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TABLES

FIGURES

Introduction

14.1 PMCE Ltd. were commissioned by SLR Consulting Ireland to undertake a review of the traffic impacts associated with the proposed continued use and extension of the sand and gravel pit located at Mounthall and Cummer townlands, Camross, Co. Laois.

14.2 In preparing this report reference has been made to the following documents:

- Transport Infrastructure Ireland (TII) Publications document PE PDV-02045, "Traffic and Transport Assessment Guidelines" (May 2014) published by TII;
- TII Publications document PE-PAG-02017, "Project Appraisal Guidelines for National Roads Unit 5.3 – Travel Demand Projections" (October 2021) published by TII;
- TII Publications document PE-PAG-02039, "Project Appraisal Guidelines for National Roads Unit 16.1 - Expansion Factors for Short Period Traffic Counts" (October 2016) published by TII;
- Traffic Count Survey Data, collected by Traffinomics;
- TII Publications document DN-GEO-03031, "Rural Road Link Design" (October 2017 & May 2023) published by TII;
- TII Publications document DN-GEO-03060, "Geometric Design of Junctions (priority junctions, direct accesses, roundabouts, grade-separated and compact grade-separated junctions)" (May 2023) published by TII;
- Laois County Development Plan (2021 – 2027).

Scope of Work

14.3 The objective of this report is to examine the traffic implications associated with the proposed development in terms of its integration with existing traffic in the area. The report determines and quantifies the extent of additional trips generated by the development, and the impact on operational performance of such trips on the local road network.

Baseline Study Methodology

14.4 The methodology adopted for this appraisal and report involved, in brief:

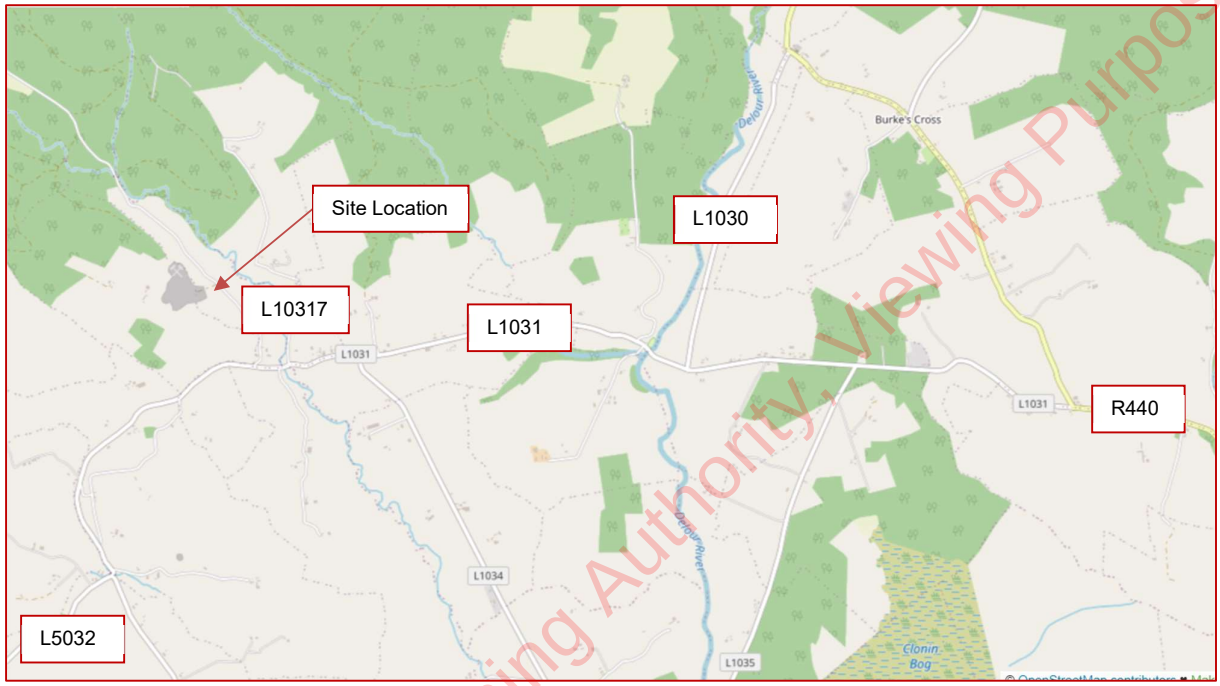
- **Site Visit**: Site visits were undertaken on the 31st January 2024, the weather was dry, and the ground surface was dry.
- **Trip Generation and Trip Assignment:** This is used to derive trip rates and forecast trips for the proposed development, and to assign generated traffic flows onto the existing road network.
- **Link Capacity Assessment**: To estimate an AADT value for each of the main roads on the surrounding road network and assess their capacity with and without the proposed development.
- **Junction Capacity Assessment**: The traffic count data was used to develop a model for three junctions on the existing road network and their capacity was assessed using the 'Junctions 9' computer programme.
- **Future Year Assessments**: The estimated future year volumes on the study area network, as a result of the increase in background traffic and any site related traffic, was used to assess the future operational performance of the junctions and

surrounding road network for 2025 (assumed year of opening), and at two future assessment years, the opening year +5 (2030) and the opening year +15 (2040).

Site Location

14.5 **Figure 14-1** shows the sand & gravel Pit location at Mounthall, Co. Laois and the surrounding road network.

Figure 14-1: Location Plan



Site Description

14.6 The site comprises an existing permitted sand and gravel pit which is currently non-operational and located at Mounthall and Cummer townlands, Co. Laois approximately 9km northwest of Mountrath, and 18km west of Portlaoise.

14.7 The surrounding lands can be characterised as rural, with land uses in the area comprising agriculture, and single house residential. The nearest third-party dwelling which includes an agricultural unit is located approximately 400m south of the proposed site access.

14.8 The site will be accessed from the L10317 Local Road via the existing pit entrance. 'Quarry Entrance Ahead' signs are provided along the route towards the quarry entrance.

Existing Road Network

L10317

14.9 The L10317 Local Road runs adjacent to the eastern boundary of the site in a north-south direction. The road is approximately 5m wide in the vicinity of the site access. It forms a priority-control junction with the L1031 Local Road approximately 500m south of the site access. The posted speed limit of the L10317 in the vicinity of the site is 80kph.

L1031

14.10 The L1031, is a Local Road, linking the L10317 Local Road with the R440 Regional Road. It terminates at a T-junction with the R440 Regional Road to the southeast of the proposed development. The L1031 is 10km long, and runs in a southwest-northeast direction. In the vicinity of the site, the L1031 is approximately 5.5m wide with no footways or hard strips. The posted speed limit of the L1031 in the vicinity of the site is 80kph.

R440

14.11 The R440 Regional Road is a two-way single carriageway road with narrow hard strips on both sides of the carriageway in the vicinity of the proposed site. It runs in a north-south direction for approximately 20km extending from Kinitty in the north to Mountrath, Co. Laois in the south. The road is approximately 6m wide in the vicinity of its junction with the L1030 and has a posted speed limit of 80kph.

Traffic Volumes

14.12 Classified 12-Hour Junction Turning Counts (JTCs) were carried out on the 23rd of January 2024, by Traffinomics Ltd., at a total of 4 No junctions, refer to **Figure 14-2**.

