	3	0	0	0	28	28	23	2	3	1	0	29	32	3	1	0	0	0	4	4
08:45	34	5	0	0	1	40	41	20	1	0	0	0	21	21	3	1	0	0	0	4	4
<b>H/TOT</b>	<b>110</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>125</b>	<b>127</b>	<b>103</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>118</b>	<b>125</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>11</b>
09:00	21	3	0	1	0	25	26	22	0	0	2	0	24	27	11	1	0	0	0	12	12
09:15	34	6	0	0	0	40	40	27	1	0	0	0	28	28	1	0	0	0	0	1	1
09:30	20	3	0	0	0	23	23	19	2	0	1	0	22	23	3	1	0	0	0	4	4
09:45	12	1	0	0	1	14	15	14	0	0	2	1	17	21	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>87</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>102</b>	<b>104</b>	<b>82</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>91</b>	<b>99</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17</b>
<b>P/TOT</b>	<b>312</b>	<b>38</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>365</b>	<b>379</b>	<b>278</b>	<b>15</b>	<b>4</b>	<b>10</b>	<b>6</b>	<b>313</b>	<b>334</b>	<b>28</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>36</b>	<b>39</b>

TIME	MOVEMENT 10							MOVEMENT 11							MOVEMENT 12						
	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
16:00	8	1	1	0	1	11	13	7	4	0	0	2	13	15	9	1	1	0	1	12	14
16:15	19	3	0	0	2	24	26	15	1	1	0	1	18	20	3	0	0	0	0	3	3
16:30	16	1	0	0	0	17	17	18	5	0	0	1	24	25	2	0	0	0	0	2	2
16:45	4	1	0	0	0	5	5	11	1	1	0	0	13	14	1	0	0	0	0	1	1
<b>H/TOT</b>	<b>47</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>57</b>	<b>61</b>	<b>51</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>68</b>	<b>73</b>	<b>15</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>20</b>
17:00	17	1	0	0	0	18	18	11	1	0	0	0	12	12	7	0	0	0	0	7	7
17:15	16	4	0	1	0	21	22	19	3	0	0	0	22	22	4	0	0	0	0	4	4
17:30	11	2	0	0	0	13	13	15	1	1	0	0	17	18	1	0	0	0	0	1	1
17:45	8	4	0	1	0	13	14	13	1	0	0	0	14	14	4	0	0	0	0	4	4
<b>H/TOT</b>	<b>52</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>65</b>	<b>68</b>	<b>58</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>66</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>16</b>
18:00	13	3	1	0	0	17	18	20	4	0	0	0	24	24	1	0	0	0	0	1	1
18:15	14	1	0	0	0	15	15	19	2	0	0	1	22	23	3	1	0	0	0	4	4
18:30	8	1	0	0	0	9	9	12	0	0	0	0	12	12	4	1	0	0	0	5	5
18:45	7	0	1	0	0	8	9	7	0	0	0	0	7	7	1	0	0	0	0	1	1
<b>H/TOT</b>	<b>42</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>50</b>	<b>58</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>66</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>11</b>
<b>P/TOT</b>	<b>141</b>	<b>22</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>171</b>	<b>178</b>	<b>167</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>198</b>	<b>205</b>	<b>40</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>45</b>	<b>47</b>

PCU's Through Junction
126
139
210
226
701
194
261
182
227
864
208
198
143
130
679
2244

PCU's Through Junction
154
203
195
146
698
205
222
213
188
828
188
164
120
123
595
2121

**TRAFFINOMICS LIMITED**

**ORSTED OATFIELD WIND FARM TRAFFIC COUNTS  
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**OCTOBER 2023  
TRA/23/235**

SITE: 08

DATE: 17th October 2023

LOCATION: R466/An Tsraid Mhor, O'briensbridge

DAY: Tuesday

TIME	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	0	0	0	0	0	0	0	34	6	0	2	0	42	45	14	3	0	2	0	19	22
07:15	0	0	0	0	0	0	0	53	7	1	5	0	66	73	11	6	2	1	0	20	22
07:30	0	0	0	0	0	0	0	85	9	1	3	1	99	104	19	7	1	3	1	31	36
07:45	0	0	0	0	0	0	0	86	7	1	2	2	98	103	32	8	0	4	1	45	51
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>258</b>	<b>29</b>	<b>3</b>	<b>12</b>	<b>3</b>	<b>305</b>	<b>325</b>	<b>76</b>	<b>24</b>	<b>3</b>	<b>10</b>	<b>2</b>	<b>115</b>	<b>132</b>
08:00	1	0	0	0	0	1	1	83	11	0	0	0	94	94	30	4	0	2	1	37	41
08:15	1	0	0	0	0	1	1	69	6	0	10	0	85	98	40	2	0	7	0	49	58
08:30	0	0	0	0	0	0	0	70	9	0	5	1	85	93	42	4	1	2	0	49	52
08:45	0	1	1	0	0	2	3	69	7	0	3	1	80	85	41	8	0	2	0	51	54
<b>H/TOT</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>291</b>	<b>33</b>	<b>0</b>	<b>18</b>	<b>2</b>	<b>344</b>	<b>369</b>	<b>153</b>	<b>18</b>	<b>1</b>	<b>13</b>	<b>1</b>	<b>186</b>	<b>204</b>
09:00	1	0	0	0	0	1	1	54	6	0	8	0	68	78	37	3	1	3	1	45	50
09:15	1	1	0	0	0	2	2	71	5	1	4	1	82	89	19	8	0	5	1	33	41
09:30	1	0	0	0	0	1	1	51	7	2	2	0	62	66	29	2	1	6	2	40	50
09:45	0	1	0	0	0	1	1	33	4	2	6	0	45	54	11	4	2	4	1	22	29
<b>H/TOT</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>209</b>	<b>22</b>	<b>5</b>	<b>20</b>	<b>1</b>	<b>257</b>	<b>287</b>	<b>96</b>	<b>17</b>	<b>4</b>	<b>18</b>	<b>5</b>	<b>140</b>	<b>170</b>
<b>P/TOT</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>10</b>	<b>758</b>	<b>84</b>	<b>8</b>	<b>50</b>	<b>6</b>	<b>906</b>	<b>981</b>	<b>325</b>	<b>59</b>	<b>8</b>	<b>41</b>	<b>8</b>	<b>441</b>	<b>506</b>

TIME	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
16:00	0	0	0	0	0	0	0	25	1	1	1	1	29	32	43	11	2	2	0	58	62
16:15	1	0	0	0	0	1	1	31	12	0	2	2	47	52	50	7	0	3	3	63	70
16:30	2	0	0	0	0	2	2	32	6	0	3	0	41	45	55	9	3	6	1	74	84
16:45	1	1	0	0	0	2	2	25	4	1	1	0	31	33	58	15	1	2	0	76	79
<b>H/TOT</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>113</b>	<b>23</b>	<b>2</b>	<b>7</b>	<b>3</b>	<b>148</b>	<b>161</b>	<b>206</b>	<b>42</b>	<b>6</b>	<b>13</b>	<b>4</b>	<b>271</b>	<b>295</b>
17:00	1	0	0	0	0	1	1	31	2	1	1	0	35	37	67	14	0	0	0	81	81
17:15	1	1	0	0	0	2	2	52	7	0	1	0	60	61	89	16	0	0	0	105	105
17:30	2	0	0	0	0	2	2	35	6	0	1	0	42	43	63	12	1	0	0	76	77
17:45	2	0	0	0	0	2	2	31	11	0	3	0	45	49	75	8	0	0	1	84	85
<b>H/TOT</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>149</b>	<b>26</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>182</b>	<b>190</b>	<b>294</b>	<b>50</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>346</b>	<b>348</b>
18:00	0	0	0	0	0	0	0	26	11	1	0	0	38	39	66	5	1	0	0	72	73
18:15	3	0	0	0	0	3	3	37	3	0	2	0	42	45	67	7	0	0	0	74	74
18:30	3	1	0	0	0	4	4	22	4	0	0	0	26	26	41	6	1	1	1	50	53
18:45	2	0	0	0	0	2	2	15	1	1	0	0	17	18	51	5	0	0	0	56	56
<b>H/TOT</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>9</b>	<b>100</b>	<b>19</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>123</b>	<b>127</b>	<b>225</b>	<b>23</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>252</b>	<b>255</b>
<b>P/TOT</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>21</b>	<b>362</b>	<b>68</b>	<b>5</b>	<b>15</b>	<b>3</b>	<b>453</b>	<b>478</b>	<b>725</b>	<b>115</b>	<b>9</b>	<b>14</b>	<b>6</b>	<b>869</b>	<b>898</b>

**TRAFFINOMICS LIMITED**

**ORSTED OATFIELD WIND FARM TRAFFIC COUNTS  
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**OCTOBER 2023  
TRA/23/235**

SITE: 08

DATE: 17th October 2023

LOCATION: R466/An Tsraid Mhor, O'briensbridge

DAY: Tuesday

TIME	MOVEMENT 4						PCU	MOVEMENT 5						PCU	MOVEMENT 6						PCU
	CAR	LGV	OGV1	OGV2	BUS	TOT		CAR	LGV	OGV1	OGV2	BUS	TOT		CAR	LGV	OGV1	OGV2	BUS	TOT	
07:00	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
07:15	1	0	0	0	0	1	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	2	0	0	0	0	2	2	2	0	0	0	0	0	2
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
08:00	0	1	0	0	0	1	1	5	0	0	0	0	5	5	0	2	0	0	0	0	2
08:15	0	1	0	0	0	1	1	2	0	0	0	0	2	2	2	0	0	0	0	0	2
08:30	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0
08:45	1	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	2
<b>H/TOT</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
09:00	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
09:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	1	0	0	0	0	1	1	2	1	0	0	0	0	3
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
<b>P/TOT</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>19</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>

TIME	MOVEMENT 4						PCU	MOVEMENT 5						PCU	MOVEMENT 6						PCU
	CAR	LGV	OGV1	OGV2	BUS	TOT		CAR	LGV	OGV1	OGV2	BUS	TOT		CAR	LGV	OGV1	OGV2	BUS	TOT	
16:00	0	0	0	0	0	0	0	1	1	0	0	0	2	2	3	0	0	0	0	0	3
16:15	1	0	0	0	0	1	1	2	0	0	0	0	2	2	0	0	0	0	0	0	0
16:30	1	0	0	0	0	1	1	1	0	0	0	0	1	1	1	0	0	0	0	0	1
16:45	2	0	0	0	0	2	2	1	0	0	0	0	1	1	1	1	0	0	0	0	2
<b>H/TOT</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
17:00	1	0	0	0	0	1	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0
17:15	1	1	0	0	0	2	2	0	0	0	0	0	0	0	1	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
17:45	0	1	0	0	0	1	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
18:00	2	0	0	0	0	2	2	0	0	0	0	0	0	0	1	0	0	0	0	0	1
18:15	3	0	0	0	0	3	3	0	0	0	0	0	0	0	1	0	0	0	0	0	1
18:30	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1
18:45	2	0	0	0	0	2	2	1	0	0	0	0	1	1	4	0	0	0	0	0	4
<b>H/TOT</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
<b>P/TOT</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>9</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>

PCU's Through Junction
68
97
142
158
466
144
162
148
144
597
131
132
118
88
469
1532

PCU's Through Junction
98
126
134
119
477
121
171
124
138
554
114
126
86
83
408
1439

**TRAFFINOMICS LIMITED**

**ORSTED OATFIELD WIND FARM TRAFFIC COUNTS  
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**OCTOBER 2023  
TRA/23/235**

SITE: 09

DATE: 17th October 2023

LOCATION: R466/R445/R504 Birdhill

DAY: Tuesday

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	1	2	0	0	0	3	3	16	0	0	0	1	17	18	2	1	0	0	0	3	3
07:15	3	1	1	0	1	6	8	17	1	1	0	0	19	20	8	3	0	0	0	11	11
07:30	4	3	1	0	0	8	9	28	3	0	0	0	31	31	9	4	0	0	1	14	15
07:45	9	2	4	0	0	15	17	35	4	2	3	1	45	51	5	3	0	0	0	8	8
<b>H/TOT</b>	<b>17</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>32</b>	<b>36</b>	<b>96</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>112</b>	<b>119</b>	<b>24</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>36</b>	<b>37</b>
08:00	16	5	1	0	0	22	23	22	5	1	2	3	33	39	14	1	1	1	0	17	19
08:15	17	2	0	0	0	19	19	28	5	0	0	3	36	39	16	0	0	0	0	16	16
08:30	18	5	0	0	0	23	23	26	1	0	3	0	30	34	10	5	0	0	0	15	15
08:45	22	4	0	0	0	26	26	25	3	1	4	2	35	43	10	2	0	0	0	12	12
<b>H/TOT</b>	<b>73</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>91</b>	<b>101</b>	<b>14</b>	<b>2</b>	<b>9</b>	<b>8</b>	<b>134</b>	<b>155</b>	<b>50</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>62</b>
09:00	6	3	0	0	0	9	9	21	2	1	2	1	27	31	7	2	1	0	0	10	11
09:15	7	1	0	0	0	8	8	19	2	3	2	0	26	30	9	1	0	0	1	11	12
09:30	5	4	2	1	0	12	14	12	4	1	3	0	20	24	5	0	0	1	0	6	7
09:45	6	2	0	0	0	8	8	14	1	2	3	1	21	27	6	2	0	0	0	8	8
<b>H/TOT</b>	<b>24</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>37</b>	<b>39</b>	<b>66</b>	<b>9</b>	<b>7</b>	<b>10</b>	<b>2</b>	<b>94</b>	<b>113</b>	<b>27</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>35</b>	<b>38</b>
<b>P/TOT</b>	<b>114</b>	<b>34</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>159</b>	<b>166</b>	<b>263</b>	<b>31</b>	<b>12</b>	<b>22</b>	<b>12</b>	<b>340</b>	<b>387</b>	<b>101</b>	<b>24</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>131</b>	<b>137</b>

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
16:00	10	0	0	0	0	10	10	8	1	1	3	1	14	19	4	3	1	0	0	8	9
16:15	9	2	0	0	0	11	11	11	2	1	0	0	14	15	12	2	1	0	1	16	18
16:30	21	2	0	0	0	23	23	8	2	1	0	1	12	14	11	1	0	1	0	13	14
16:45	10	3	0	0	0	13	13	14	2	4	2	0	22	27	11	2	0	1	0	14	15
<b>H/TOT</b>	<b>50</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>57</b>	<b>41</b>	<b>7</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>62</b>	<b>74</b>	<b>38</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>51</b>	<b>56</b>
17:00	23	5	0	0	0	28	28	20	4	0	1	0	25	26	9	3	0	0	0	12	12
17:15	8	5	0	0	1	14	15	12	3	1	2	0	18	21	11	2	0	0	0	13	13
17:30	13	0	1	0	0	14	15	17	1	2	2	0	22	26	6	2	0	0	0	8	8
17:45	12	1	0	0	0	13	13	13	0	0	0	0	13	13	16	0	0	0	0	16	16
<b>H/TOT</b>	<b>56</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>71</b>	<b>62</b>	<b>8</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>78</b>	<b>86</b>	<b>42</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>49</b>
18:00	12	1	0	0	0	13	13	12	2	0	0	0	14	14	10	5	0	0	0	15	15
18:15	12	2	1	0	0	15	16	9	1	1	1	0	12	14	9	1	0	0	0	10	10
18:30	8	0	0	0	0	8	8	12	0	0	1	0	13	14	7	2	0	0	0	9	9
18:45	6	0	0	0	0	6	6	7	1	0	1	0	9	10	3	0	0	0	0	3	3
<b>H/TOT</b>	<b>38</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>43</b>	<b>40</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>48</b>	<b>52</b>	<b>29</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>37</b>
<b>P/TOT</b>	<b>144</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>168</b>	<b>170</b>	<b>143</b>	<b>19</b>	<b>11</b>	<b>13</b>	<b>2</b>	<b>188</b>	<b>212</b>	<b>109</b>	<b>23</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>137</b>	<b>142</b>