14.13 The counts were carried out between 7:00am and 7:00pm, with this time period encompassing the peak hours on the adjacent National and Local Roads network. Surveyed vehicles were broken down into five categories as follows:

- Cars
- LGV's (Light Goods Vehicles)
- OGV1 (Two and three axle goods vehicles)
- OGV2 (Four and five axle goods vehicles)
- Buses

14.14 The detailed results of the traffic survey are summarised in **Appendix 14-B**. The morning and evening peak hours have been established as:

- **T-Junction of the L10317 and L1031 (referred to as the 'L10317 Junction' in this report)** - 08:00 - 09:00 (AM Peak) and 17:45 - 18:45 (PM Peak);
- **T-Junction of the L1030 and L1031 (referred to as the 'L1030 Junction' in this report)** - 07:45 – 08:45 (AM Peak), 17:45 – 18:45 (PM Peak)
- **T-Junction of the R440 and L1031 (referred to as the 'R440 Junction' in this report)** - 08:15 - 09:15 (AM Peak) and 17:15 - 18:15 (PM Peak)
- **T-Junction of the L5032 and L1031 (referred to as the 'L5032 Junction' in this report)** - 08:30 – 09:30 (AM Peak), 17:15 – 18:15 (PM Peak)

Figure 14-2: Traffic Surveys Locations

14.15 The count data for each site has been converted to Annual Average Daily Traffic (AADT) values using the methodology described in "Expansion Factors for Short Period Traffic Counts" (Unit 16.1 NRA Project Appraisal Guidelines, October 2016). Annexes A to C of the above document were used in the expansion of traffic counts to AADT's.

14.16 A combined factor of 0.784 was arrived at by combining the individual hourly factors for the count duration. This factor was then used to determine the 24-hour traffic flow. This was then converted to a Weekly Average Daily Traffic (WADT) using an index of 1.00 for the Tuesday traffic count. Finally, this was converted to AADT using an index of 1.16 for the month of January. These factors were used to calculate the AADT for the four junctions.

14.17 The resulting AADT figures at each junction are provided in **Appendix 14-C**.

Proposed Development

Trip Generation & Distribution

General

14.18 The proposed application is in relation to the continued use and extension of the existing permitted sand and gravel pit located in the townlands of Mounthall and Cummer, Camross, Co. Laois.

14.19 The development will utilise an existing access adjacent from the L10317 Local Road approximately 550m north of its junction with L1031, and 4.6km west of its junctions with R440 (as the crow flies). The operations at the pit will include the extraction and processing of sand and gravel.

Sand & Gravel Pit Operations

14.20 Approximately 80,000 tonnes of sand and gravel will be excavated and removed from the site annually. The extracted sand and gravel will be processed on site using mobile processing plant to produce various sized aggregates for transportation off site.

14.21 In determining the daily traffic volumes associated with the development an average of 12 loads per day from the site has been calculated based on the following:

- The site will operate for 50 weeks per year;
- Material will be transported from the site in 25 tonne loads on average;
- The facility will operate for 5.5 days per week (Monday to Saturday) inclusive; and
- The facility opening times will be 07:00 to 18:00 on Monday to Friday and 07:00 to 14:00 on Saturday.

14.22 **Table 14-1** below summarises the calculation of daily trips to/from the pit from the average annual import, export, and extraction rates.

Table 14-1: Summary of Predicted Daily Trips in Opening Year and Beyond

Development	Type of Traffic	Daily Trips		
		Total amount	Capacity per Load	Daily Loads
Quarry	Exported Quarried Material	80,000	25	12

	Trips
Total Daily Trips	**24**

Staff Trips

14.23 The site will employ 1 full-time staff member and 2 contractors, and it is not anticipated that these numbers will increase. Staff movements will generate 6 peak hour trips, 3 trips inbound in the morning and 3 trips outbound in the evening peak. Staff car movements have been distributed in accordance with the existing light vehicle distribution at the junctions of the surrounding road network.

Miscellaneous Trips

14.24 A total of 6 trips have been assumed to occur daily to cater for possible miscellaneous trips associated with the site. These miscellaneous trips allow for deliveries to the pit (e.g. fuel).

Trip Distribution & Composition

14.25 **Appendix 14-A** contains extracts from the TRICS database giving the forecast arrivals/departures distribution for quarry sites. By inspection it can be seen that the pattern of arrivals/departures is consistent with a short turn around within the sites, e.g. that vehicles generally arrive and depart within a short time period, likely to be less than an hour.

14.26 **Table 14-2** details the trip distribution that has been applied to the development traffic as part of the junction capacity analysis.

Table 14-2: Summary of Predicted Daily Trips in Opening Year and Beyond

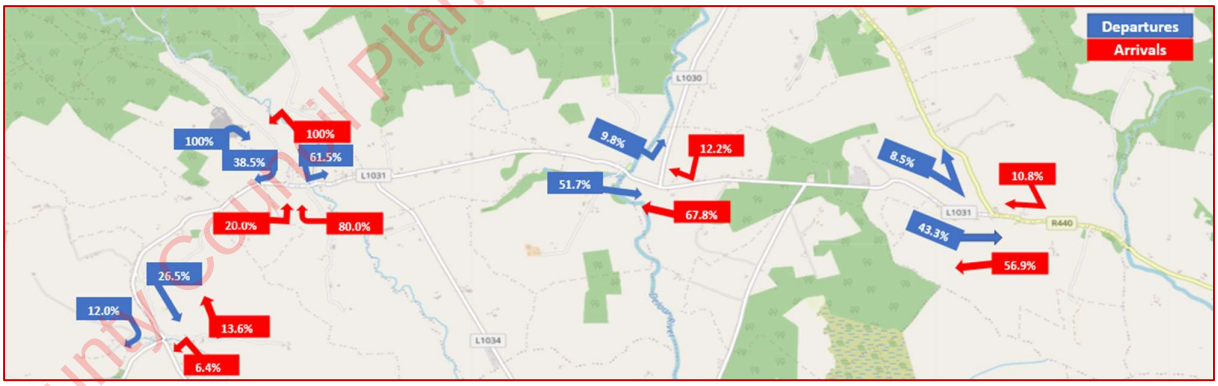
Development	Type of Traffic	Daily Trips	
		Arrivals	Departures
Quarry	Transportation of Material (HGVs)	12	12
	Staff (LVs)	3	3
	Misc (LVs)	3	3
Total		18	18

Trip Assignment

14.27 The assignment of the forecast development traffic onto the adjacent road network is based on the existing traffic flow distribution at each junction as derived from the traffic counts and projected haul routes. This is illustrated in **Figure 14-3** and **Figure 14-4**.

Figure 14-3: Assignment of Quarry Development Traffic throughout the Network (HGVs)

Figure 14-4: Assignment of Quarry Development Traffic throughout the Network (LVs)

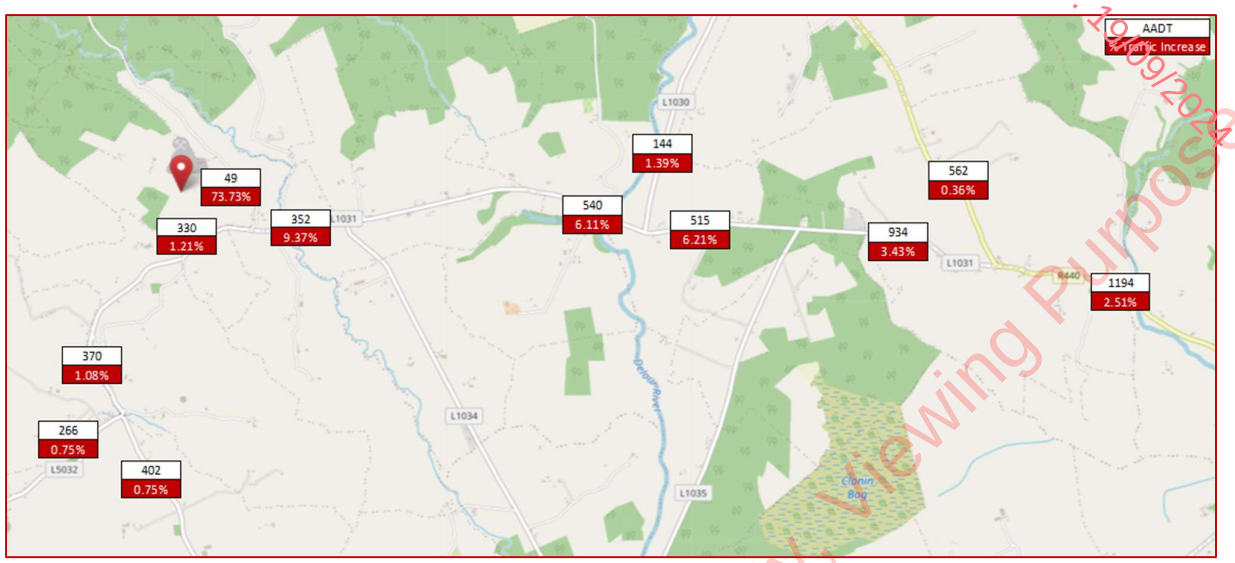


Scope of Assessment

14.28 The proposed sand and gravel pit at Mounthall and Cummer townlands, Co. Laois, will result in an increase in the traffic volumes at junctions within the road network in the vicinity of the proposed development. Section 2.1 of the *"Traffic and Transport Assessment Guidelines"* published by Transport Infrastructure Ireland recommends that in an urban or congested setting that a traffic assessment should cover all roads and junctions where the development traffic exceeds 5% of the existing or background traffic.

14.29 **Figure 14-5** outlines the distributed development traffic as a percentage of the background traffic on the adjacent road network.

Figure 14-5 AADT and Development Traffic as a Percentage of Existing Traffic



14.30 As a result, this Traffic and Transport Assessment shall undertake a capacity assessment of the following junctions:

- L10317 Junction
- L1030 Junction
- Site Access

Road Impacts

Assessment Years

14.31 The *"Traffic and Transport Assessment Guidelines"* published by Transport Infrastructure Ireland recommend the assessment of traffic in the Opening Year, for the Opening Year +5 years and the Opening Year +15 years.

14.32 The assessment years for the Traffic and Transport assessment are therefore 2025 for the Opening Year, 2030 and 2040 for the Future Assessment Years.

Traffic Growth

14.33 The *"Project Appraisal Guidelines - Unit 5.3 – Travel Demand Projections (PE-PAG-02017)"* published by TII in October 2021 has been used to determine future year traffic flows on the network from the 2024 traffic count data.

14.34 **Table 14-3** contains a summary of the traffic growth factors published in the *"Project Appraisal Guidelines"*. For this assessment, a central growth scenario has been adopted (a 'central' growth scenario' was assumed given the site location and scale).

Table 14-3: Future Year Traffic Growth Figures (Co. Laois)

Year	Low Growth	Central Growth	High Growth

	LV	HV	LV	HV	LV	HV
2016-2030	1.0130	1.0265	**1.0147**	**1.0280**	1.0179	1.0314
2030-2040	1.0030	1.0105	**1.0047**	**1.0125**	1.0082	1.0160
2040-2050	1.0018	1.0136	**1.0036**	**1.0155**	1.0090	1.0248

Link Capacity Assessment

L1031 Local Road

14.35 The TII Publications document reference DN-GEO-03031 (April 2017) provides guidance on recommended rural road layouts in its Table 6/1. It advises that the capacity of a Type 3 Single Carriageway Road with 6.0m cross-section is 5,000 AADT for a Level of Service D. The L1031 adjacent to the sand and gravel pit, has an average cross-section width of approximately 5.50m with no hard shoulders present. Therefore, the L1031 is considered to be most similar to the Type 3 Single Carriageway cross-section in this document with a capacity of 5,000 AADT for Level of Service D.

14.36 The combined background and Site Traffic volumes, outlined in **Table 14-4** in each of the assessment years is less than the LOS D capacity of 5,000 AADT for a Type 3 Single Carriageway. It is considered that the L1031 will operate within capacity for each of the assessment years. **Table 14-4** indicates that the traffic associated with the proposed development represents between 8.18% and 9.14% of the total traffic on the L1031 during the assessment years 2025 to 2040.

Table 14-4: Combined AADT for each Assessment Year (L1031)

	Assessment Year			
	2024	**2025**	**2030**	**2040**
Background Traffic	352	358	383	404
Additional Development Traffic	-	36	36	36
Combined Traffic (Background + Additional Dev. Traffic)	352	394	419	440
Additional Traffic as % of Combined Traffic	-	9.14%	8.59%	8.18%

Junction Capacity Analysis

14.37 The capacity of the surveyed junctions was assessed using the Transport Research Laboratory's (TRL) Junctions 9 computer programme.

14.38 Junction performance is measured as a ratio between the flow and capacity (RFC). The capacity analysis has been carried out for a period of 12-hours for each of the assessment years (2025, 2030, and 2040).

14.39 Location 5 is the existing site access which is currently unused, and as a result the modelling scenario 'Without Development' was not included.

14.40 A rural junction with an RFC below 0.85 is considered to be operating within capacity, and an RFC of 0.85 indicates a junction operating at capacity.

14.41 The capacity of a stream or arm of a junction refers to the maximum flow of vehicles entering the junction, within a given time period and is based on the formula given in LR942 (Kimber, 1980). The formulae describing the theoretical capacity of a junction were derived

empirically and have a ±15% confidence interval. Consequently, the standard approach to junction capacity analysis, for priority-controlled junctions, uses an RFC of 0.85 to describe the theoretical maximum capacity, however in reality there may be additional capacity above this level. Where the flow on an arm, in a given time period, exceeds the theoretical capacity this will result in increased time to traverse the junction, leading to delays and queues forming. In normal operation queues forming at a junction will dissipate over time as the volume of vehicles arriving at the junction fall below the available capacity.

14.42 The capacity of a junction can also be measured by its Level of Service (LOS). The LOS is denoted by a letter ranging from A – F. The following list describes the traffic conditions on a road network for each Level of Service:

- **LOS A:** Free-flow traffic with individual users virtually unaffected by the presence of others in the traffic stream (free-flow);
- **LOS B:** Stable traffic flow with a high degree of freedom to select speed and operating conditions but with some influence from other users (reasonably free flow);
- **LOS C:** Restricted flow that remains stable but with significant interactions with others in the traffic stream. The general level of comfort and convenience declines noticeably at this level (stable flow);
- **LOS D:** High-density flow in which speed and freedom to manoeuvre are severely restricted and comfort and convenience have declined even though flow remains stable (approaching unstable flow);
- **LOS E:** Unstable flow at, or near, capacity levels with poor levels of comfort and convenience (unstable flow); and
- **LOS F:** Forced traffic flow in which the amount of traffic approaching a point exceeds the amount that can be served. This is characterised by stop-and-go waves, poor travel times and low comfort and convenience (forced or breakdown flow).

14.43 It is therefore considered that a junction operating at a LOS E is close to, or at, capacity and a junction operating at LOS F is considered to be above capacity.

14.44 The detailed junction capacity analysis outputs for the analysed junctions, for each of the assessment years, are contained within **Appendix 14-D** to this report.

Junction 1: L10317 & L1031

14.45 A summary of the junction capacity analysis results for L10317 & L1031 Local Road are shown in **Table 14-5**. The results indicate that the junction will continue to operate within capacity for each of the assessment years 2025, 2030 and 2040.