**TRAFFINOMICS LIMITED**

**ORSTED OATFIELD WIND FARM TRAFFIC COUNTS  
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**OCTOBER 2023  
TRA/23/235**

SITE: 09

DATE: 17th October 2023

LOCATION: R466/R445/R504 Birdhill

DAY: Tuesday

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU	
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			
07:00	7	1	0	0	1	9	10	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:15	3	2	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	8	3	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	14	1	1	0	0	16	17	3	0	1	0	0	4	5	1	0	0	0	1	2	3	
<b>H/TOT</b>	<b>32</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>41</b>	<b>43</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>4</b>		
08:00	11	0	0	0	0	11	11	2	0	0	0	2	2	0	0	0	0	0	0	0	0	
08:15	15	0	0	0	0	15	15	0	0	0	1	1	2	0	0	0	0	1	1	2		
08:30	13	2	0	1	0	16	17	1	0	0	0	1	1	0	0	0	0	0	0	0		
08:45	9	2	1	0	0	12	13	0	0	0	0	0	0	2	0	0	0	0	2	2		
<b>H/TOT</b>	<b>48</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>56</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>4</b>		
09:00	5	5	0	1	0	11	12	3	0	0	0	3	3	0	0	0	0	0	0	0		
09:15	9	2	0	0	0	11	11	0	0	0	0	0	0	1	0	0	0	1	2	3		
09:30	9	3	0	0	0	12	12	0	0	0	0	0	0	2	0	0	0	0	2	2		
09:45	5	4	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>H/TOT</b>	<b>28</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>43</b>	<b>44</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>5</b>		
<b>P/TOT</b>	<b>108</b>	<b>25</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>138</b>	<b>143</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>11</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>10</b>	<b>13</b>		

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
16:00	7	0	0	0	0	7	7	1	0	0	0	1	1	1	2	0	0	0	3	3	
16:15	6	6	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:30	6	3	0	0	0	9	9	0	0	0	0	0	0	1	0	0	0	1	2	3	
16:45	10	3	1	1	0	15	17	0	0	0	0	0	0	1	0	0	0	0	1	1	
<b>H/TOT</b>	<b>29</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>43</b>	<b>45</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>7</b>	
17:00	8	4	0	0	0	12	12	0	0	0	0	0	0	0	0	0	1	0	1	2	
17:15	22	6	0	0	0	28	28	4	0	0	0	4	4	1	0	0	0	0	1	1	
17:30	13	2	0	0	0	15	15	1	1	0	0	2	2	1	0	0	0	0	1	1	
17:45	6	3	0	1	0	10	11	1	0	0	0	1	1	2	0	0	0	0	2	2	
<b>H/TOT</b>	<b>49</b>	<b>15</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>66</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>6</b>	
18:00	9	3	0	0	0	12	12	0	2	0	0	2	2	1	0	0	0	0	1	1	
18:15	11	2	0	2	0	15	18	4	0	0	0	4	4	0	0	0	0	0	0	0	
18:30	4	0	0	0	0	4	4	1	0	0	0	1	1	3	0	0	0	0	3	3	
18:45	5	1	0	0	0	6	6	1	0	0	0	1	1	1	0	0	0	0	1	1	
<b>H/TOT</b>	<b>29</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>37</b>	<b>40</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	
<b>P/TOT</b>	<b>107</b>	<b>33</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>145</b>	<b>151</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>16</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>16</b>	<b>18</b>	

**TRAFFINOMICS LIMITED**

**ORSTED OATFIELD WIND FARM TRAFFIC COUNTS  
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**OCTOBER 2023  
TRA/23/235**

SITE: 09

DATE: 17th October 2023

LOCATION: R466/R445/R504 Birdhill

DAY: Tuesday

TIME	MOVEMENT 7							MOVEMENT 8							MOVEMENT 9						
	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	0	0	0	0	0	0	0	1	1	1	0	0	3	4	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	3	2	2	2	0	9	13	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	4	3	0	2	1	10	14	0	0	0	0	0	0	0
07:45	1	1	0	0	0	2	2	7	1	0	1	1	10	12	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>32</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
08:00	1	1	0	0	0	2	2	10	2	2	1	0	15	17	0	0	0	0	0	0	0
08:15	2	0	0	0	1	3	4	16	3	0	1	0	20	21	1	0	0	0	0	1	1
08:30	0	0	0	0	0	0	0	13	2	0	6	0	21	29	0	0	0	0	0	0	0
08:45	1	0	0	0	0	1	1	9	3	0	1	0	13	14	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>7</b>	<b>48</b>	<b>10</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>69</b>	<b>82</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>
09:00	2	0	0	0	0	2	2	16	2	0	2	0	20	23	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	16	3	2	1	1	23	26	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	17	1	0	4	1	23	29	0	0	0	0	0	0	0
09:45	3	0	0	0	0	3	3	15	0	1	1	0	17	19	1	0	0	0	0	1	1
<b>H/TOT</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>64</b>	<b>6</b>	<b>3</b>	<b>8</b>	<b>2</b>	<b>83</b>	<b>97</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>
<b>P/TOT</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>14</b>	<b>127</b>	<b>23</b>	<b>8</b>	<b>22</b>	<b>4</b>	<b>184</b>	<b>221</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>

TIME	MOVEMENT 7							MOVEMENT 8							MOVEMENT 9						
	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
16:00	0	0	0	0	0	0	0	24	5	2	0	0	31	32	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	27	4	0	0	0	31	31	0	0	0	0	0	0	0
16:30	0	1	0	0	0	1	1	30	2	1	0	1	34	36	1	0	0	0	0	1	1
16:45	3	0	1	0	0	4	5	33	6	1	1	1	42	45	2	0	0	0	0	2	2
<b>H/TOT</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>114</b>	<b>17</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>138</b>	<b>143</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>
17:00	1	0	0	0	0	1	1	29	5	0	1	1	36	38	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	33	2	1	0	0	36	37	0	0	0	0	0	0	0
17:30	2	0	0	0	0	2	2	29	1	0	0	0	30	30	0	0	0	0	0	0	0
17:45	1	0	0	0	0	1	1	24	4	0	1	0	29	30	1	0	0	0	0	1	1
<b>H/TOT</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>115</b>	<b>12</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>131</b>	<b>135</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>
18:00	1	0	0	0	0	1	1	31	3	1	1	0	36	38	2	0	0	0	0	2	2
18:15	0	0	0	0	0	0	0	23	0	0	2	1	26	30	0	0	0	0	0	0	0
18:30	2	0	0	0	0	2	2	21	2	0	1	0	24	25	0	0	0	0	0	0	0
18:45	1	0	0	0	0	1	1	19	2	0	0	1	22	23	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>94</b>	<b>7</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>108</b>	<b>116</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>
<b>P/TOT</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>14</b>	<b>323</b>	<b>36</b>	<b>6</b>	<b>7</b>	<b>5</b>	<b>377</b>	<b>394</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>

**TRAFFINOMICS LIMITED**

**ORSTED OATFIELD WIND FARM TRAFFIC COUNTS  
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**OCTOBER 2023  
TRA/23/235**

SITE: 09

DATE: 17th October 2023

LOCATION: R466/R445/R504 Birdhill

DAY: Tuesday

TIME	MOVEMENT 10					TOT	PCU	MOVEMENT 11					TOT	PCU	MOVEMENT 12					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	0	0	0	0	0	0	0	1	0	0	0	0	1	1	7	0	0	1	0	8	9
07:15	0	0	0	0	0	0	0	1	0	0	0	0	1	1	5	2	1	0	0	8	9
07:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	6	2	1	0	1	10	12
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	3	0	0	1	20	21
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>34</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>46</b>	<b>50</b>
08:00	1	0	0	0	0	1	1	3	0	0	0	0	3	3	12	1	0	2	1	16	20
08:15	0	0	0	0	0	0	0	2	0	0	0	1	3	4	22	2	0	0	0	24	24
08:30	0	0	0	0	0	0	0	1	1	0	0	0	2	2	24	1	1	1	0	27	29
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	4	0	0	0	22	22
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>9</b>	<b>76</b>	<b>8</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>89</b>	<b>94</b>
09:00	2	0	0	0	0	2	2	1	2	0	1	0	4	5	17	3	1	0	0	21	22
09:15	0	0	1	0	0	1	2	0	0	0	0	0	0	0	13	3	0	0	1	17	18
09:30	0	0	0	0	0	0	0	2	0	0	0	0	2	2	9	1	0	0	1	11	12
09:45	0	0	0	0	0	0	0	1	0	0	0	0	1	1	6	0	0	0	0	6	6
<b>H/TOT</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>8</b>	<b>45</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>55</b>	<b>58</b>
<b>P/TOT</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>19</b>	<b>155</b>	<b>22</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>190</b>	<b>202</b>

TIME	MOVEMENT 10					TOT	PCU	MOVEMENT 11					TOT	PCU	MOVEMENT 12					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
16:00	1	0	1	0	0	2	3	0	1	0	0	0	1	1	15	3	1	0	1	20	22
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	1	15	16
16:30	0	0	0	0	0	0	0	2	0	0	0	0	2	2	6	5	0	0	0	11	11
16:45	0	0	0	0	0	0	0	3	0	0	0	0	3	3	5	2	0	0	0	7	7
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>40</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>56</b>
17:00	0	0	0	0	0	0	0	1	0	0	0	0	1	1	7	0	1	0	0	8	9
17:15	0	0	0	0	0	0	0	3	0	0	0	0	3	3	17	1	0	1	0	19	20
17:30	1	0	0	0	0	1	1	1	0	0	0	0	1	1	11	1	0	0	0	12	12
17:45	1	0	0	0	0	1	1	1	0	0	0	0	1	1	7	2	0	0	0	9	9
<b>H/TOT</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>42</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>48</b>	<b>50</b>
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10
18:15	0	0	0	0	0	0	0	4	1	0	0	0	5	5	10	0	0	0	0	10	10
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11	11
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12	12
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>40</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>43</b>
<b>P/TOT</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>122</b>	<b>17</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>144</b>	<b>148</b>

PCU's Through Junction
49
65
92
135
341
136
148
150
133
566
119
110
103
82
414
1321

PCU's Through Junction
106
102
113
134
455
129
142
112
100
483
108
106
78
63
354
1292

**TRAFFINOMICS LIMITED**

**ORSTED OATFIELD WIND FARM TRAFFIC COUNTS  
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**OCTOBER 2023  
TRA/23/235**

SITE: 10

DATE: 17th October 2023

LOCATION: R494/R445 Birdhill Roundabout

DAY: Tuesday

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU		
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS				
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	2	5		
07:45	1	0	0	0	0	1	1	2	0	0	0	0	2	2	0	0	0	2	0	2	5		
<b>H/TOT</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>9</b>		
08:00	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	2	5		
08:15	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	5		
08:45	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2	0	2	5		
<b>H/TOT</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>14</b>			
09:00	0	1	0	0	0	1	1	1	0	0	0	0	1	1	0	0	0	2	0	2	5		
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	3		
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2		
09:45	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	2	0	2	5		
<b>H/TOT</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>7</b>	<b>15</b>		
<b>P/TOT</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>17</b>	<b>38</b>		

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU	
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			
16:00	2	0	1	0	0	3	4	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
16:15	1	0	0	0	0	1	1	0	1	0	0	0	1	1	0	0	0	0	0	0	0	
16:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	
<b>H/TOT</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	
17:00	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	
17:15	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	
17:30	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:45	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	
<b>H/TOT</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:30	1	0	0	0	0	1	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	
18:45	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	0	0	0	1	1	
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	
<b>P/TOT</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>	

**TRAFFINOMICS LIMITED**

**ORSTED OATFIELD WIND FARM TRAFFIC COUNTS  
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**OCTOBER 2023  
TRA/23/235**

SITE: 10

DATE: 17th October 2023

LOCATION: R494/R445 Birdhill Roundabout

DAY: Tuesday

TIME	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	0	0	0	0	0	0	0	8	2	0	1	1	12	14	5	1	0	0	0	6	6
07:15	0	0	0	0	0	0	0	18	10	3	0	3	34	39	15	2	1	0	0	18	19
07:30	0	0	0	3	0	3	7	10	2	0	0	1	13	14	12	3	1	0	0	16	17
07:45	0	0	0	2	0	2	5	7	1	0	0	0	8	8	11	2	0	0	0	13	13
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>12</b>	<b>43</b>	<b>15</b>	<b>3</b>	<b>1</b>	<b>5</b>	<b>67</b>	<b>75</b>	<b>43</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>54</b>
08:00	0	0	0	1	0	1	2	17	1	3	1	1	23	27	21	0	0	0	0	21	21
08:15	0	0	0	1	0	1	2	29	1	0	0	0	30	30	20	3	0	0	0	23	23
08:30	0	0	0	3	0	3	7	35	4	0	5	0	44	51	22	2	0	0	0	24	24
08:45	0	0	0	1	0	1	2	22	9	1	0	0	32	33	9	2	0	0	0	11	11
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>14</b>	<b>103</b>	<b>15</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>129</b>	<b>140</b>	<b>72</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>79</b>
09:00	0	0	0	1	0	1	2	25	6	0	1	0	32	33	12	2	1	1	0	16	18
09:15	0	0	0	1	0	1	2	23	5	2	0	2	32	35	11	2	0	0	0	13	13
09:30	1	0	0	3	0	4	8	27	5	2	1	2	37	41	6	1	0	0	0	7	7
09:45	1	1	0	0	0	2	2	13	2	1	2	0	18	21	12	0	0	0	0	12	12
<b>H/TOT</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>15</b>	<b>88</b>	<b>18</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>119</b>	<b>131</b>	<b>41</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>48</b>	<b>50</b>
<b>P/TOT</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>19</b>	<b>40</b>	<b>234</b>	<b>48</b>	<b>12</b>	<b>11</b>	<b>10</b>	<b>315</b>	<b>345</b>	<b>156</b>	<b>20</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>180</b>	<b>183</b>

TIME	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
16:00	0	0	0	0	0	0	0	32	5	3	0	1	41	44	10	1	0	0	0	11	11
16:15	0	0	0	0	0	0	0	41	8	0	0	1	50	51	5	1	0	0	0	6	6
16:30	0	0	0	0	0	0	0	37	10	0	0	0	47	47	11	3	1	0	1	16	18
16:45	0	0	0	0	0	0	0	39	6	1	1	1	48	51	7	3	1	1	0	12	14
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>149</b>	<b>29</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>186</b>	<b>192</b>	<b>33</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>45</b>	<b>48</b>
17:00	0	0	0	0	0	0	0	42	6	0	0	1	49	50	6	3	0	1	0	10	11
17:15	0	0	0	0	0	0	0	51	6	2	1	0	60	62	15	3	0	0	0	18	18
17:30	0	0	0	0	0	0	0	49	6	0	0	0	55	55	11	0	0	0	0	11	11
17:45	0	0	0	0	0	0	0	30	3	0	1	0	34	35	8	2	0	0	0	10	10
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>172</b>	<b>21</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>198</b>	<b>203</b>	<b>40</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>49</b>	<b>50</b>
18:00	1	0	0	0	0	1	1	41	4	1	1	0	47	49	12	4	0	1	0	17	18
18:15	0	0	0	0	0	0	0	35	0	0	2	0	37	40	4	2	0	2	1	9	13
18:30	0	0	0	0	0	0	0	31	4	0	1	0	36	37	5	0	0	0	0	5	5
18:45	1	0	0	0	0	1	1	24	3	0	0	1	28	29	8	2	0	0	0	10	10
<b>H/TOT</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>131</b>	<b>11</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>148</b>	<b>155</b>	<b>29</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>41</b>	<b>46</b>
<b>P/TOT</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>452</b>	<b>61</b>	<b>7</b>	<b>7</b>	<b>5</b>	<b>532</b>	<b>550</b>	<b>102</b>	<b>24</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>135</b>	<b>145</b>

**TRAFFINOMICS LIMITED**

**ORSTED OATFIELD WIND FARM TRAFFIC COUNTS  
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**OCTOBER 2023  
TRA/23/235**

SITE: 10

DATE: 17th October 2023

LOCATION: R494/R445 Birdhill Roundabout

DAY: Tuesday

TIME	MOVEMENT 7					TOT	PCU	MOVEMENT 8					TOT	PCU	MOVEMENT 9					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	5	0	0	0	0	5	5	0	0	0	0	0	0	0	3	4	0	1	0	8	9
07:15	4	0	0	0	0	4	4	2	0	0	0	0	2	2	9	6	0	0	0	15	15
07:30	6	3	1	0	1	11	13	0	0	0	0	0	0	0	12	1	0	0	0	13	13
07:45	6	1	1	2	0	10	13	0	0	0	0	0	0	0	14	3	0	0	0	17	17
<b>H/TOT</b>	<b>21</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>30</b>	<b>35</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>38</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>53</b>	<b>54</b>
08:00	11	1	1	0	2	15	18	0	0	0	0	0	0	0	8	1	0	2	0	11	14
08:15	11	0	0	0	0	11	11	0	0	0	0	0	0	0	20	5	1	0	0	26	27
08:30	22	1	0	0	0	23	23	0	0	0	0	0	0	0	12	4	1	2	0	19	22
08:45	14	4	0	0	0	18	18	1	0	0	0	0	1	1	13	5	1	1	0	20	22
<b>H/TOT</b>	<b>58</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>70</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>53</b>	<b>15</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>76</b>	<b>84</b>
09:00	7	2	0	0	0	9	9	0	1	0	0	0	1	1	16	3	0	0	1	20	21
09:15	7	0	0	0	1	8	9	0	0	0	0	0	0	0	15	4	0	1	1	21	23
09:30	3	1	1	0	0	5	6	0	0	0	0	0	0	0	11	2	1	3	0	17	21
09:45	6	1	0	0	0	7	7	0	0	0	0	0	0	0	13	0	0	2	0	15	18
<b>H/TOT</b>	<b>23</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>29</b>	<b>31</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>55</b>	<b>9</b>	<b>1</b>	<b>6</b>	<b>2</b>	<b>73</b>	<b>83</b>
<b>P/TOT</b>	<b>102</b>	<b>14</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>126</b>	<b>135</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>146</b>	<b>38</b>	<b>4</b>	<b>12</b>	<b>2</b>	<b>202</b>	<b>222</b>

TIME	MOVEMENT 7					TOT	PCU	MOVEMENT 8					TOT	PCU	MOVEMENT 9					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
16:00	7	0	1	0	0	8	9	0	0	0	0	0	0	0	26	4	0	1	0	31	32
16:15	12	2	1	0	0	15	16	0	0	0	0	0	0	0	27	6	0	1	0	34	35
16:30	12	1	0	0	0	13	13	0	0	0	0	0	0	0	24	3	0	3	1	31	36
16:45	11	1	0	0	0	12	12	0	0	0	0	0	0	0	61	5	0	2	0	68	71
<b>H/TOT</b>	<b>42</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>138</b>	<b>18</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>164</b>	<b>174</b>
17:00	10	4	0	0	0	14	14	0	0	0	0	0	0	0	42	2	1	3	0	48	52
17:15	12	1	0	0	0	13	13	0	1	0	0	0	1	1	45	8	2	0	0	55	56
17:30	13	2	0	1	0	16	17	0	0	0	0	0	0	0	52	7	0	0	1	60	61
17:45	12	0	0	0	0	12	12	0	0	0	0	0	0	0	42	4	0	0	0	46	46
<b>H/TOT</b>	<b>47</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>56</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>181</b>	<b>21</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>209</b>	<b>215</b>
18:00	20	4	0	0	0	24	24	0	0	0	0	0	0	0	53	1	2	0	0	56	57
18:15	9	2	0	0	0	11	11	0	0	0	0	0	0	0	43	2	0	0	0	45	45
18:30	13	1	0	0	0	14	14	0	0	0	0	0	0	0	31	0	0	0	0	31	31
18:45	5	1	0	0	0	6	6	0	0	0	0	0	0	0	26	1	0	0	0	27	27
<b>H/TOT</b>	<b>47</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>153</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>159</b>	<b>160</b>
<b>P/TOT</b>	<b>136</b>	<b>19</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>158</b>	<b>160</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>472</b>	<b>43</b>	<b>5</b>	<b>10</b>	<b>2</b>	<b>532</b>	<b>550</b>

**TRAFFINOMICS LIMITED**

**ORSTED OATFIELD WIND FARM TRAFFIC COUNTS  
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**OCTOBER 2023  
TRA/23/235**

SITE: 10

DATE: 17th October 2023

LOCATION: R494/R445 Birdhill Roundabout

DAY: Tuesday

TIME	MOVEMENT 10						PCU	MOVEMENT 11						PCU	MOVEMENT 12						PCU
	CAR	LGV	OGV1	OGV2	BUS	TOT		CAR	LGV	OGV1	OGV2	BUS	TOT		CAR	LGV	OGV1	OGV2	BUS	TOT	
07:00	39	3	0	3	0	45	49	13	4	0	0	2	19	21	2	2	0	0	0	4	4
07:15	54	2	0	0	0	56	56	25	3	2	0	0	30	31	0	1	0	0	0	1	1
07:30	59	7	0	1	0	67	68	38	7	1	1	0	47	49	0	0	0	0	0	0	0
07:45	68	2	2	0	0	72	73	44	8	4	0	1	57	60	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>220</b>	<b>14</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>240</b>	<b>246</b>	<b>120</b>	<b>22</b>	<b>7</b>	<b>1</b>	<b>3</b>	<b>153</b>	<b>161</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>
08:00	76	6	2	2	0	86	90	45	10	1	1	1	58	61	0	0	0	0	0	0	0
08:15	80	7	0	2	1	90	94	52	5	0	0	3	60	63	0	0	0	0	0	0	0
08:30	53	2	0	0	1	56	57	32	9	0	1	0	42	43	0	1	0	0	0	1	1
08:45	38	5	0	1	0	44	45	41	8	1	2	2	54	59	1	0	0	0	0	1	1
<b>H/TOT</b>	<b>247</b>	<b>20</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>276</b>	<b>286</b>	<b>170</b>	<b>32</b>	<b>2</b>	<b>4</b>	<b>6</b>	<b>214</b>	<b>226</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>
09:00	29	7	0	1	0	37	38	27	6	1	1	1	36	39	0	0	0	0	0	0	0
09:15	19	0	0	1	0	20	21	21	6	4	1	0	32	35	0	0	0	0	0	0	0
09:30	24	6	0	2	0	32	35	21	6	3	3	1	34	40	1	1	0	0	0	2	2
09:45	11	1	0	0	0	12	12	20	3	2	1	0	26	28	0	0	1	0	0	1	2
<b>H/TOT</b>	<b>83</b>	<b>14</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>101</b>	<b>106</b>	<b>89</b>	<b>21</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>128</b>	<b>143</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>
<b>P/TOT</b>	<b>550</b>	<b>48</b>	<b>4</b>	<b>13</b>	<b>2</b>	<b>617</b>	<b>638</b>	<b>379</b>	<b>75</b>	<b>19</b>	<b>11</b>	<b>11</b>	<b>495</b>	<b>530</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>11</b>

TIME	MOVEMENT 10						PCU	MOVEMENT 11						PCU	MOVEMENT 12						PCU
	CAR	LGV	OGV1	OGV2	BUS	TOT		CAR	LGV	OGV1	OGV2	BUS	TOT		CAR	LGV	OGV1	OGV2	BUS	TOT	
16:00	18	10	1	1	1	31	34	15	3	1	3	0	22	26	0	0	0	0	0	0	0
16:15	15	4	1	1	0	21	23	25	6	0	0	1	32	33	1	0	0	0	0	1	1
16:30	12	5	0	1	0	18	19	18	5	2	1	2	28	32	0	0	1	0	0	1	2
16:45	16	6	1	0	0	23	24	26	4	3	3	0	36	41	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>61</b>	<b>25</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>93</b>	<b>99</b>	<b>84</b>	<b>18</b>	<b>6</b>	<b>7</b>	<b>3</b>	<b>118</b>	<b>133</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>
17:00	23	7	0	1	0	31	32	40	9	0	1	0	50	51	0	1	0	0	0	1	1
17:15	14	4	0	1	0	19	20	27	6	0	3	1	37	42	0	0	0	0	0	0	0
17:30	17	4	0	1	0	22	23	24	2	4	0	0	30	32	0	0	0	0	0	0	0
17:45	8	0	0	0	0	8	8	24	2	0	0	0	26	26	1	0	0	0	0	1	1
<b>H/TOT</b>	<b>62</b>	<b>15</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>80</b>	<b>84</b>	<b>115</b>	<b>19</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>143</b>	<b>151</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>
18:00	6	2	3	1	0	12	15	22	1	0	0	0	23	23	0	0	0	0	0	0	0
18:15	18	4	0	0	0	22	22	24	1	2	0	0	27	28	0	0	0	0	0	0	0
18:30	8	1	0	0	0	9	9	14	1	0	1	0	16	17	0	0	0	0	0	0	0
18:45	5	0	0	0	0	5	5	10	0	0	2	0	12	15	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>37</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>48</b>	<b>51</b>	<b>70</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>78</b>	<b>83</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>P/TOT</b>	<b>160</b>	<b>47</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>221</b>	<b>234</b>	<b>269</b>	<b>40</b>	<b>12</b>	<b>14</b>	<b>4</b>	<b>339</b>	<b>367</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>5</b>



PCU's Through Junction
109
170
186
196
660
237
251
232
199
919
168
143
162
107
580
2160

PCU's Through Junction
160
167
168
214
708
213
214
201
139
767
187
158
116
95
555
2030

**TRAFFINOMICS LIMITED**

**ORSTED OATFIELD WIND FARM TRAFFIC COUNTS  
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**OCTOBER 2023  
TRA/23/235**

SITE: 11 & 12

DATE: 17th October 2023

LOCATION: M7 Junction 27, Birdhill Services

DAY: Tuesday

TIME	1. N/B ON-SLIP					TOT	PCU	2. S/B OFF-SLIP					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	7	2	2	2	0	13	17	8	1	1	0	0	10	11
07:15	16	5	1	3	0	25	29	13	1	0	1	0	15	16
07:30	13	2	0	1	0	16	17	15	5	2	1	0	23	25
07:45	20	5	0	1	0	26	27	8	8	1	1	0	18	20
<b>H/TOT</b>	56	14	3	7	0	80	91	44	15	4	3	0	66	72
08:00	27	2	0	0	0	29	29	9	3	0	1	0	13	14
08:15	20	2	3	0	0	25	27	12	2	0	4	0	18	23
08:30	34	4	1	0	0	39	40	19	4	2	1	0	26	28
08:45	20	4	0	1	0	25	26	18	6	1	1	0	26	28
<b>H/TOT</b>	101	12	4	1	0	118	121	58	15	3	7	0	83	94
09:00	13	1	1	2	0	17	20	12	3	0	2	0	17	20
09:15	13	4	0	2	0	19	22	7	5	0	1	0	13	14
09:30	15	2	0	1	1	19	21	9	2	0	2	0	13	16
09:45	16	3	1	0	0	20	21	8	6	0	1	0	15	16
<b>H/TOT</b>	57	10	2	5	1	75	84	36	16	0	6	0	58	66
<b>P/TOT</b>	214	36	9	13	1	273	295	138	46	7	16	0	207	231

TIME	1. N/B ON-SLIP					TOT	PCU	2. S/B OFF-SLIP					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
16:00	19	6	0	1	0	26	27	9	1	2	1	0	13	15
16:15	16	8	0	0	0	24	24	14	4	1	4	1	24	31
16:30	18	7	0	1	0	26	27	14	1	0	1	0	16	17
16:45	21	5	1	2	0	29	32	7	3	0	1	0	11	12
<b>H/TOT</b>	74	26	1	4	0	105	111	44	9	3	7	1	64	76
17:00	27	10	1	1	0	39	41	14	5	0	0	0	19	19
17:15	29	5	1	0	0	35	36	15	2	1	0	0	18	19
17:30	17	2	0	1	0	20	21	17	3	0	2	0	22	25
17:45	23	6	0	3	0	32	36	19	2	0	1	0	22	23
<b>H/TOT</b>	96	23	2	5	0	126	134	65	12	1	3	0	81	85
18:00	27	7	0	2	0	36	39	24	3	1	3	0	31	35
18:15	22	3	0	1	1	27	29	9	4	0	0	0	13	13
18:30	16	3	1	0	0	20	21	19	1	0	1	0	21	22
18:45	18	2	0	0	0	20	20	7	0	0	1	0	8	9
<b>H/TOT</b>	83	15	1	3	1	103	108	59	8	1	5	0	73	80
<b>P/TOT</b>	253	64	4	12	1	334	353	168	29	5	15	1	218	241

PCU's Through Junction
27
46
43
47
163
43
50
68
54
215
40
36
37
37
149
527

PCU's Through Junction
43
55
45
44
186
60
54
46
59
219
74
42
43
29
188
594

**TRAFFINOMICS LIMITED**

**ORSTED OATFIELD WIND FARM TRAFFIC COUNTS  
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**OCTOBER 2023  
TRA/23/235**

SITE: 13

DATE: 17th October 2023

LOCATION: R445/R525 Daly's Cross, Castleconnell

DAY: Tuesday

TIME	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	18	6	1	3	1	29	34	1	0	0	1	0	2	3	7	0	1	1	0	9	11
07:15	22	4	2	0	1	29	31	2	2	0	3	1	8	13	7	3	1	3	1	15	20
07:30	68	10	3	3	2	86	93	9	1	0	2	0	12	15	9	2	0	2	0	13	16
07:45	54	11	1	0	1	67	69	11	4	0	2	1	18	22	7	2	0	1	0	10	11
<b>H/TOT</b>	162	31	7	6	5	211	227	23	7	0	8	2	40	52	30	7	2	7	1	47	58
08:00	74	9	1	2	3	89	95	9	2	1	4	0	16	22	10	1	0	2	0	13	16
08:15	59	5	0	1	3	68	72	10	3	1	1	1	16	19	19	1	0	4	0	24	29
08:30	57	4	1	1	0	63	65	19	2	2	1	1	25	28	12	1	0	3	0	16	20
08:45	43	7	0	2	2	54	59	16	2	1	2	0	21	24	9	2	0	3	1	15	20
<b>H/TOT</b>	233	25	2	6	8	274	291	54	9	5	8	2	78	93	50	5	0	12	1	68	85
09:00	39	4	2	0	2	47	50	11	3	0	3	0	17	21	18	2	2	2	0	24	28
09:15	26	6	2	0	2	36	39	6	3	1	2	0	12	15	6	4	0	2	0	12	15
09:30	28	5	4	2	1	40	46	6	2	0	2	0	10	13	8	1	0	3	0	12	16
09:45	26	2	2	0	1	31	33	3	2	0	3	0	8	12	11	1	0	5	0	17	24
<b>H/TOT</b>	119	17	10	2	6	154	168	26	10	1	10	0	47	61	43	8	2	12	0	65	82
<b>P/TOT</b>	514	73	19	14	19	639	686	103	26	6	26	4	165	206	123	20	4	31	2	180	224