Table 14-5: Summary of Junction Capacity Analysis at L10317 & L1031 Local Road Junction

	12 Hours (07:00 – 19:00)			
	Queue (Veh)	Delay (s)	**RFC**	**LOS**
Stream	2025 Without Development			
L10317- L1031 (E)	0.0	8.35	0.01	A
L10317- L1031 (W)	0.0	10.83	0.02	B

L1031 (E)- L10317/L1031 (W)	0.0	11.99	0.01	B
Stream	2025 With Development			
L10317- L1031 (E)	0.0	11.17	0.02	B
L10317- L1031 (W)	0.0	10.88	0.02	B
L1031 (E)- L10317/L1031 (W)	0.0	12.00	0.02	B
Stream	2030 Without Development			
L10317- L1031 (E)	0.0	8.45	0.01	A
L10317- L1031 (W)	0.0	10.95	0.02	B
L1031 (E)- L10317/L1031 (W)	0.0	12.00	0.02	B
Stream	2030 With Development			
L10317- L1031 (E)	0.0	11.20	0.02	B
L10317- L1031 (W)	0.0	11.01	0.02	B
L1031 (E)- L10317/L1031 (W)	0.0	12.00	0.02	B
Stream	2040 Without Development			
L10317- L1031 (E)	0.0	8.58	0.02	B
L10317- L1031 (W)	0.0	11.13	0.02	B
L1031 (E)- L10317/L1031 (W)	0.0	12.01	0.02	B
Stream	2040 With Development			
L10317- L1031 (E)	0.0	11.22	0.02	B
L10317- L1031 (W)	0.0	11.19	0.02	B
L1031 (E)- L10317/L1031 (W)	0.0	12.02	0.02	B

Junction 2: L1030 & L1031

14.46 A summary of the junction capacity analysis results for this junction is shown in **Table 14-6**. The results indicate that the junction will continue to operate within capacity for each of the assessment years 2025, 2030 and 2040.

Table 14-6: Summary of Traffic Analysis at L1030 & L1031 Local Road Junction

	12 Hours (07:00 – 19:00)			
	Queue (Veh)	Delay (s)	RFC	LOS
Stream	2025 Without Development			

L1030- L1031 (E)	0.0	10.80	0.02	B
L1030- L1031 (W)	0.0	10.67	0.04	B
L1031 (E)- L1030/L1031 (W)	0.0	11.55	0.02	B
Stream	**2025 With Development**			
L1030- L1031 (E)	0.0	10.81	0.02	B
L1030- L1031 (W)	0.0	10.56	0.04	B
L1031 (E)- L1030/L1031 (W)	0.0	11.54	0.02	B
Stream	**2030 Without Development**			
L1030- L1031 (E)	0.0	10.82	0.03	B
L1030- L1031 (W)	0.0	10.81	0.04	B
L1031 (E)- L1030/L1031 (W)	0.0	11.52	0.02	B
Stream	**2030 With Development**			
L1030- L1031 (E)	0.0	10.83	0.03	B
L1030- L1031 (W)	0.0	10.70	0.04	B
L1031 (E)- L1030/L1031 (W)	0.0	11.51	0.02	B
Stream	**2040 Without Development**			
L1030- L1031 (E)	0.0	10.85	0.03	B
L1030- L1031 (W)	0.0	11.00	0.04	B
L1031 (E)- L1030/L1031 (W)	0.0	11.49	0.03	B
Stream	**2040 With Development**			
L1030- L1031 (E)	0.0	10.86	0.03	B
L1030- L1031 (W)	0.0	10.88	0.04	B
L1031 (E)- L1030/L1031 (W)	0.0	11.48	0.03	B

Junction 5: Existing Site Access & L10317

14.47 A summary of the junction capacity analysis results for this junction is shown in **Table 14-7**. The results indicate that the junction will continue to operate within capacity for each of the assessment years 2025, 2030 and 2040.

Table 14-7 Summary of Traffic Analysis at Existing Site Access & L10317 Junction

	12 Hours (07:00 – 19:00)			
	Queue (Veh)	Delay (s)	RFC	LOS
Stream	**2025 With Development**			
Site Access- L10317 (N)	0.0	0.00	0.00	A
Site Access- L10317 (S)	0.0	14.06	0.02	B

L10317- Site Access/L10317(S)	0.0	0.00	0.00	A
Stream	**2030 With Development**			
Site Access- L10317 (N)	0.0	0.00	0.00	A
Site Access- L10317 (S)	0.0	14.06	0.02	B
L10317- Site Access/L10317(S)	0.0	0.00	0.00	A
Stream	**2040 With Development**			
Site Access- L10317 (N)	0.0	0.00	0.00	A
Site Access- L10317 (S)	0.0	14.07	0.02	B
L10317- Site Access/L10317(S)	0.0	0.00	0.00	A

Road Safety

Sightlines

14.48 The entrance to the pit is located on an the L10317 local road north of the T-junction. The haulage vehicle route continues south of the existing pit access towards L1031 and east of the L1031 towards Mountrath.

14.49 During the pre-planning meeting, the local authority confirmed that a 90m sightline is required at the access.

14.50 Visibility to the north and south for drivers exiting the site can be described as follows:

- **Looking North:** During the site visit a 90m sightline was confirmed.
- **Looking South:** Visibility to the south is restricted by overgrown vegetation and the adjacent embankment. A 90m sightline can be achieved with minor reprofiling of the adjacent embankment and vegetation cut back.

14.51 It should also be noted that the road horizontal alignment and the road cross section will passively support lower vehicle speeds in the L10317. In addition, the L10317 is lightly trafficked with the traffic surveys recording a total of 33 vehicles on the road, which equates to an average of 3 vehicles per hour).

Haul Routes

14.52 Traffic travelling to and from the proposed sand and gravel pit will use the L10317 and L1031 to access the R440, which is located approximately 4.6km east of the quarry site.

14.53 The length of the L10317 Road forming part of the haul route is approximately 550m. The cross-section of the L10317 is narrow, with cross sections ranging between 4.5 to 5m in width. However, forward visibility is good, and can be maximised by cutting back the vegetation on the verges of localised horizontal curves. The narrow carriageway width can be expected to passively control vehicle speeds.

14.54 Along the L10317, there are existing informal passing opportunities, including field gates/property accesses, as well as localised areas where the carriageway width is wider. These areas are currently used by traffic to support passing on the L10317, and presumably by HGVs previously using the site. Further investigation may be required to determine if

formal passing bays are required, and where they would be located. This would be undertaken in consultation with the Local Authority.

14.55 The L10317 is lightly trafficked with the traffic surveys recording a total of 33 vehicles on the road, which equates to an average of 3 vehicles per hour (in the 12-hour traffic survey period). The proposed development would generate an additional 18 trips equating to 36 additional vehicles on the Road each day, approximately 3 per hour. It is, therefore, considered that the L10317 can accommodate the expected additional traffic volumes due to its low volumes, good forward visibility, lower vehicle speeds, and opportunities for passing.

Parking

14.56 Given the size of the proposed development, and the proposed maximum number of staff (3), including the provision of an electric vehicle parking space in accordance with the requirement of Laois County Development Plan 2021-2027, the proposed parking provision within the site is acceptable.

Public Transport

14.57 There are no public transport provisions in the vicinity of the site due to its rural location.

Pedestrians & Cyclists

14.58 There are no existing pedestrian footways currently in the vicinity of the site however it is not envisaged that there is a desire line for pedestrians to/from the site.

14.59 There are no existing cycle facilities, currently in the vicinity of the site. The 'Mountrath to Kinnity cycle route' shown in Map 10.2 of the Laois County Development Plan 2021-2027, is in close proximity to the site passing through the L10317, however, there this will not be impacted by the proposed development.

Conclusions

14.60 The Traffic and Transport Assessment makes the following conclusions:

1) Link capacity analysis was carried out on the L1031 within the vicinity of the site. It was determined that the link road assessed will continue to operate within capacity for each of the assessment years 2025 (Opening year), 2030 and 2040.

2) Junction Capacity Analysis was undertaken at the junctions between L10317 & L1031, L1030 & L1031, and Existing Entrance & L10317. The results of the Junction Capacity Analysis indicate that all of the junctions assessed will operate within capacity for each of the assessment years 2025 (Opening year), 2030, and 2040.

3) The assessment therefore indicates that the development will have a negligible impact on traffic flows on the existing road network due to the low volumes of traffic being generated by the development.

4) Visibility splays looking north exiting the site can be achieved. Visibility splays looking south are currently restricted due to the adjacent embankment and overgrown trees and vegetation. Hedges and trees near the existing site entrance will be trimmed/removed, and maintained regularly, and the embankment will be reprofiled in order to ensure that the sightlines at the access are kept clear at all times.