TIME	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
16:00	24	5	1	0	2	32	35	15	2	1	2	0	20	23	8	2	0	0	1	11	12
16:15	15	4	1	0	0	20	21	13	4	1	6	0	24	32	9	1	0	0	1	11	12
16:30	40	7	1	0	1	49	51	15	3	0	1	1	20	22	14	1	0	2	0	17	20
16:45	23	6	4	1	0	34	37	11	3	0	0	0	14	14	13	3	0	0	1	17	18
<b>H/TOT</b>	102	22	7	1	3	135	143	54	12	2	9	1	78	92	44	7	0	2	3	56	62
17:00	32	6	3	0	0	41	43	15	5	1	0	0	21	22	17	3	0	0	0	20	20
17:15	28	7	0	1	0	36	37	22	7	0	0	0	29	29	16	4	0	0	0	20	20
17:30	29	4	1	1	0	35	37	21	2	1	0	0	24	25	14	3	0	1	0	18	19
17:45	23	1	0	0	0	24	24	13	0	0	0	0	13	13	14	3	0	2	0	19	22
<b>H/TOT</b>	112	18	4	2	0	136	141	71	14	2	0	0	87	88	61	13	0	3	0	77	81
18:00	32	1	3	0	0	36	38	13	1	0	0	0	14	14	8	1	0	0	0	9	9
18:15	28	4	1	0	0	33	34	16	3	0	0	0	19	19	14	2	0	0	0	16	16
18:30	26	1	0	0	0	27	27	14	0	0	0	0	14	14	10	4	0	0	0	14	14
18:45	14	1	0	0	0	15	15	7	1	0	0	1	9	10	10	3	0	0	0	13	13
<b>H/TOT</b>	100	7	4	0	0	111	113	50	5	0	0	1	56	57	42	10	0	0	0	52	52
<b>P/TOT</b>	314	47	15	3	3	382	396	175	31	4	9	2	221	237	147	30	0	5	3	185	195

**TRAFFINOMICS LIMITED**

**ORSTED OATFIELD WIND FARM TRAFFIC COUNTS  
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**OCTOBER 2023  
TRA/23/235**

SITE: 13

DATE: 17th October 2023

LOCATION: R445/R525 Daly's Cross, Castleconnell

DAY: Tuesday

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	32	9	0	0	0	41	41	4	2	0	0	0	6	6	7	4	1	0	0	12	13
07:15	46	1	3	1	2	53	58	18	1	1	1	1	22	25	10	2	1	0	0	13	14
07:30	59	8	0	2	1	70	74	15	7	0	2	1	25	29	11	4	2	0	1	18	20
07:45	96	9	2	1	0	108	110	17	4	1	0	2	24	27	29	4	1	0	0	34	35
<b>H/TOT</b>	<b>233</b>	<b>27</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>272</b>	<b>283</b>	<b>54</b>	<b>14</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>77</b>	<b>86</b>	<b>57</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>81</b>
08:00	95	10	0	1	0	106	107	20	5	1	2	2	30	35	34	6	0	1	0	41	42
08:15	50	9	0	1	0	60	61	35	3	0	1	0	39	40	29	4	1	0	1	35	37
08:30	65	6	1	1	2	75	79	19	2	2	0	1	24	26	16	6	1	0	1	24	26
08:45	67	6	0	0	1	74	75	47	5	2	1	1	56	59	19	2	2	0	0	23	24
<b>H/TOT</b>	<b>277</b>	<b>31</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>315</b>	<b>322</b>	<b>121</b>	<b>15</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>149</b>	<b>161</b>	<b>98</b>	<b>18</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>123</b>	<b>128</b>
09:00	69	4	0	5	0	78	85	23	7	0	0	1	31	32	17	4	0	0	1	22	23
09:15	64	6	5	0	1	76	80	24	0	3	5	1	33	42	19	6	1	1	2	29	33
09:30	49	6	5	3	0	63	69	19	2	2	2	2	27	33	14	3	0	0	1	18	19
09:45	20	4	2	2	0	28	32	18	5	3	2	0	28	32	8	2	1	3	0	14	18
<b>H/TOT</b>	<b>202</b>	<b>20</b>	<b>12</b>	<b>10</b>	<b>1</b>	<b>245</b>	<b>265</b>	<b>84</b>	<b>14</b>	<b>8</b>	<b>9</b>	<b>4</b>	<b>119</b>	<b>139</b>	<b>58</b>	<b>15</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>83</b>	<b>93</b>
<b>P/TOT</b>	<b>712</b>	<b>78</b>	<b>18</b>	<b>17</b>	<b>7</b>	<b>832</b>	<b>870</b>	<b>259</b>	<b>43</b>	<b>15</b>	<b>16</b>	<b>12</b>	<b>345</b>	<b>385</b>	<b>213</b>	<b>47</b>	<b>11</b>	<b>5</b>	<b>7</b>	<b>283</b>	<b>302</b>

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
16:00	20	7	1	0	1	29	31	50	8	2	1	3	64	69	34	5	1	0	1	41	43
16:15	39	3	0	2	1	45	49	68	4	3	1	1	77	81	43	4	4	0	1	52	55
16:30	30	2	0	1	1	34	36	75	9	0	2	0	86	89	37	10	2	2	0	51	55
16:45	27	4	2	0	0	33	34	69	14	0	1	1	85	87	60	8	2	2	0	72	76
<b>H/TOT</b>	<b>116</b>	<b>16</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>141</b>	<b>149</b>	<b>262</b>	<b>35</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>312</b>	<b>326</b>	<b>174</b>	<b>27</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>216</b>	<b>228</b>
17:00	39	2	2	2	0	45	49	85	14	0	0	0	99	99	47	7	0	4	1	59	65
17:15	32	4	0	0	0	36	36	87	10	0	1	0	98	99	48	6	1	0	0	55	56
17:30	18	2	1	0	0	21	22	84	6	1	0	0	91	92	55	3	0	0	0	58	58
17:45	24	4	0	1	1	30	32	70	6	2	0	0	78	79	45	6	3	1	0	55	58
<b>H/TOT</b>	<b>113</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>132</b>	<b>138</b>	<b>326</b>	<b>36</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>366</b>	<b>369</b>	<b>195</b>	<b>22</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>227</b>	<b>237</b>
18:00	28	7	0	0	0	35	35	84	5	0	0	0	89	89	40	6	0	2	0	48	51
18:15	27	2	0	0	0	29	29	72	4	0	0	0	76	76	39	3	1	2	1	46	50
18:30	34	2	0	0	0	36	36	49	1	1	0	0	51	52	34	1	0	2	0	37	40
18:45	17	1	0	0	0	18	18	41	3	0	0	0	44	44	27	2	0	0	0	29	29
<b>H/TOT</b>	<b>106</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>118</b>	<b>118</b>	<b>246</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>260</b>	<b>261</b>	<b>140</b>	<b>12</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>160</b>	<b>169</b>
<b>P/TOT</b>	<b>335</b>	<b>40</b>	<b>6</b>	<b>6</b>	<b>4</b>	<b>391</b>	<b>406</b>	<b>834</b>	<b>84</b>	<b>9</b>	<b>6</b>	<b>5</b>	<b>938</b>	<b>955</b>	<b>509</b>	<b>61</b>	<b>14</b>	<b>15</b>	<b>4</b>	<b>603</b>	<b>634</b>

PCU's Through Junction
108
160
246
273
787
317
258
243
261
1080
238
223
195
151
807
2673

PCU's Through Junction
212
249
272
266
999
297
277
252
228
1053
235
224
182
129
770
2822

**TRAFFINOMICS LIMITED**

**ORSTED OATFIELD WIND FARM TRAFFIC COUNTS  
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**OCTOBER 2023  
TRA/23/235**

SITE: 14

DATE: 17th October 2023

LOCATION: M7 Junction 28 N/B On-Slip/R445 Castleconnell Roundabout

DAY: Tuesday

TIME	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	1	0	0	0	0	1	1	59	11	1	4	0	75	81	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	78	9	2	4	4	97	107	0	0	0	0	0	0	0
07:30	1	0	0	0	0	1	1	111	15	8	2	2	138	147	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	185	20	3	2	3	213	220	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>433</b>	<b>55</b>	<b>14</b>	<b>12</b>	<b>9</b>	<b>523</b>	<b>555</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
08:00	3	1	0	0	0	4	4	175	19	2	1	4	201	207	1	0	1	1	0	3	5
08:15	1	1	0	0	0	2	2	131	13	1	3	2	150	156	5	1	0	0	0	6	6
08:30	0	0	0	0	0	0	0	135	10	1	1	2	149	153	7	0	0	0	0	7	7
08:45	0	0	0	0	0	0	0	112	11	1	1	5	130	137	11	0	0	0	0	11	11
<b>H/TOT</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>553</b>	<b>53</b>	<b>5</b>	<b>6</b>	<b>13</b>	<b>630</b>	<b>653</b>	<b>24</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>29</b>
09:00	0	0	0	0	0	0	0	128	8	1	2	1	140	144	9	0	0	0	0	9	9
09:15	1	0	0	0	0	1	1	91	11	3	4	0	109	116	0	0	0	0	0	0	0
09:30	2	1	0	0	0	3	3	96	11	3	4	1	115	123	0	1	0	0	0	1	1
09:45	2	0	0	0	0	2	2	66	10	7	3	1	87	95	1	0	0	0	0	1	1
<b>H/TOT</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>381</b>	<b>40</b>	<b>14</b>	<b>13</b>	<b>3</b>	<b>451</b>	<b>478</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>11</b>
<b>P/TOT</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>14</b>	<b>1367</b>	<b>148</b>	<b>33</b>	<b>31</b>	<b>25</b>	<b>1604</b>	<b>1686</b>	<b>34</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>38</b>	<b>40</b>

TIME	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
16:00	0	0	0	0	0	0	0	45	9	1	1	3	59	64	0	0	1	0	0	1	2
16:15	1	0	0	0	0	1	1	49	11	2	2	1	65	70	0	0	0	0	0	0	0
16:30	0	1	0	0	0	1	1	56	8	1	0	2	67	70	1	0	0	0	0	1	1
16:45	0	0	0	0	0	0	0	57	9	2	2	0	70	74	1	1	0	0	0	2	2
<b>H/TOT</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>207</b>	<b>37</b>	<b>6</b>	<b>5</b>	<b>6</b>	<b>261</b>	<b>277</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>5</b>
17:00	1	0	0	0	0	1	1	67	8	5	3	0	83	89	0	1	0	0	0	1	1
17:15	1	0	0	0	0	1	1	56	5	1	1	0	63	65	1	0	0	0	0	1	1
17:30	2	0	0	0	0	2	2	58	7	0	1	0	66	67	1	0	0	0	0	1	1
17:45	1	0	0	0	0	1	1	48	6	1	0	0	55	56	1	1	0	0	0	2	2
<b>H/TOT</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>229</b>	<b>26</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>267</b>	<b>277</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>
18:00	2	0	0	0	0	2	2	48	4	1	1	0	54	56	2	0	0	0	0	2	2
18:15	0	1	0	0	0	1	1	48	4	0	0	0	52	52	1	0	0	0	0	1	1
18:30	0	0	0	0	0	0	0	48	5	0	0	0	53	53	1	0	0	0	0	1	1
18:45	0	0	0	0	0	0	0	54	4	0	0	0	58	58	1	0	0	0	0	1	1
<b>H/TOT</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>198</b>	<b>17</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>217</b>	<b>219</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>
<b>P/TOT</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>634</b>	<b>80</b>	<b>14</b>	<b>11</b>	<b>6</b>	<b>745</b>	<b>772</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>15</b>

**ORSTED OATFIELD WIND FARM TRAFFIC COUNTS  
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**OCTOBER 2023  
TRA/23/235**

SITE: 14

DATE: 17th October 2023

LOCATION: M7 Junction 28 N/B On-Slip/R445 Castleconnell Roundabout

DAY: Tuesday

TIME	MOVEMENT 4						TOT	PCU	MOVEMENT 5						TOT	PCU	MOVEMENT 6						TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS	CAR			LGV	OGV1	OGV2	BUS	CAR	LGV			OGV1	OGV2	BUS					
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	1	11	12		
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0	14	14		
07:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	13	1	0	0	1	15	16		
07:45	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	23	1	2	0	1	27	29		
<b>H/TOT</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>67</b>	<b>71</b>			
08:00	2	0	0	0	0	2	2	2	0	0	0	0	2	2	34	3	1	0	2	40	43			
08:15	0	0	0	0	1	1	2	0	1	0	0	0	1	1	22	3	0	0	0	25	25			
08:30	1	0	0	0	1	2	3	1	0	0	0	0	1	1	27	1	0	1	2	31	34			
08:45	8	0	0	0	0	8	8	7	1	0	0	0	8	8	58	4	0	0	1	63	64			
<b>H/TOT</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>13</b>	<b>15</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>12</b>	<b>141</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>159</b>	<b>166</b>			
09:00	14	0	0	0	1	15	16	2	0	0	0	0	2	2	47	7	0	0	1	55	56			
09:15	1	0	0	0	0	1	1	0	1	0	0	0	1	1	23	1	1	1	0	26	28			
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	4	0	0	0	19	19			
09:45	1	0	0	0	0	1	1	1	1	0	0	0	2	2	18	3	2	0	0	23	24			
<b>H/TOT</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>18</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>103</b>	<b>15</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>123</b>	<b>127</b>			
<b>P/TOT</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>32</b>	<b>35</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>301</b>	<b>31</b>	<b>6</b>	<b>2</b>	<b>9</b>	<b>349</b>	<b>364</b>			

TIME	MOVEMENT 4						TOT	PCU	MOVEMENT 5						TOT	PCU	MOVEMENT 6						TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS	CAR			LGV	OGV1	OGV2	BUS	CAR	LGV			OGV1	OGV2	BUS					
16:00	2	0	0	0	0	2	2	1	0	0	0	0	1	1	12	1	1	0	1	15	17			
16:15	3	0	0	0	1	4	5	1	1	0	0	0	2	2	15	5	1	0	0	21	22			
16:30	1	0	1	0	0	2	3	2	1	0	0	0	3	3	10	1	0	0	0	11	11			
16:45	2	1	0	0	1	4	5	4	0	2	0	0	6	7	14	1	1	0	1	17	19			
<b>H/TOT</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>13</b>	<b>51</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>68</b>			
17:00	2	1	0	0	0	3	3	1	0	0	0	0	1	1	8	0	0	0	1	9	10			
17:15	4	0	0	0	0	4	4	3	0	0	0	0	3	3	12	1	0	0	0	13	13			
17:30	3	0	0	0	0	3	3	1	0	0	0	0	1	1	11	2	1	0	0	14	15			
17:45	2	0	0	0	0	2	2	0	0	0	0	0	0	0	14	2	0	0	0	16	16			
<b>H/TOT</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>45</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>52</b>	<b>54</b>			
18:00	2	0	0	0	0	2	2	3	0	0	0	0	3	3	14	3	0	0	0	17	17			
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6			
18:30	1	0	0	0	0	1	1	1	0	0	0	0	1	1	7	1	0	0	0	8	8			
18:45	2	0	0	0	0	2	2	1	0	0	0	0	1	1	14	1	0	0	0	15	15			
<b>H/TOT</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>41</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>46</b>			
<b>P/TOT</b>	<b>24</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>29</b>	<b>32</b>	<b>18</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>23</b>	<b>137</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>162</b>	<b>167</b>			



**TRAFFINOMICS LIMITED**

**ORSTED OATFIELD WIND FARM TRAFFIC COUNTS  
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**OCTOBER 2023  
TRA/23/235**

SITE: 14

DATE: 17th October 2023

LOCATION: M7 Junction 28 N/B On-Slip/R445 Castleconnell Roundabout

DAY: Tuesday

TIME	MOVEMENT 7					TOT	PCU	MOVEMENT 8					TOT	PCU	MOVEMENT 9					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	2	0	0	0	0	2	2	9	8	0	1	0	18	19	16	0	0	0	1	17	18
07:15	1	1	0	0	1	3	4	25	3	2	1	1	32	35	15	6	0	4	0	25	30
07:30	1	2	0	0	0	3	3	23	12	2	2	2	41	47	15	5	1	2	0	23	26
07:45	2	2	0	0	0	4	4	34	9	3	0	1	47	50	22	2	1	1	2	28	32
<b>H/TOT</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>13</b>	<b>91</b>	<b>32</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>138</b>	<b>151</b>	<b>68</b>	<b>13</b>	<b>2</b>	<b>7</b>	<b>3</b>	<b>93</b>	<b>106</b>
08:00	6	0	0	0	0	6	6	21	2	2	2	0	27	31	17	2	0	2	0	21	24
08:15	6	1	0	0	0	7	7	43	10	0	1	1	55	57	32	5	0	4	1	42	48
08:30	13	1	0	0	0	14	14	33	6	3	0	2	44	48	18	2	0	0	0	20	20
08:45	7	1	0	1	0	9	10	50	4	4	1	0	59	62	29	3	0	1	0	33	34
<b>H/TOT</b>	<b>32</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>36</b>	<b>37</b>	<b>147</b>	<b>22</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>185</b>	<b>198</b>	<b>96</b>	<b>12</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>116</b>	<b>126</b>
09:00	8	1	0	0	0	9	9	37	13	1	0	1	52	54	13	2	2	1	0	18	20
09:15	5	0	0	0	0	5	5	41	7	3	5	3	59	70	11	2	0	4	2	19	26
09:30	7	1	3	0	0	11	13	27	3	3	3	4	40	49	15	3	1	3	1	23	28
09:45	5	0	0	0	0	5	5	30	9	2	5	0	46	54	17	2	1	2	1	23	27
<b>H/TOT</b>	<b>25</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>32</b>	<b>135</b>	<b>32</b>	<b>9</b>	<b>13</b>	<b>8</b>	<b>197</b>	<b>226</b>	<b>56</b>	<b>9</b>	<b>4</b>	<b>10</b>	<b>4</b>	<b>83</b>	<b>102</b>
<b>P/TOT</b>	<b>63</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>82</b>	<b>373</b>	<b>86</b>	<b>25</b>	<b>21</b>	<b>15</b>	<b>520</b>	<b>575</b>	<b>220</b>	<b>34</b>	<b>6</b>	<b>24</b>	<b>8</b>	<b>292</b>	<b>334</b>

TIME	MOVEMENT 7					TOT	PCU	MOVEMENT 8					TOT	PCU	MOVEMENT 9					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
16:00	13	1	1	0	0	15	16	74	14	4	1	1	94	98	66	8	0	2	0	76	79
16:15	12	1	0	0	2	15	17	103	9	7	0	2	121	127	73	2	0	2	0	77	80
16:30	6	4	0	0	1	11	12	93	19	1	2	0	115	118	73	4	0	0	1	78	79
16:45	12	1	1	0	0	14	15	97	20	1	5	0	123	130	60	6	0	4	0	70	75
<b>H/TOT</b>	<b>43</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>55</b>	<b>59</b>	<b>367</b>	<b>62</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>453</b>	<b>473</b>	<b>272</b>	<b>20</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>301</b>	<b>312</b>
17:00	10	1	0	0	0	11	11	111	19	1	3	1	135	140	70	6	0	0	1	77	78
17:15	6	1	1	0	0	8	9	103	18	2	1	0	124	126	77	7	1	2	0	87	90
17:30	9	3	0	0	1	13	14	112	5	1	0	0	118	119	75	7	0	0	0	82	82
17:45	15	0	0	0	0	15	15	91	11	2	1	0	105	107	61	5	0	0	0	66	66
<b>H/TOT</b>	<b>40</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>47</b>	<b>49</b>	<b>417</b>	<b>53</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>482</b>	<b>493</b>	<b>283</b>	<b>25</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>312</b>	<b>316</b>
18:00	10	0	0	0	0	10	10	110	12	1	3	0	126	130	76	1	0	0	3	80	83
18:15	14	3	0	0	0	17	17	105	10	1	1	1	118	121	59	3	0	1	0	63	64
18:30	10	3	0	0	1	14	15	102	5	0	4	0	111	116	49	6	0	1	1	57	59
18:45	11	3	0	0	0	14	14	66	8	1	0	0	75	76	43	3	0	0	1	47	48
<b>H/TOT</b>	<b>45</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>56</b>	<b>383</b>	<b>35</b>	<b>3</b>	<b>8</b>	<b>1</b>	<b>430</b>	<b>443</b>	<b>227</b>	<b>13</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>247</b>	<b>255</b>
<b>P/TOT</b>	<b>128</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>157</b>	<b>164</b>	<b>1167</b>	<b>150</b>	<b>22</b>	<b>21</b>	<b>5</b>	<b>1365</b>	<b>1408</b>	<b>782</b>	<b>58</b>	<b>1</b>	<b>12</b>	<b>7</b>	<b>860</b>	<b>883</b>

PCU's Through Junction
133
191
240
335
899
323
305
280
335
1242
310
248
236
211
1005
3146

PCU's Through Junction
277
322
297
326
1222
335
312
303
265
1215
305
262
255
215
1036
3473

**TRAFFINOMICS LIMITED**

**ORSTED OATFIELD WIND FARM TRAFFIC COUNTS  
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**OCTOBER 2023  
TRA/23/235**

SITE: 15

DATE: 17th October 2023

LOCATION: M7 Junction 28 Annacotty Roundabout

DAY: Tuesday

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	62	10	0	6	1	79	88	33	8	0	1	1	43	45	76	12	2	2	3	95	102
07:15	99	15	5	1	5	125	134	46	11	3	5	2	67	77	103	15	2	8	2	130	143
07:30	140	20	5	3	3	171	180	41	18	3	4	2	68	77	115	24	2	6	5	152	166
07:45	207	22	4	1	3	237	243	52	13	3	2	2	72	78	113	17	4	3	3	140	149
<b>H/TOT</b>	<b>508</b>	<b>67</b>	<b>14</b>	<b>11</b>	<b>12</b>	<b>612</b>	<b>645</b>	<b>172</b>	<b>50</b>	<b>9</b>	<b>12</b>	<b>7</b>	<b>250</b>	<b>277</b>	<b>407</b>	<b>68</b>	<b>10</b>	<b>19</b>	<b>13</b>	<b>517</b>	<b>560</b>
08:00	198	19	3	1	5	226	234	78	12	2	4	1	97	104	174	16	0	10	0	200	213
08:15	163	20	1	3	4	191	199	64	8	0	3	1	76	81	128	19	1	6	2	156	166
08:30	156	14	2	3	4	179	188	85	9	4	0	2	100	104	198	18	5	3	1	225	232
08:45	168	9	0	1	5	183	189	112	8	3	4	1	128	136	146	23	7	6	0	182	193
<b>H/TOT</b>	<b>685</b>	<b>62</b>	<b>6</b>	<b>8</b>	<b>18</b>	<b>779</b>	<b>810</b>	<b>339</b>	<b>37</b>	<b>9</b>	<b>11</b>	<b>5</b>	<b>401</b>	<b>425</b>	<b>646</b>	<b>76</b>	<b>13</b>	<b>25</b>	<b>3</b>	<b>763</b>	<b>805</b>
09:00	142	16	2	3	2	165	172	67	16	4	3	3	93	102	130	28	8	14	5	185	212
09:15	110	13	3	5	0	131	139	49	10	3	7	5	74	90	80	34	4	7	3	128	142
09:30	109	11	4	3	1	128	135	58	8	4	6	3	79	92	61	24	6	7	4	102	118
09:45	80	11	10	3	1	105	115	51	11	5	7	1	75	88	84	20	7	4	1	116	126
<b>H/TOT</b>	<b>441</b>	<b>51</b>	<b>19</b>	<b>14</b>	<b>4</b>	<b>529</b>	<b>561</b>	<b>225</b>	<b>45</b>	<b>16</b>	<b>23</b>	<b>12</b>	<b>321</b>	<b>371</b>	<b>355</b>	<b>106</b>	<b>25</b>	<b>32</b>	<b>13</b>	<b>531</b>	<b>598</b>
<b>P/TOT</b>	<b>1634</b>	<b>180</b>	<b>39</b>	<b>33</b>	<b>34</b>	<b>1920</b>	<b>2016</b>	<b>736</b>	<b>132</b>	<b>34</b>	<b>46</b>	<b>24</b>	<b>972</b>	<b>1073</b>	<b>1408</b>	<b>250</b>	<b>48</b>	<b>76</b>	<b>29</b>	<b>1811</b>	<b>1963</b>

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
16:00	55	11	2	1	4	73	79	160	22	5	4	1	192	201	251	27	5	5	3	291	303
16:15	63	18	1	2	2	86	91	179	15	6	1	3	204	211	256	24	4	5	2	291	302
16:30	79	10	1	0	1	91	93	186	27	2	6	3	224	236	258	23	2	4	2	289	297
16:45	80	8	5	2	1	96	102	191	23	2	5	0	221	229	268	26	1	4	1	300	307
<b>H/TOT</b>	<b>277</b>	<b>47</b>	<b>9</b>	<b>5</b>	<b>8</b>	<b>346</b>	<b>365</b>	<b>716</b>	<b>87</b>	<b>15</b>	<b>16</b>	<b>7</b>	<b>841</b>	<b>876</b>	<b>1033</b>	<b>100</b>	<b>12</b>	<b>18</b>	<b>8</b>	<b>1171</b>	<b>1208</b>
17:00	68	9	5	3	1	86	93	213	24	2	3	1	243	249	243	23	3	1	2	272	277
17:15	55	7	2	1	0	65	67	192	23	3	1	0	219	222	269	25	3	2	2	301	307
17:30	79	9	1	1	0	90	92	193	21	2	1	1	218	221	236	23	0	1	0	260	261
17:45	53	7	0	0	0	60	60	173	13	1	2	1	190	194	244	21	0	1	3	269	273
<b>H/TOT</b>	<b>255</b>	<b>32</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>301</b>	<b>313</b>	<b>771</b>	<b>81</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>870</b>	<b>886</b>	<b>992</b>	<b>92</b>	<b>6</b>	<b>5</b>	<b>7</b>	<b>1102</b>	<b>1119</b>
18:00	66	9	1	1	0	77	79	223	17	2	2	3	247	254	256	20	0	1	3	280	284
18:15	51	3	0	0	0	54	54	187	19	0	6	1	213	222	186	16	0	4	1	207	213
18:30	65	5	0	0	0	70	70	128	10	0	2	3	143	149	159	12	0	0	5	176	181
18:45	65	3	0	0	0	68	68	104	11	1	0	0	116	117	140	12	1	0	0	153	154
<b>H/TOT</b>	<b>247</b>	<b>20</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>269</b>	<b>271</b>	<b>642</b>	<b>57</b>	<b>3</b>	<b>10</b>	<b>7</b>	<b>719</b>	<b>741</b>	<b>741</b>	<b>60</b>	<b>1</b>	<b>5</b>	<b>9</b>	<b>816</b>	<b>832</b>
<b>P/TOT</b>	<b>779</b>	<b>99</b>	<b>18</b>	<b>11</b>	<b>9</b>	<b>916</b>	<b>948</b>	<b>2129</b>	<b>225</b>	<b>26</b>	<b>33</b>	<b>17</b>	<b>2430</b>	<b>2503</b>	<b>2766</b>	<b>252</b>	<b>19</b>	<b>28</b>	<b>24</b>	<b>3089</b>	<b>3159</b>

**TRAFFINOMICS LIMITED**

**ORSTED OATFIELD WIND FARM TRAFFIC COUNTS  
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**OCTOBER 2023  
TRA/23/235**

SITE: 15

DATE: 17th October 2023

LOCATION: M7 Junction 28 Annacotty Roundabout

DAY: Tuesday

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	170	42	2	8	1	223	235	77	28	2	1	0	108	110	105	19	0	4	1	129	135
07:15	222	33	7	5	1	268	279	126	24	4	1	2	157	162	147	24	6	7	3	187	202
07:30	262	34	6	6	6	314	331	124	31	5	5	2	167	178	212	39	4	7	2	264	277
07:45	236	24	2	9	4	275	292	104	17	2	6	0	129	138	210	36	6	2	2	256	264
<b>H/TOT</b>	<b>890</b>	<b>133</b>	<b>17</b>	<b>28</b>	<b>12</b>	<b>1080</b>	<b>1137</b>	<b>431</b>	<b>100</b>	<b>13</b>	<b>13</b>	<b>4</b>	<b>561</b>	<b>588</b>	<b>674</b>	<b>118</b>	<b>16</b>	<b>20</b>	<b>8</b>	<b>836</b>	<b>878</b>
08:00	258	27	4	3	4	296	306	128	23	3	2	0	156	160	235	32	3	5	0	275	283
08:15	266	24	5	6	6	307	323	109	19	3	2	0	133	137	247	27	3	5	2	284	294
08:30	232	15	4	7	4	262	277	122	20	4	5	1	152	162	230	36	5	8	2	281	296
08:45	226	27	4	6	7	270	287	120	28	4	3	2	157	165	196	24	4	5	0	229	238
<b>H/TOT</b>	<b>982</b>	<b>93</b>	<b>17</b>	<b>22</b>	<b>21</b>	<b>1135</b>	<b>1193</b>	<b>479</b>	<b>90</b>	<b>14</b>	<b>12</b>	<b>3</b>	<b>598</b>	<b>624</b>	<b>908</b>	<b>119</b>	<b>15</b>	<b>23</b>	<b>4</b>	<b>1069</b>	<b>1110</b>
09:00	234	23	6	6	3	272	286	81	19	4	6	1	111	122	165	30	10	12	4	221	246
09:15	220	35	7	6	2	270	283	90	18	1	7	5	121	136	144	42	2	9	1	198	212
09:30	216	24	7	11	0	258	276	102	17	7	11	0	137	155	94	27	7	4	1	133	143
09:45	144	20	9	9	4	186	206	82	17	7	5	3	114	127	87	22	7	8	0	124	138
<b>H/TOT</b>	<b>814</b>	<b>102</b>	<b>29</b>	<b>32</b>	<b>9</b>	<b>986</b>	<b>1051</b>	<b>355</b>	<b>71</b>	<b>19</b>	<b>29</b>	<b>9</b>	<b>483</b>	<b>539</b>	<b>490</b>	<b>121</b>	<b>26</b>	<b>33</b>	<b>6</b>	<b>676</b>	<b>738</b>
<b>P/TOT</b>	<b>2686</b>	<b>328</b>	<b>63</b>	<b>82</b>	<b>42</b>	<b>3201</b>	<b>3381</b>	<b>1265</b>	<b>261</b>	<b>46</b>	<b>54</b>	<b>16</b>	<b>1642</b>	<b>1751</b>	<b>2072</b>	<b>358</b>	<b>57</b>	<b>76</b>	<b>18</b>	<b>2581</b>	<b>2726</b>