5) Informal passing opportunities exist on the L10317 and support current traffic movement (and presumably past HGV movements at the existing pit), which also benefits from low

vehicle speeds and low traffic volumes. Further investigation may be required to determine if formal passing bays are required, and where they would be located. This would be undertaken in consultation with the Local Authority.

6) The parking provisions have been assessed as satisfactory.

References

Environmental Protection Agency (2022) 'Guidelines on the Information to be contained in Environmental Impact Assessment Reports'.

Figures (in text)

Appendices

Appendix 14-A – TRICS Output

PMCE Ltd Lower Commons Road Dublin 22 Licence No: 261601

Filtering Summary

Land Use	02/H	EMPLOYMENT/QUARRY
Selected Trip Rate Calculation Parameter Range	10.00-40.00 hect AREA	
Actual Trip Rate Calculation Parameter Range	10.00-40.00 hect AREA	
Date Range	Minimum: 01/01/86	Maximum: 09/11/10
Parking Spaces Range	All Surveys Included	
Days of the week selected	Tuesday	2
	Wednesday	2
	Friday	1
Main Location Types selected	Edge of Town	1
	Free Standing (PPS6 Out of Town)	4
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	X - Selected
	Servicing vehicles Excluded	6 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,000 or Less	1
	1,001 to 5,000	2
	5,001 to 10,000	2
Population <5 Mile ranges selected	25,001 to 50,000	1
	50,001 to 75,000	2
	75,001 to 100,000	1
	125,001 to 250,000	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	4
	1.1 to 1.5	1
PTAL Rating	No PTAL Present	5
Filter by Site Operations Breakdown	All Surveys Included	

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : H - QUARRY
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	DC	DORSET	1 days
05	EAST MIDLANDS		
	NN	NORTH NORTHAMPTONSHIRE	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	DH	DURHAM	1 days
	HP	HARTLEPOOL	1 days

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

Primary Filtering selection:

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

Parameter:	Site area
Actual Range:	10.00 to 40.00 (units: hect)
Range Selected by User:	10.00 to 40.00 (units: hect)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/86 to 09/11/10

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

Selected survey days:

Tuesday	2 days
Wednesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	1
Free Standing (PPS6 Out of Town)	4

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

Selected Location Sub Categories:

Out of Town	4
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	6 days - Selected

Secondary Filtering selection:

Use Class:

B2	5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	2 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	1 days

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

Travel Plan:

Not Known	2 days
No	3 days

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

PTAL Rating:

No PTAL Present	5 days

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

LIST OF SITES relevant to selection parameters

1 DC-02-H-02 STONE QUARRY DORSET
SOUTHWELL STREET
NEAR PORTLAND
SOUTHWELL
Free Standing (PPS6 Out of Town)
Out of Town
Total Site area: 40.00 hect
Survey date: WEDNESDAY *03/09/97* *Survey Type: MANUAL*

2 DH-02-H-01 LIMESTONE QUARRY DURHAM
STONYBECK LANE
NEAR DURHAM
BISHOP MIDDLEHAM
Free Standing (PPS6 Out of Town)
Out of Town
Total Site area: 10.00 hect
Survey date: TUESDAY *02/12/08* *Survey Type: MANUAL*

3 GM-02-H-01 STONE QUARRY GREATER MANCHESTER
GEORGE'S LANE
HORWICH

Edge of Town
No Sub Category
Total Site area: 17.00 hect
Survey date: FRIDAY *09/08/91* *Survey Type: MANUAL*

4 HP-02-H-01 QUARRY HARTLEPOOL
HART VILLAGE
HARTLEPOOL

Free Standing (PPS6 Out of Town)
Out of Town
Total Site area: 22.80 hect
Survey date: TUESDAY *09/11/10* *Survey Type: MANUAL*

5 NN-02-H-01 GRAVEL QUARRY NORTH NORTHAMPTONSHIRE
WOLLASTON ROAD
BOZEAT
WELLINGBOROUGH
Free Standing (PPS6 Out of Town)
Out of Town
Total Site area: 14.50 hect
Survey date: WEDNESDAY *26/11/08* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 02 - EMPLOYMENT/H - QUARRY
TOTAL VEHICLES
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	20.86	0.393	5	20.86	0.153	5	20.86	0.546
07:30 - 08:00	5	20.86	0.249	5	20.86	0.211	5	20.86	0.460
08:00 - 08:30	5	20.86	0.230	5	20.86	0.163	5	20.86	0.393
08:30 - 09:00	5	20.86	0.201	5	20.86	0.221	5	20.86	0.422
09:00 - 09:30	5	20.86	0.259	5	20.86	0.240	5	20.86	0.499
09:30 - 10:00	5	20.86	0.268	5	20.86	0.192	5	20.86	0.460
10:00 - 10:30	5	20.86	0.153	5	20.86	0.173	5	20.86	0.326
10:30 - 11:00	5	20.86	0.182	5	20.86	0.182	5	20.86	0.364
11:00 - 11:30	5	20.86	0.173	5	20.86	0.163	5	20.86	0.336
11:30 - 12:00	5	20.86	0.173	5	20.86	0.153	5	20.86	0.326
12:00 - 12:30	5	20.86	0.105	5	20.86	0.153	5	20.86	0.258
12:30 - 13:00	5	20.86	0.153	5	20.86	0.163	5	20.86	0.316
13:00 - 13:30	5	20.86	0.192	5	20.86	0.201	5	20.86	0.393
13:30 - 14:00	5	20.86	0.230	5	20.86	0.240	5	20.86	0.470
14:00 - 14:30	5	20.86	0.249	5	20.86	0.211	5	20.86	0.460
14:30 - 15:00	5	20.86	0.221	5	20.86	0.259	5	20.86	0.480
15:00 - 15:30	5	20.86	0.192	5	20.86	0.182	5	20.86	0.374
15:30 - 16:00	5	20.86	0.182	5	20.86	0.125	5	20.86	0.307
16:00 - 16:30	4	22.45	0.156	4	22.45	0.134	4	22.45	0.290
16:30 - 17:00	4	22.45	0.134	4	22.45	0.156	4	22.45	0.290
17:00 - 17:30	4	22.45	0.067	4	22.45	0.111	4	22.45	0.178
17:30 - 18:00	4	22.45	0.033	4	22.45	0.234	4	22.45	0.267
18:00 - 18:30	4	22.45	0.011	4	22.45	0.089	4	22.45	0.100
18:30 - 19:00	4	22.45	0.011	4	22.45	0.011	4	22.45	0.022
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			4.217			4.120			8.337