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
16:00	140	19	4	10	7	180	202	150	22	8	5	1	186	198	142	23	5	4	0	174	182
16:15	136	19	5	3	1	164	171	185	25	6	6	0	222	233	144	29	2	5	1	181	190
16:30	133	25	6	1	2	167	173	173	43	5	5	1	227	237	146	19	3	2	1	171	176
16:45	182	17	2	1	4	206	212	197	35	3	5	3	243	254	144	24	4	4	0	176	183
<b>H/TOT</b>	<b>591</b>	<b>80</b>	<b>17</b>	<b>15</b>	<b>14</b>	<b>717</b>	<b>759</b>	<b>705</b>	<b>125</b>	<b>22</b>	<b>21</b>	<b>5</b>	<b>878</b>	<b>921</b>	<b>576</b>	<b>95</b>	<b>14</b>	<b>15</b>	<b>2</b>	<b>702</b>	<b>731</b>
17:00	175	29	1	4	3	212	221	213	54	2	3	1	273	279	127	17	5	4	0	153	161
17:15	165	21	1	2	3	192	198	206	33	3	3	2	247	254	153	13	3	2	0	171	175
17:30	171	23	0	3	2	199	205	234	35	3	3	0	275	280	137	13	2	1	0	153	155
17:45	161	26	2	1	1	191	194	198	34	2	3	0	237	242	118	20	0	0	0	138	138
<b>H/TOT</b>	<b>672</b>	<b>99</b>	<b>4</b>	<b>10</b>	<b>9</b>	<b>794</b>	<b>818</b>	<b>851</b>	<b>156</b>	<b>10</b>	<b>12</b>	<b>3</b>	<b>1032</b>	<b>1056</b>	<b>535</b>	<b>63</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>615</b>	<b>629</b>
18:00	161	23	0	0	1	185	186	194	37	1	2	1	235	239	99	13	1	1	0	114	116
18:15	180	17	1	2	2	202	207	210	29	0	5	0	244	251	105	12	0	1	0	118	119
18:30	130	13	1	1	0	145	147	126	17	1	2	0	146	149	74	9	0	0	0	83	83
18:45	147	12	0	1	2	162	165	126	11	1	1	0	139	141	78	2	0	0	0	80	80
<b>H/TOT</b>	<b>618</b>	<b>65</b>	<b>2</b>	<b>4</b>	<b>5</b>	<b>694</b>	<b>705</b>	<b>656</b>	<b>94</b>	<b>3</b>	<b>10</b>	<b>1</b>	<b>764</b>	<b>780</b>	<b>356</b>	<b>36</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>395</b>	<b>398</b>
<b>P/TOT</b>	<b>1881</b>	<b>244</b>	<b>23</b>	<b>29</b>	<b>28</b>	<b>2205</b>	<b>2282</b>	<b>2212</b>	<b>375</b>	<b>35</b>	<b>43</b>	<b>9</b>	<b>2674</b>	<b>2756</b>	<b>1467</b>	<b>194</b>	<b>25</b>	<b>24</b>	<b>2</b>	<b>1712</b>	<b>1758</b>

**TRAFFINOMICS LIMITED**

**ORSTED OATFIELD WIND FARM TRAFFIC COUNTS  
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**OCTOBER 2023  
TRA/23/235**

SITE: 15

DATE: 17th October 2023

LOCATION: M7 Junction 28 Annacotty Roundabout

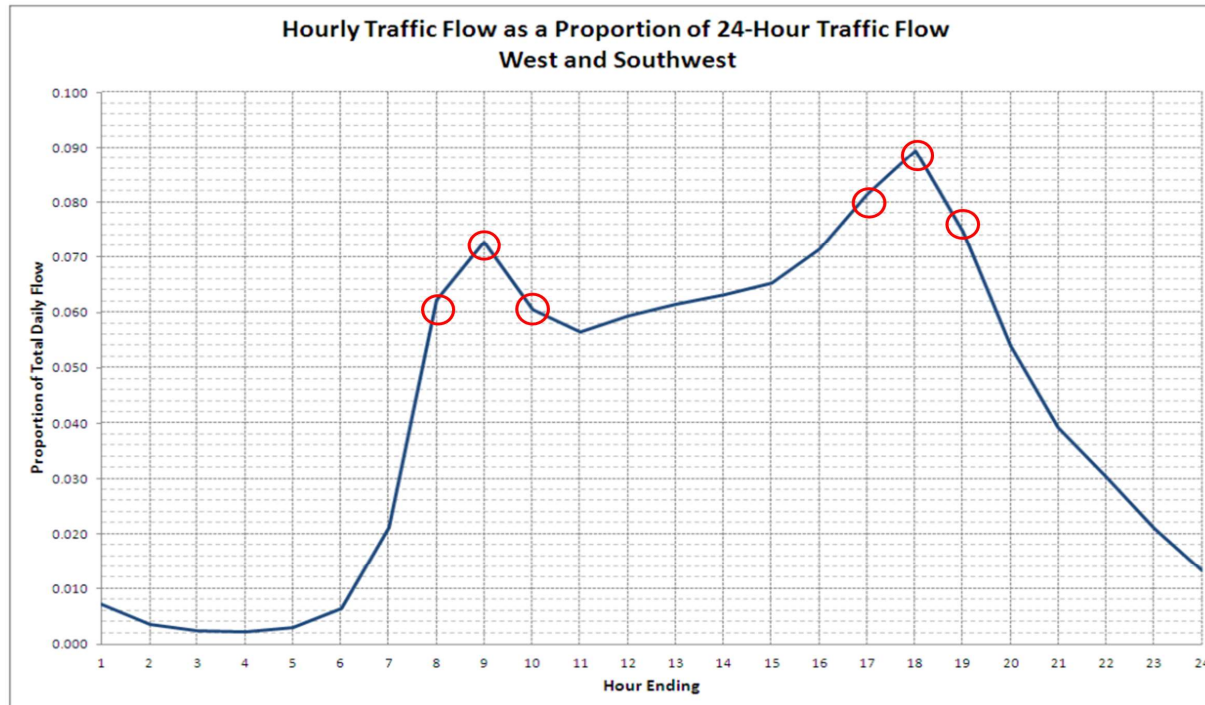
DAY: Tuesday

TIME	MOVEMENT 7					TOT	PCU	MOVEMENT 8					TOT	PCU	MOVEMENT 9					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	57	10	0	2	0	69	72	8	1	0	0	0	9	9	38	13	0	2	0	53	56
07:15	83	18	0	3	1	105	110	22	4	0	1	0	27	28	46	9	0	5	0	60	67
07:30	92	16	3	0	0	111	113	23	4	0	2	1	30	34	52	8	1	2	0	63	66
07:45	75	13	0	1	1	90	92	21	6	0	1	0	28	29	60	5	0	3	0	68	72
<b>H/TOT</b>	<b>307</b>	<b>57</b>	<b>3</b>	<b>6</b>	<b>2</b>	<b>375</b>	<b>386</b>	<b>74</b>	<b>15</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>94</b>	<b>100</b>	<b>196</b>	<b>35</b>	<b>1</b>	<b>12</b>	<b>0</b>	<b>244</b>	<b>260</b>
08:00	69	10	1	0	0	80	81	30	5	1	1	0	37	39	61	9	1	3	1	75	80
08:15	68	10	1	0	2	81	84	36	10	1	1	0	48	50	95	8	3	5	2	113	123
08:30	96	9	1	3	1	110	115	44	6	2	0	1	53	55	53	6	2	3	1	65	71
08:45	84	10	2	1	1	98	101	54	10	0	2	0	66	69	47	5	1	3	0	56	60
<b>H/TOT</b>	<b>317</b>	<b>39</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>369</b>	<b>381</b>	<b>164</b>	<b>31</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>204</b>	<b>212</b>	<b>256</b>	<b>28</b>	<b>7</b>	<b>14</b>	<b>4</b>	<b>309</b>	<b>335</b>
09:00	89	8	4	1	1	103	107	41	11	2	1	0	55	57	37	3	1	1	1	43	46
09:15	93	11	2	2	0	108	112	18	6	0	1	4	29	34	39	6	1	3	0	49	53
09:30	60	9	2	1	0	72	74	16	10	2	1	1	30	33	53	3	3	2	0	61	65
09:45	52	2	1	2	0	57	60	32	5	2	1	0	40	42	33	4	1	5	0	43	50
<b>H/TOT</b>	<b>294</b>	<b>30</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>340</b>	<b>353</b>	<b>107</b>	<b>32</b>	<b>6</b>	<b>4</b>	<b>5</b>	<b>154</b>	<b>167</b>	<b>162</b>	<b>16</b>	<b>6</b>	<b>11</b>	<b>1</b>	<b>196</b>	<b>214</b>
<b>P/TOT</b>	<b>918</b>	<b>126</b>	<b>17</b>	<b>16</b>	<b>7</b>	<b>1084</b>	<b>1120</b>	<b>345</b>	<b>78</b>	<b>10</b>	<b>12</b>	<b>7</b>	<b>452</b>	<b>480</b>	<b>614</b>	<b>79</b>	<b>14</b>	<b>37</b>	<b>5</b>	<b>749</b>	<b>809</b>

TIME	MOVEMENT 7					TOT	PCU	MOVEMENT 8					TOT	PCU	MOVEMENT 9					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
16:00	53	6	4	1	0	64	67	64	9	2	2	0	77	81	18	3	0	4	3	28	36
16:15	37	6	1	1	0	45	47	97	12	1	1	1	112	115	20	4	0	1	0	25	26
16:30	31	7	1	0	0	39	40	88	15	1	2	0	106	109	26	6	1	0	1	34	36
16:45	29	9	2	0	0	40	41	82	16	1	0	1	100	102	31	1	0	0	1	33	34
<b>H/TOT</b>	<b>150</b>	<b>28</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>188</b>	<b>195</b>	<b>331</b>	<b>52</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>395</b>	<b>406</b>	<b>95</b>	<b>14</b>	<b>1</b>	<b>5</b>	<b>5</b>	<b>120</b>	<b>132</b>
17:00	34	6	2	0	0	42	43	98	21	1	1	0	121	123	33	3	0	2	1	39	43
17:15	30	2	0	0	0	32	32	91	13	2	0	0	106	107	32	2	0	0	1	35	36
17:30	46	6	2	0	1	55	57	120	13	4	0	1	138	141	28	4	0	0	2	34	36
17:45	32	3	0	0	0	35	35	123	14	0	0	2	139	141	31	5	0	1	0	37	38
<b>H/TOT</b>	<b>142</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>164</b>	<b>167</b>	<b>432</b>	<b>61</b>	<b>7</b>	<b>1</b>	<b>3</b>	<b>504</b>	<b>512</b>	<b>124</b>	<b>14</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>145</b>	<b>153</b>
18:00	37	4	0	0	0	41	41	95	10	0	0	0	105	105	29	2	0	0	0	31	31
18:15	40	6	0	0	0	46	46	105	17	0	0	2	124	126	37	1	0	0	2	40	42
18:30	35	1	0	0	0	36	36	73	9	0	1	2	85	88	31	5	1	0	0	37	38
18:45	54	0	0	0	1	55	56	47	8	0	0	0	55	55	29	2	0	1	1	33	35
<b>H/TOT</b>	<b>166</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>178</b>	<b>179</b>	<b>320</b>	<b>44</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>369</b>	<b>374</b>	<b>126</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>141</b>	<b>146</b>
<b>P/TOT</b>	<b>458</b>	<b>56</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>530</b>	<b>541</b>	<b>1083</b>	<b>157</b>	<b>12</b>	<b>7</b>	<b>9</b>	<b>1268</b>	<b>1292</b>	<b>345</b>	<b>38</b>	<b>2</b>	<b>9</b>	<b>12</b>	<b>406</b>	<b>431</b>

PCU's Through Junction
852
1202
1421
1357
4832
1500
1457
1500
1438
5895
1350
1201
1091
952
4593
15320

PCU's Through Junction
1348
1386
1396
1463
5593
1488
1399
1449
1316
5652
1335
1280
940
870
4425
15670



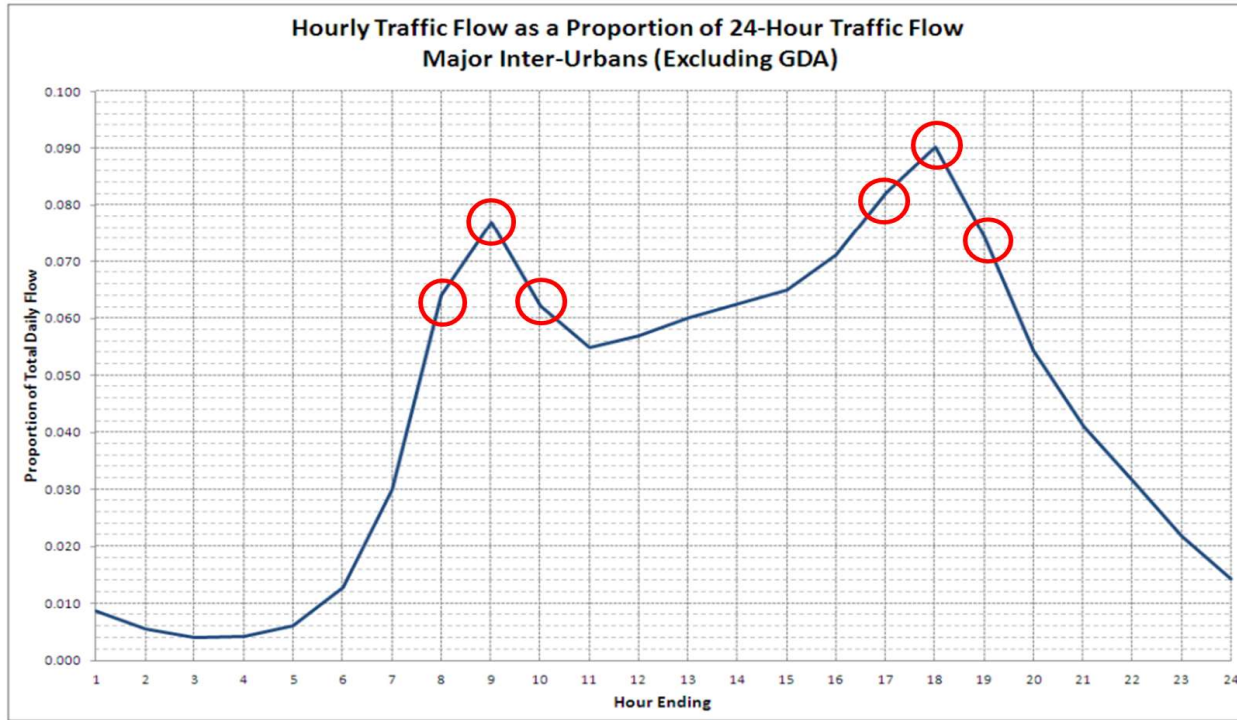
# PINNACLE

## CONSULTING ENGINEERS

Job Number:	P230200359		
Project	Orsted Oatfield Wind Farm		
	Year	Time	Scenario
Flow Condition	2023	AM/PM	AADT
Appendix:	16.2.1		

07:00	08:00	0.063
08:00	09:00	0.072
09:00	10:00	0.061
16:00	17:00	0.081
17:00	18:00	0.088
18:00	19:00	0.075

Sum 0.44



# PINNACLE

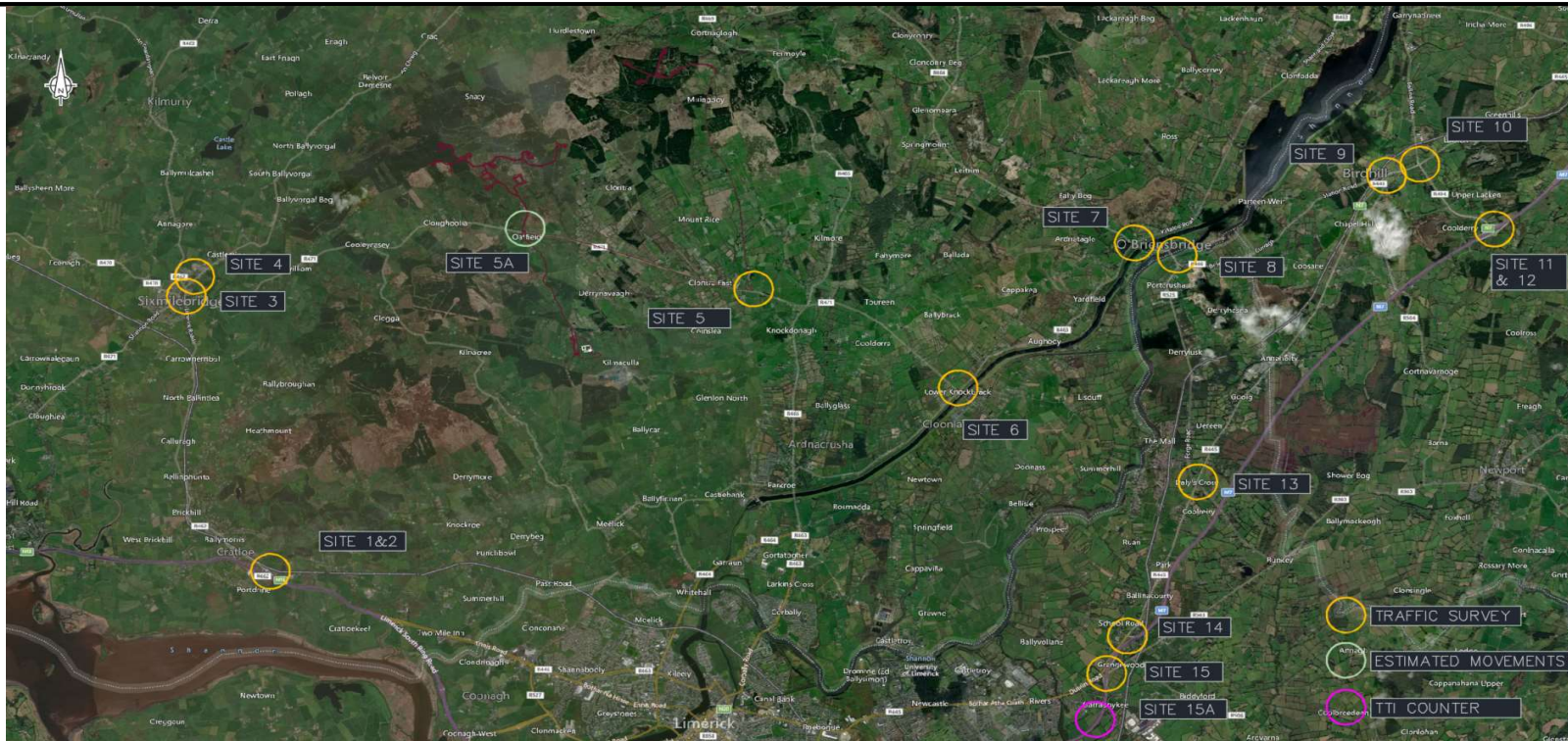
## CONSULTING ENGINEERS

Job Number:	P230200359		
Project	Orsted Oatfield Wind Farm		
	Year	Time	Scenario
Flow Condition	2023	AM/PM	AADT
Appendix:	16.2.2		

07:00	08:00	0.064
08:00	09:00	0.076
09:00	10:00	0.062
16:00	17:00	0.082
17:00	18:00	0.090
18:00	19:00	0.075

Sum 0.449





# PINNACLE

## CONSULTING ENGINEERS

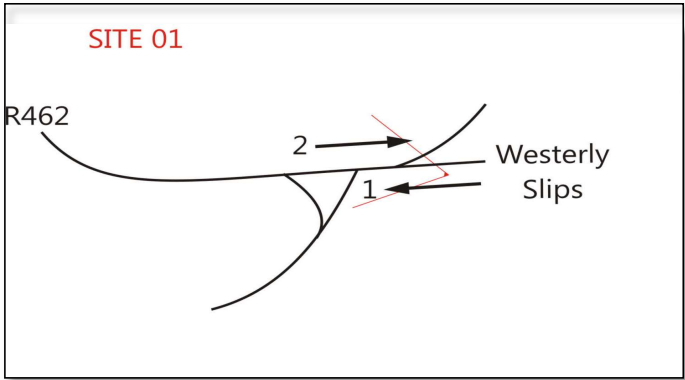
Job Number:	P230200359		
Project	Orsted Oatfield Wind Farm		
	Year	Time	Scenario
Flow Condition	2023	AM/PM	AADT
Appendix:	16.2.3		

Traffic Count Locations			
Site No	Location	Coordinates	Type
1	Junction 5 N18	X = 549534.972 Y = 660152.569	Off ramp
2	Junction 5 N18	X = 549534.972 Y = 660152.569	On ramp
3	R471/R462	X = 547846.728 Y = 665936.788	Crossroads
4	R462/L3016	X = 547842.751 Y = 666191.057	T-junction
5a	R471/Eastern Site Access	X = 554211.964 Y = 667373.911	T-Junction
5	R471/Western Site Access	X = 558526.063 Y = 666120.216	T-junction
6	R471/R463	X = 562386.524 Y = 664072.945	Crossroads
7	R466/R463	X = 565661.023 Y = 667115.899	Crossroads
8	R466/An Tsruid Mhor	X = 566464.567 Y = 666863.883	T-Junction
9	R466/N7	X = 570397.816 Y = 668516.976	Crossroads
10	R494/N7	X = 571020.049 Y = 668752.315	Roundabout
11	N7/M7 Junction 27	X = 572416.554 Y = 667405.331	On Ramp
12	N7/M7 Junction 27	X = 566853.240 Y = 662151.191	On Ramp
13	R445/R525	X = 565530.984 Y = 658946.362	T-Junction
14	R445	X = 565141.840 Y = 658168.471	Roundabout
15	R445/Grangewood	X = 562386.524 Y = 664072.945	Roundabout

# PINNACLE

## CONSULTING ENGINEERS

Job Number:	P230200359		
Project	Orsted Oatfield Wind Farm		
	Year	Time	Scenario
Flow Condition	2023	AM/PM	AADT
Appendix:	16.2.4		



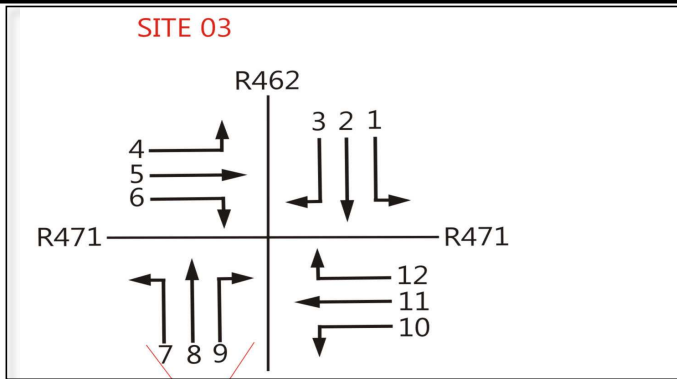
Total Two Way Movements                      1478 vehicles per hour  
 Proportion of 24 hour Flow                      0.449

Two Way AADT    **3292**

# PINNACLE

## CONSULTING ENGINEERS

Job Number:	P230200359		
Project	Orsted Oatfield Wind Farm		
	Year	Time	Scenario
Flow Condition	2023	AM/PM	AADT
Appendix:	16.2.5		

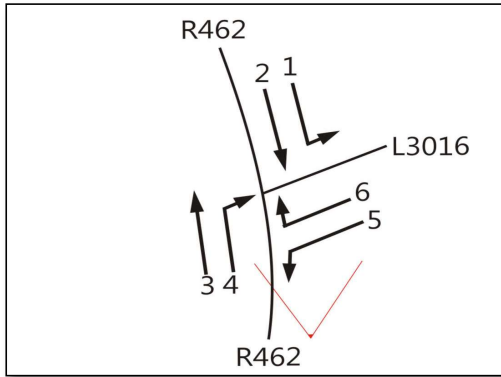


Total Two Way Movements	4444 vehicles per hour
Proportion of 24 hour Flow	0.44
Two Way AADT	<b>10100</b>

# PINNACLE

## CONSULTING ENGINEERS

Job Number:	P230200359		
Project	Orsted Oatfield Wind Farm		
	Year	Time	Scenario
Flow Condition	2023	AM/PM	AADT
Appendix:	16.2.6		



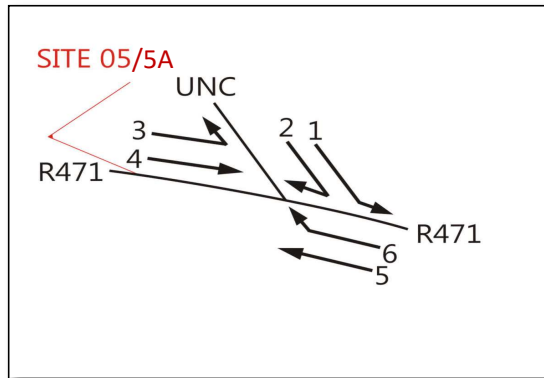
Total Two Way Movements                      3110 vehicles per hour  
 Proportion of 24 hour Flow                      0.44

Two Way AADT    **7068**

# PINNACLE

## CONSULTING ENGINEERS

Job Number:	P230200359		
Project	Orsted Oatfield Wind Farm		
	Year	Time	Scenario
Flow Condition	2023	AM/PM	AADT
Appendix:	16.2.7		



Site 5/Site 5A

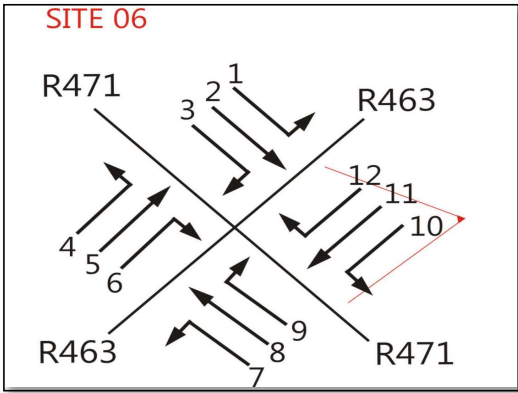
Total Two Way Movements                      574 vehicles per hour  
 Proportion of 24 hour Flow                      0.44

Two Way AADT    **1305**

# PINNACLE

## CONSULTING ENGINEERS

Job Number:	P230200359		
Project	Orsted Oatfield Wind Farm		
	Year	Time	Scenario
Flow Condition	2023	AM/PM	AADT
Appendix:	16.2.8		

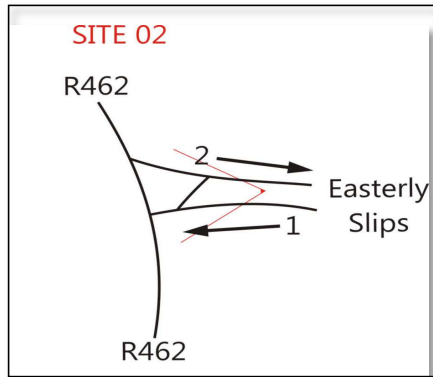


Total Two Way Movements	2584 vehicles per hour
Proportion of 24 hour Flow	0.44
Two Way AADT	<b>5873</b>

# PINNACLE

## CONSULTING ENGINEERS

Job Number:	P230200359		
Project	Orsted Oatfield Wind Farm		
	Year	Time	Scenario
Flow Condition	2023	AM/PM	AADT
Appendix:	16.2.9		



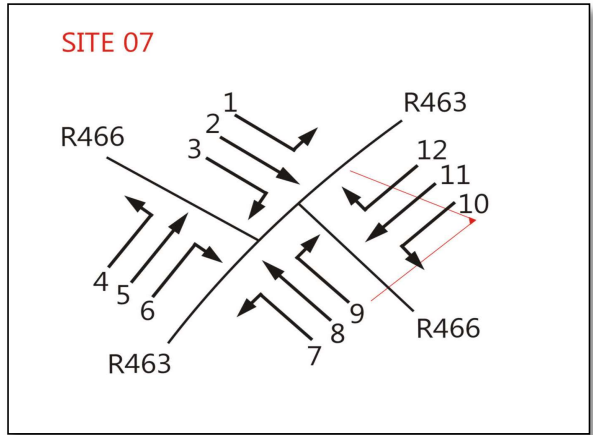
Total Two Way Movements	1406 vehicles per hour
Proportion of 24 hour Flow	0.449
Two Way AADT	<b>3131</b>

# PINNACLE

## CONSULTING ENGINEERS

Job Number:	P230200359		
Project	Orsted Oatfield Wind Farm		
	Year	Time	Scenario
Flow Condition	2023	AM/PM	AADT
Appendix:	16.2.10		



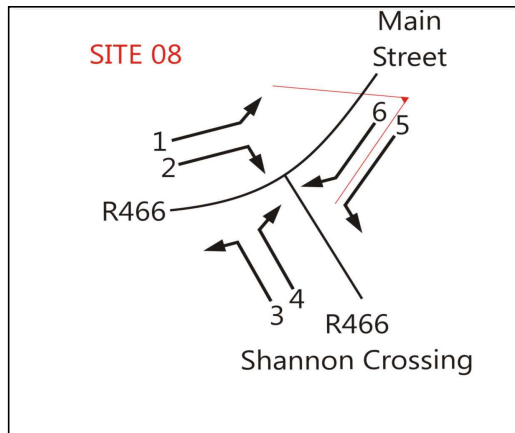


Total Two Way Movements	4073 vehicles per hour
Proportion of 24 hour Flow	0.44
Two Way AADT	<b>9257</b>