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

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

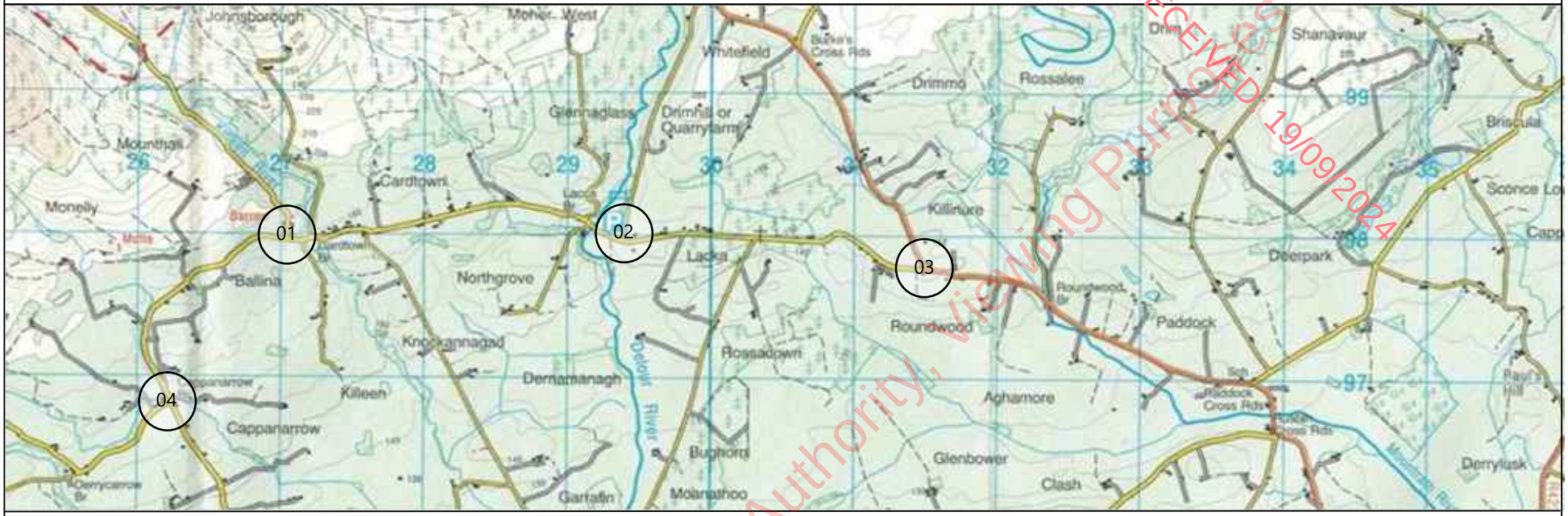
Parameter summary

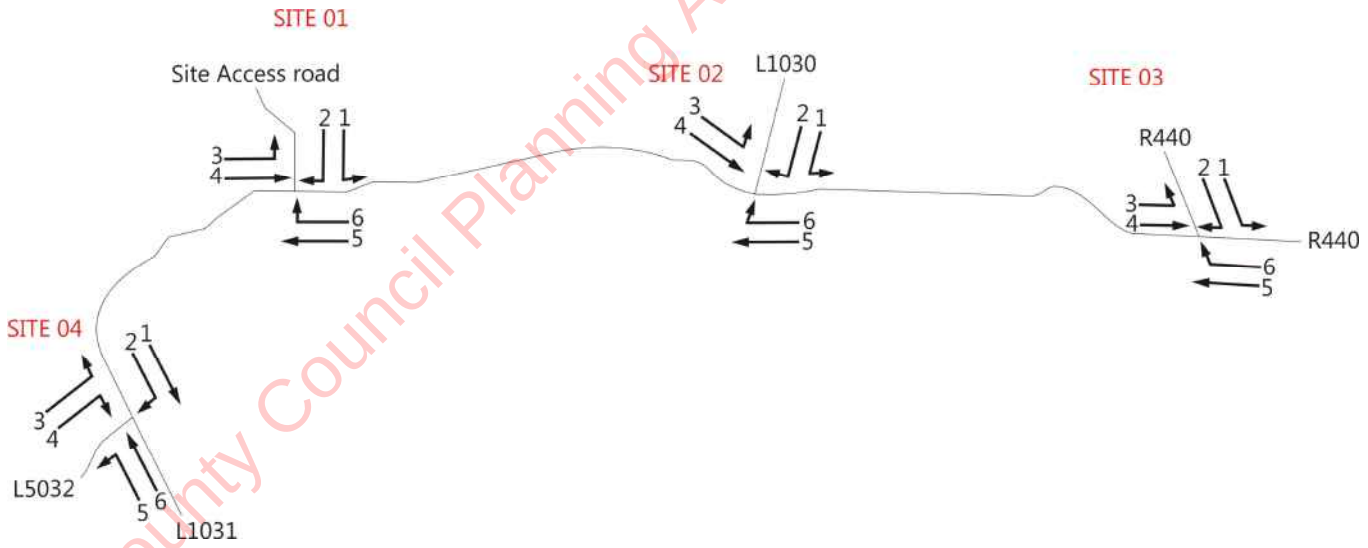
Trip rate parameter range selected:	10.00 to 40.00 (units: hect)
Survey date date range:	01/01/86 - 09/11/10
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Appendix 14-B: – Traffic Survey Data

Site/Movement Numbering





Job number: TRA/24/003	Job Date: 23rd January 2024	Drawing No: TRA/24/003-01	traffinomics.ie
Client: PMCE	Job Day: Tuesday	Author: JW	

MOUNTHALL TRAFFIC COUNTS **JANUARY 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/003**

SITE: 01 DATE: 23rd January 2024

LOCATION: L1031/Site Access Road DAY: Tuesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	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	1	0	0	1	2	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	1	0	1	0	0	2	3	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
09:15	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	1	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	1	1
H/TOT	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	1	1

MOUNTHALL TRAFFIC COUNTS **JANUARY 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/003**

SITE: 01 DATE: 23rd January 2024

LOCATION: L1031/Site Access Road DAY: Tuesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	1	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	1	0	0	1	2	1	0	0	0	0	1	1	0	0	0	0	0	0	0
H/TOT	1	0	1	0	0	2	3	1	0	0	0	0	1	1	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	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	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	0	0	0	1	1
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	1	0	0	0	0	1	1
18:30	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	2	2	0	0	0	0	0	0	0	1	0	0	0	0	1	1
P/TOT	6	1	1	0	0	8	9	4	0	1	0	0	5	6	3	1	0	0	0	4	4

MOUNTHALL TRAFFIC COUNTS **JANUARY 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/003**

SITE: 01 DATE: 23rd January 2024

LOCATION: L1031/Site Access Road DAY: Tuesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
TIME	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	0	0	0	0	1	1	0	0	0	0	0	0	0
07:15	1	0	0	0	0	1	1	2	1	0	0	0	3	3	0	0	0	0	0	0	0
07:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	1	1
07:45	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	4	0	0	0	0	4	4	3	1	0	0	0	4	4	1	0	0	0	0	1	1
08:00	6	0	0	0	0	6	6	1	0	0	0	1	2	3	0	0	0	0	0	0	0
08:15	3	1	0	0	0	4	4	1	0	0	0	0	1	1	0	0	0	0	0	0	0
08:30	2	0	0	0	0	2	2	1	1	0	0	0	2	2	0	0	0	0	0	0	0
08:45	4	0	0	0	0	4	4	2	2	0	0	0	4	4	0	0	0	0	0	0	0
H/TOT	15	1	0	0	0	16	16	5	3	0	0	1	9	10	0	0	0	0	0	0	0
09:00	2	1	0	0	0	3	3	2	0	0	0	0	2	2	0	0	0	0	0	0	0
09:15	1	1	0	0	0	2	2	2	1	0	0	0	3	3	0	0	0	0	0	0	0
09:30	2	0	0	0	0	2	2	1	0	1	0	0	2	3	0	0	0	0	0	0	0
09:45	1	0	0	0	0	1	1	5	0	0	0	0	5	5	0	0	0	0	0	0	0
H/TOT	6	2	0	0	0	8	8	10	1	1	0	0	12	13	0	0	0	0	0	0	0
10:00	0	0	0	0	1	1	2	1	1	0	0	0	2	2	0	0	0	0	0	0	0
10:15	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	2	0	0	0	0	2	2	0	0	1	0	0	1	2	0	0	0	0	0	0	0
10:45	1	0	0	0	0	1	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0
H/TOT	4	0	0	0	1	5	6	2	1	1	0	0	4	5	0	0	0	0	0	0	0
11:00	2	1	0	0	0	3	3	2	1	0	0	0	3	3	0	0	0	0	0	0	0
11:15	2	1	0	0	0	3	3	2	1	0	0	0	3	3	0	0	1	0	0	1	2
11:30	2	0	2	0	0	4	5	2	0	0	0	0	2	2	1	0	0	0	0	1	1
11:45	1	0	0	0	0	1	1	2	2	0	0	0	4	4	0	0	0	1	0	1	2
H/TOT	7	2	2	0	0	11	12	8	4	0	0	0	12	12	1	0	1	1	0	3	5
12:00	3	0	0	0	0	3	3	1	1	0	0	0	2	2	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	1	0	1	2
12:30	1	0	0	0	0	1	1	2	0	0	0	0	2	2	0	0	0	1	0	1	2
12:45	0	1	0	0	0	1	1	2	2	0	0	0	4	4	0	0	0	0	0	0	0
H/TOT	4	1	0	0	0	5	5	5	3	0	0	1	9	10	0	0	0	2	0	2	5

SITE: 01 DATE: 23rd January 2024

LOCATION: L1031/Site Access Road DAY: Tuesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
13:00	2	0	0	0	0	2	2	2	0	0	0	0	2	2	1	0	0	0	0	1	1
13:15	0	1	0	0	0	1	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0
13:45	2	0	0	0	0	2	2	3	1	1	0	0	5	6	1	0	0	0	0	1	1
H/TOT	4	1	0	0	0	5	5	7	2	1	0	0	10	11	2	0	0	0	0	2	2
14:00	2	0	0	0	0	2	2	1	1	0	0	0	2	2	0	0	0	0	0	0	0
14:15	0	0	1	0	0	1	2	2	0	0	0	0	2	2	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0
H/TOT	2	0	1	0	0	3	4	9	2	0	0	0	11	11	0	0	0	0	0	0	0
15:00	3	0	0	0	0	3	3	2	0	1	0	0	3	4	0	0	0	0	0	0	0
15:15	2	0	0	0	0	2	2	1	0	0	0	0	1	1	2	0	0	0	0	2	2
15:30	2	0	0	0	0	2	2	1	0	0	0	0	1	1	0	0	0	0	0	0	0
15:45	2	1	0	0	0	3	3	1	0	0	0	0	1	1	0	1	0	0	0	1	1
H/TOT	9	1	0	0	0	10	10	5	0	1	0	0	6	7	2	1	0	0	0	3	3
16:00	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0
16:15	0	0	0	1	0	1	2	0	1	0	0	0	1	1	0	0	0	0	0	0	0
16:30	3	0	0	0	1	4	5	6	0	0	0	0	6	6	0	0	0	0	0	0	0
16:45	0	0	1	0	0	1	2	2	1	0	0	0	3	3	1	0	0	0	0	1	1
H/TOT	3	0	1	1	1	6	9	9	3	0	0	0	12	12	1	0	0	0	0	1	1
17:00	3	1	0	0	0	4	4	3	0	0	0	0	3	3	0	0	0	0	0	0	0
17:15	3	0	1	0	0	4	5	3	0	0	0	0	3	3	0	0	0	0	0	0	0
17:30	2	0	0	0	0	2	2	2	0	0	1	0	3	4	0	0	0	0	0	0	0
17:45	2	0	0	0	0	2	2	5	0	0	0	0	5	5	1	0	0	0	0	1	1
H/TOT	10	1	1	0	0	12	13	13	0	0	1	0	14	15	1	0	0	0	0	1	1
18:00	4	0	0	0	0	4	4	4	0	0	0	0	4	4	1	0	0	0	0	1	1
18:15	3	0	0	0	0	3	3	2	0	0	0	0	2	2	1	0	0	0	0	1	1
18:30	1	0	0	0	0	1	1	6	0	0	0	0	6	6	1	0	0	0	0	1	1
18:45	3	0	0	0	0	3	3	3	0	0	0	0	3	3	0	0	0	0	0	0	0
H/TOT	11	0	0	0	0	11	11	15	0	0	0	0	15	15	3	0	0	0	0	3	3
P/TOT	79	9	5	1	2	96	102	91	20	4	1	2	118	123	11	1	1	3	0	16	20

MOUNTHALL TRAFFIC COUNTS **JANUARY 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/003**

SITE: 02 DATE: 23rd January 2024

LOCATION: L1031/L1030 DAY: Tuesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	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	0	0	0	0
07:45	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	1	0	0	1	2	3	1	0	0	0	0	1	1
08:15	1	0	0	0	0	1	1	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	0	0	0	0
08:45	0	0	0	0	0	0	0	1	0	0	0	0	1	1	4	0	0	0	0	4	4
H/TOT	1	0	0	0	0	1	1	1	1	0	0	1	3	4	5	0	0	0	0	5	5
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
09:15	0	0	0	0	0	0	0	4	1	0	0	0	5	5	1	1	0	0	0	2	2
09:30	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	0	0	0	1	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	5	1	0	0	0	6	6	3	1	0	0	0	4	4
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	1	0	0	0	0	1	1	2	0	0	0	0	2	2
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	1	0	0	1	2	1	0	0	0	0	1	1
11:30	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	1	1	0	0	0	2	2	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	2	1	1	0	0	4	5	2	0	0	0	0	2	2
12:00	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	0	0	0	0	1	1
12:15	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	1	0	0	0	2	2	0	1	0	0	0	1	1	1	0	0	0	0	1	1

MOUNTHALL TRAFFIC COUNTS **JANUARY 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/003**

SITE: 02 DATE: 23rd January 2024

LOCATION: L1031/L1030 DAY: Tuesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	0	0	0	1	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0
14:45	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	1	1	0	1	0	0	0	1	1	1	0	0	0	0	1	1
15:00	2	0	0	0	0	2	2	4	0	0	0	0	4	4	3	0	0	0	0	3	3
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
15:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	1	2
15:45	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2	0	0	0	0	2	2
H/TOT	3	0	0	0	0	3	3	4	0	0	1	0	5	6	5	1	0	1	0	7	8
16:00	0	1	0	0	0	1	1	0	1	0	0	0	1	1	0	1	0	0	0	1	1
16:15	0	0	1	1	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	1	0	0	1	2	0	1	0	0	0	1	1	0	0	0	1	1	2	4
16:45	0	1	0	0	0	1	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0
H/TOT	0	2	2	1	0	5	7	1	2	0	0	0	3	3	0	1	0	1	1	3	5
17:00	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	1	1	0	1	0	0	0	1	1	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	2	0	0	0	0	2	2	0	1	0	0	0	1	1	1	0	0	0	0	1	1
18:00	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0
18:15	1	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1	0	0	0	2	2
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	2	0	0	0	0	2	2	0	1	0	0	0	1	1	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	3	3	0	2	0	0	0	2	2	1	1	0	0	0	2	2
P/TOT	13	3	2	1	0	19	21	15	10	1	1	1	28	31	22	4	0	2	1	29	33

MOUNTHALL TRAFFIC COUNTS **JANUARY 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/003**