# PINNACLE

## CONSULTING ENGINEERS

Job Number:	P230200359		
Project	Orsted Oatfield Wind Farm		
	Year	Time	Scenario
Flow Condition	2023	AM/PM	AADT
Appendix:	16.2.11		



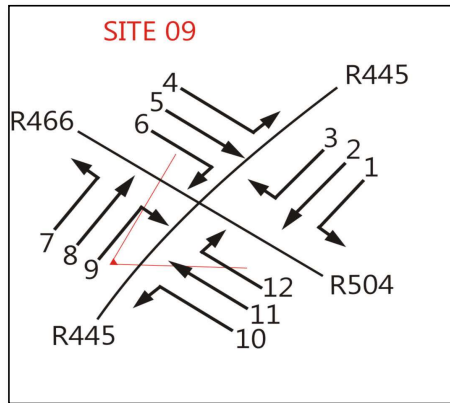
Total Two Way Movements                      2776 vehicles per hour  
 Proportion of 24 hour Flow                      0.44

Two Way AADT    **6309**

# PINNACLE

## CONSULTING ENGINEERS

Job Number:	P230200359		
Project	Orsted Oatfield Wind Farm		
	Year	Time	Scenario
Flow Condition	2023	AM/PM	AADT
Appendix:	16.2.12		

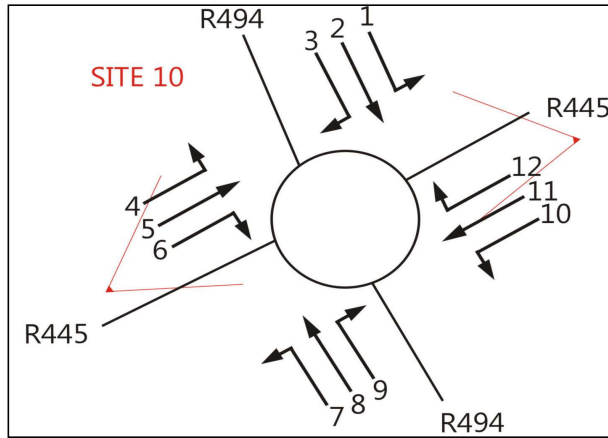


Total Two Way Movements	2431 vehicles per hour
Proportion of 24 hour Flow	0.44
Two Way AADT	<b>5525</b>

# PINNACLE

## CONSULTING ENGINEERS

Job Number:	P230200359		
Project	Orsted Oatfield Wind Farm		
	Year	Time	Scenario
Flow Condition	2023	AM/PM	AADT
Appendix:	16.2.13		



NB Please be aware that Site 10 is subject to long term roadworks, The R494 northern arm is access only.

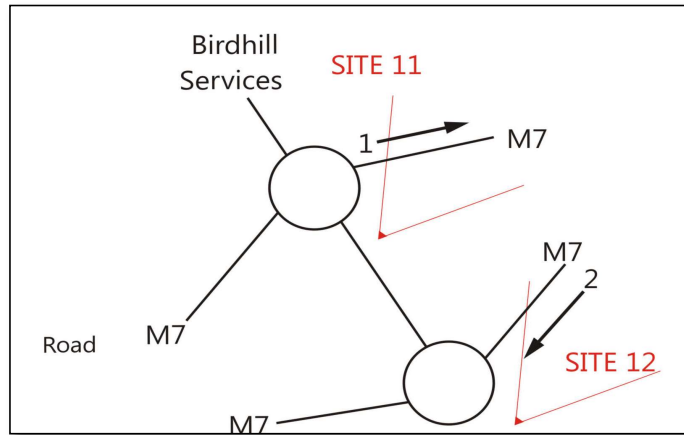
Total Two Way Movements                      3940 vehicles per hour  
 Proportion of 24 hour Flow                      0.44

Two Way AADT    **8955**

# PINNACLE

## CONSULTING ENGINEERS

Job Number:	P230200359		
Project	Orsted Oatfield Wind Farm		
	Year	Time	Scenario
Flow Condition	2023	AM/PM	AADT
Appendix:	16.2.14		



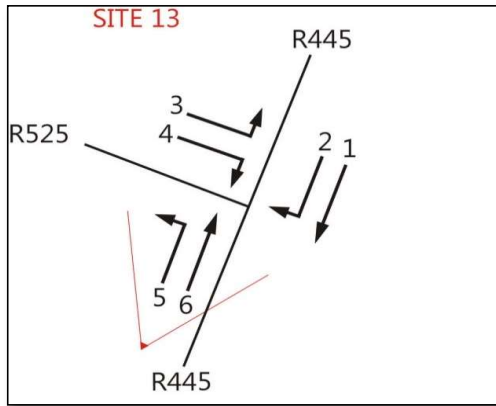
Total Two Way Movements                      1032 vehicles per hour  
 Proportion of 24 hour Flow                      0.449

Two Way AADT    **2298**

# PINNACLE

## CONSULTING ENGINEERS

Job Number:	P230200359		
Project	Orsted Oatfield Wind Farm		
	Year	Time	Scenario
Flow Condition	2023	AM/PM	AADT
Appendix:	16.2.15		



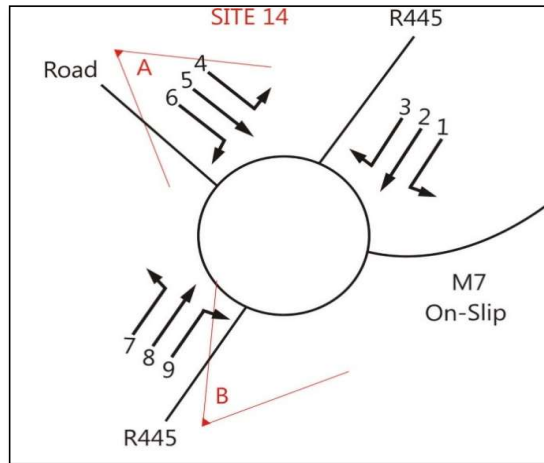
Total Two Way Movements                      5164 vehicles per hour  
 Proportion of 24 hour Flow                      0.44

Two Way AADT    **11736**

# PINNACLE

## CONSULTING ENGINEERS

Job Number:	P230200359		
Project	Orsted Oatfield Wind Farm		
	Year	Time	Scenario
Flow Condition	2023	AM/PM	AADT
Appendix:	16.2.16		



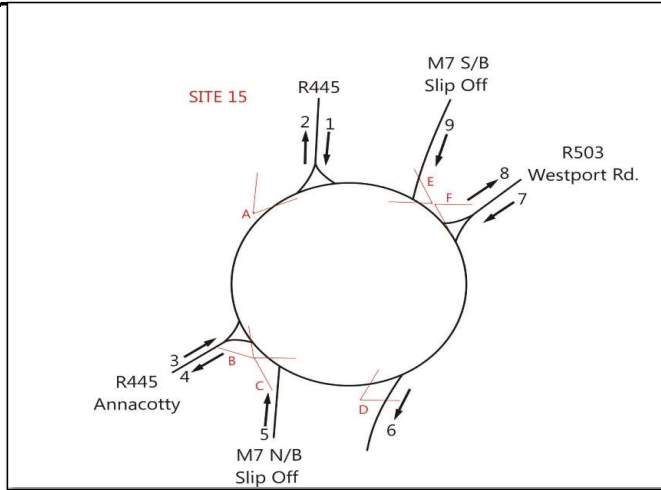
Total Two Way Movements                      6308 vehicles per hour  
 Proportion of 24 hour Flow                      0.449

Two Way AADT    **14049**

# PINNACLE

## CONSULTING ENGINEERS

Job Number:	P230200359		
Project	Orsted Oatfield Wind Farm		
	Year	Time	Scenario
Flow Condition	2023	AM/PM	AADT
Appendix:	16.2.17		



Total Two Way Movements 29642 vehicles per hour  
 Proportion of 24 hour Flow 0.449

Two Way AADT **66018**

Station Id: TMU M07 180.0 E 31753 85.60% Coverage  
**37095**

# PINNACLE

## CONSULTING ENGINEERS

Job Number:	P230200359		
Project	Orsted Oatfield Wind Farm		
	Year	Time	Scenario
Flow Condition	2023	AM/PM	AADT
Appendix:	16.2.18		



Location	Total Two Way Movements	Factor	AADT (Vehicles)
Site 1	1478	0.449	3292
Site 2	1406	0.449	3131
Site 3	4444	0.440	10100
Site 4	3110	0.440	7068
Site 5/A	574	0.440	1305
Site 6	2584	0.440	5873
Site 7	4073	0.440	9257
Site 8	2776	0.440	6309
Site 9	2431	0.440	5525
Site 10	3940	0.440	8955
Site 11 & 12	1032	0.449	2298
Site 13	5164	0.440	11736
Site 14	6308	0.449	14049
Site 15	29642	0.449	66018
Site 15	N/A	N/A	37095

# PINNACLE

## CONSULTING ENGINEERS

Job Number:	P230200359		
Project	Orsted Oatfield Wind Farm		
	Year	Time	Scenario
Flow Condition	2023	AM/PM	AADT
Appendix:	16.2.19		

Vehicles				HGVs				LGVs			
	Total Trips per Month	Total Trips Per Week	Total Trips Per Day		Total Trips per Month	Total Trips Per Week	Total Trips Per Day		Total Trips per Month	Total Trips Per Week	Total Trips Per Day
1	1283	299	50	1	802	187	32	1	481	112	18
2	1595	371	62	2	997	232	39	2	598	139	23
3	1250	291	49	3	781	182	31	3	469	109	18
4	1888	440	74	4	1180	275	46	4	708	165	28
5	1907	444	74	5	1192	278	47	5	715	166	27
6	1907	444	74	6	1192	278	47	6	715	166	27
7	1907	444	74	7	1192	278	47	7	715	166	27
8	1939	451	76	8	1212	282	47	8	727	169	29
9	1451	338	57	9	907	211	36	9	544	127	21
10	1451	338	57	10	907	211	36	10	544	127	21
11	1162	271	46	11	726	169	29	11	436	102	17
12	1162	271	46	12	726	169	29	12	436	102	17
13	1130	263	44	13	706	165	28	13	424	98	16
14	24	6	1	14	15	4	1	14	9	2	0
15	24	6	1	15	15	4	1	15	9	2	0
16	8	2	1	16	5	2	1	16	3	0	0
17	104	25	5	17	65	16	3	17	39	9	2
18	102	24	4	18	64	15	3	18	38	9	1
Total	18392	4278	713	Total	12684	2950	492	Total	5708	1328	221
Average	1127	263	44	Average	705	164	28	Average	423	98	16
Max	1939	451	76	Max	1212	282	47	Max	727	169	29

# PINNACLE

## CONSULTING ENGINEERS

Job Number:	P230200359		
Project	Orsted Oatfield Wind Farm		
	Year	Time	Scenario
Flow Condition	2023	AM/PM	Generation
Appendix:	16.3.1		

16.3.1 - Trip Generatio



# PINNACLE

## CONSULTING ENGINEERS

Job Number:	P230200359		
Project	Orsted Oatfield Wind Farm		
	Year	Time	Scenario
Flow Condition	2023	AM/PM	Distribution
Appendix:	16.3.2		

West Bound		East Bound	
Distribution	A+C = Site 3, 2,1	B+D = Site 6 7, 8	
		E = Site 9, 10,11&12	
		F = Site 12, 13,14,15	

Site 5A		
	East	West
AM	88	28
PM	135	57
	%	
AM	75.76%	24.24%
PM	70.23%	29.77%
	6 Hour Average	
	72.31%	27.69%

Site 5		
	East	West
AM	88	28
PM	135	57
	%	
AM	75.76%	24.24%
PM	70.23%	29.77%
	6 Hour Average	
	72.31%	27.69%

Site 8		
	North	South
AM	15	1000
PM	38	487
	%	
AM	1.43%	98.57%
PM	7.24%	92.76%
	6 Hour Average	
	3.41%	96.59%

# PINNACLE

## CONSULTING ENGINEERS

Job Number:	P230200359		
Project	Orsted Oatfield Wind Farm		
	Year	Time	Scenario
Flow Condition	2023	AM/PM	Assignment %
Appendix:	16.3.3		

Site 4	
HGV	24
LGV	15
Total	38

Site 5	
HGV	24
LGV	15
Total	38

	East	West
Site 5a	72.31%	27.69%
Site 5	72.31%	27.69%

	HGV	LGV	Total
Site 5a			
East Bound	17	10	27
West Bound	7	4	11
Site 5			
East Bound	17	17	27
West Bound	4	4	11
Total			
East Bound	34	27	55
West Bound	11	8	21

	North	South
Site 8	3.41%	96.59%

	HGV	LGV	Total
Site 8			
North	1	1	2
South	33	27	53

# PINNACLE

## CONSULTING ENGINEERS

Job Number:	P230200359		
Project	Orsted Oatfield Wind Farm		
	Year	Time	Scenario
Flow Condition	2023	AM/PM	Assignment
Appendix:	16.3.4		

Location	Construction Phase			Construion Phase - Eastbound Only			
	Survey Flows	Development Flows	% Impact	Site 4	7068	76	1.08%
Site 1	3292	7	0.20%	Site 5	1305	76	5.83%
Site 2	3131	7	0.67%	Site 6	5873	76	1.29%
Site 3	10100	21	0.14%	Site 7	9257	76	0.82%
Site 4	7068	14	0.69%	Site 8	6309	76	1.20%
Site 5 A	1305	49	5.02%	Site 9	5525	76	1.38%
Site 5	1305	65	5.02%	Site 10	8955	76	0.85%
Site 6	5873	55	0.94%	Site 11 & 12	2298	76	3.31%
Site 7	9257	55	0.59%				
Site 8	6309	2	0.03%				
Site 9	5525	2	0.03%				
Site 10	8955	2	0.02%				
Site 11 & 12	2298	53	2.31%				
Site 13	11736	53	0.45%				
Site 14	14049	53	0.38%				
Site 15 *	66018	53	0.08%				
Site 15	37095	53	0.14%				

# PINNACLE

## CONSULTING ENGINEERS

Job Number:	P230200359		
Project	Orsted Oatfield Wind Farm		
	Year	Time	Scenario
Flow Condition	2023	AM/PM	IMPACT
Appendix:	16.3.5		

Location	Construction Phase				
	Survey Flows	Development Flows	% Impact	Cumulative Flows	Cumulative Impact %
Site 1	3292	7	0.20%	7	0.41%
Site 2	3131	7	0.67%	7	0.43%
Site 3	10100	21	0.14%	21	0.42%
Site 4	7068	14	0.69%	14	0.41%
Site 5a	1305	49	5.02%	49	7.44%
Site 5	1305	65	5.02%	65	10.04%
Site 6	5873	55	0.94%	55	1.87%
Site 7	9257	55	0.59%	55	1.19%
Site 8	6309	2	0.03%	2	0.06%
Site 9	5525	2	0.03%	2	0.07%
Site 10	8955	2	0.02%	2	0.04%
Site 11 & 2	2298	53	2.31%	53	4.62%
Site 13	11736	53	0.45%	53	0.90%
Site 14	14049	53	0.38%	53	0.76%
Site 15	66018	53	0.08%	53	0.16%
Site 15	37095	53	0.14%	53	0.29%

# PINNACLE

## CONSULTING ENGINEERS

Job Number:	P230200359		
Project	Orsted Oatfield Wind Farm		
	Year	Time	Scenario
Flow Condition	2023	AM/PM	Cumulative
Appendix:	16.3.6		