SITE: 02 DATE: 23rd January 2024

LOCATION: L1031/L1030 DAY: Tuesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
TIME	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	1	0	0	0	0	1	1	0	0	0	0	0	0	0
07:15	4	1	0	0	0	5	5	2	1	0	0	0	3	3	0	0	0	0	0	0	0
07:30	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	9	0	0	0	0	9	9	0	1	0	0	0	1	1	0	0	0	0	0	0	0
H/TOT	19	1	0	0	0	20	20	3	2	0	0	0	5	5	0	0	0	0	0	0	0
08:00	5	1	0	0	0	6	6	1	1	0	0	0	2	2	0	0	0	0	0	0	0
08:15	8	1	0	1	0	10	11	0	0	0	1	0	1	2	0	0	0	0	0	0	0
08:30	8	0	0	0	0	8	8	0	0	0	0	0	0	0	1	0	0	0	0	1	1
08:45	4	0	0	0	0	4	4	1	0	0	0	0	1	1	0	1	0	0	0	1	1
H/TOT	25	2	0	1	0	28	29	2	1	0	1	0	4	5	1	1	0	0	0	2	2
09:00	5	1	0	0	0	6	6	4	0	0	1	0	5	6	1	0	0	0	0	1	1
09:15	1	0	0	1	0	2	3	1	1	0	0	0	2	2	0	0	0	0	0	0	0
09:30	3	0	0	0	0	3	3	0	1	1	0	0	2	3	1	0	0	0	0	1	1
09:45	1	0	1	0	0	2	3	6	0	0	0	0	6	6	0	0	0	0	0	0	0
H/TOT	10	1	1	1	0	13	15	11	2	1	1	0	15	17	2	0	0	0	0	2	2
10:00	3	0	0	0	1	4	5	2	0	0	1	0	3	4	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
10:30	2	0	0	1	0	3	4	1	0	0	0	0	1	1	0	0	0	0	0	0	0
10:45	3	0	0	0	0	3	3	1	0	0	0	0	1	1	0	0	0	0	0	0	0
H/TOT	8	0	0	1	1	10	12	5	0	0	1	0	6	7	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	2	1	0	1	0	4	5	0	0	0	0	0	0	0
11:15	2	1	0	1	0	4	5	2	2	0	0	0	4	4	0	0	0	0	0	0	0
11:30	2	1	0	0	0	3	3	2	0	0	0	0	2	2	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0
H/TOT	4	2	0	1	0	7	8	9	4	0	1	0	14	15	0	0	0	0	0	0	0
12:00	2	0	0	0	0	2	2	0	0	0	1	0	1	2	0	1	0	0	0	1	1
12:15	1	0	0	1	0	2	3	1	0	0	0	1	2	3	0	0	0	0	0	0	0
12:30	1	1	0	0	0	2	2	1	0	0	0	0	1	1	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	1	1	0	0	2	3	0	0	0	0	0	0	0
H/TOT	4	1	0	1	0	6	7	2	1	1	1	1	6	9	0	1	0	0	0	1	1

SITE: 02 DATE: 23rd January 2024

LOCATION: L1031/L1030 DAY: Tuesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
13:00	1	0	0	0	0	1	1	5	1	0	0	0	6	6	1	0	0	0	0	1	1
13:15	1	0	0	0	0	1	1	2	0	0	0	0	2	2	0	0	0	0	0	0	0
13:30	1	1	0	0	0	2	2	2	1	0	1	0	4	5	0	1	0	0	0	1	1
13:45	5	0	0	1	0	6	7	4	0	0	0	0	4	4	2	0	0	0	0	2	2
H/TOT	8	1	0	1	0	10	11	13	2	0	1	0	16	17	3	1	0	0	0	4	4
14:00	3	1	0	0	0	4	4	4	0	0	0	0	4	4	0	1	0	1	0	2	3
14:15	0	0	0	0	0	0	0	2	0	0	1	0	3	4	0	0	0	0	0	0	0
14:30	2	0	0	1	0	3	4	3	2	0	0	0	5	5	0	0	0	0	0	0	0
14:45	0	1	0	0	0	1	1	6	0	0	0	0	6	6	1	0	0	1	0	2	3
H/TOT	5	2	0	1	0	8	9	15	2	0	1	0	18	19	1	1	0	2	0	4	7
15:00	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	3	0	0	1	0	4	5	3	0	0	1	0	4	5	1	0	0	0	0	1	1
15:30	1	0	0	0	0	1	1	3	0	0	0	0	3	3	0	0	0	0	0	0	0
15:45	4	0	1	0	0	5	6	4	0	0	0	0	4	4	0	0	0	0	0	0	0
H/TOT	9	0	1	1	0	11	13	10	0	0	1	0	11	12	1	0	0	0	0	1	1
16:00	0	0	0	1	0	1	2	2	0	0	1	0	3	4	0	0	0	0	0	0	0
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	2	1	0	0	0	3	3	6	1	0	0	0	7	7	0	0	1	0	0	1	2
16:45	1	2	0	0	0	3	3	3	2	0	1	0	6	7	0	0	1	0	0	1	2
H/TOT	4	3	0	1	0	8	9	13	3	0	2	0	18	21	0	0	2	0	0	2	3
17:00	2	0	0	1	0	3	4	6	0	0	0	0	6	6	1	0	0	0	0	1	1
17:15	3	0	1	0	0	4	5	2	2	0	0	0	4	4	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	5	1	0	1	0	7	8	0	0	0	0	0	0	0
17:45	3	1	0	0	0	4	4	4	1	0	0	0	5	5	0	0	0	0	0	0	0
H/TOT	8	1	1	1	0	11	13	17	4	0	1	0	22	23	1	0	0	0	0	1	1
18:00	6	0	0	0	0	6	6	4	0	0	0	0	4	4	1	0	0	0	0	1	1
18:15	5	0	0	0	0	5	5	8	0	0	0	0	8	8	2	0	0	0	0	2	2
18:30	6	0	0	0	0	6	6	5	1	0	0	0	6	6	1	0	0	0	0	1	1
18:45	4	0	0	0	0	4	4	2	0	0	0	0	2	2	0	0	0	0	0	0	0
H/TOT	21	0	0	0	0	21	21	19	1	0	0	0	20	20	4	0	0	0	0	4	4
P/TOT	125	14	3	10	1	153	169	119	22	2	11	1	155	171	13	4	2	2	0	21	25

MOUNTHALL TRAFFIC COUNTS **JANUARY 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/003**

SITE: 03 DATE: 23rd January 2024

LOCATION: L1031/R440 DAY: Tuesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	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	0	0	0	0	0	0	0	1	0	0	0	0	1	1
07:15	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	1	0	1	2
07:30	4	0	0	0	0	4	4	1	0	0	0	0	1	1	1	0	0	0	0	1	1
07:45	6	0	1	0	0	7	8	2	0	0	0	0	2	2	1	0	0	0	0	1	1
H/TOT	13	1	1	0	0	15	16	3	0	0	0	0	3	3	3	0	0	1	0	4	5
08:00	2	0	0	0	0	2	2	0	0	0	1	0	1	2	0	0	0	0	0	0	0
08:15	2	0	0	0	0	2	2	3	0	0	0	0	3	3	0	1	0	0	0	1	1
08:30	3	1	0	0	0	4	4	2	0	0	0	0	2	2	0	0	0	0	0	0	0
08:45	4	0	0	0	0	4	4	1	0	0	0	0	1	1	0	0	0	0	0	0	0
H/TOT	11	1	0	0	0	12	12	6	0	0	1	0	7	8	0	1	0	0	0	1	1
09:00	7	0	1	0	0	8	9	2	0	0	0	0	2	2	4	0	0	0	0	4	4
09:15	3	1	0	1	0	5	6	0	0	0	0	0	0	0	2	1	0	0	0	3	3
09:30	2	0	0	1	0	3	4	1	0	0	0	0	1	1	0	1	0	0	0	1	1
09:45	1	0	0	0	0	1	1	1	0	0	0	0	1	1	1	0	0	0	0	1	1
H/TOT	13	1	1	2	0	17	20	4	0	0	0	0	4	4	7	2	0	0	0	9	9
10:00	1	0	1	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	1	0	1	0	0	2	3	0	0	0	0	0	0	0	0	1	0	0	0	1	1
10:30	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	1	0	0	0	0	1	1	1	1	0	0	0	2	2	0	0	0	0	0	0	0
H/TOT	5	0	2	0	0	7	8	1	1	0	0	0	2	2	0	1	0	0	0	1	1
11:00	1	0	0	0	0	1	1	1	1	0	0	0	2	2	1	0	0	0	0	1	1
11:15	3	0	1	0	0	4	5	2	0	0	0	0	2	2	0	0	0	0	0	0	0
11:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1	0	0	0	2	2
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	5	0	1	0	0	6	7	3	1	0	0	0	4	4	3	1	0	0	0	4	4
12:00	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	4	0	0	0	0	4	4	1	0	0	0	0	1	1	2	0	0	0	0	2	2
12:30	1	1	0	0	0	2	2	1	0	0	0	0	1	1	0	0	0	0	0	0	0
12:45	1	0	0	0	0	1	1	0	0	1	0	0	1	2	0	0	0	0	0	0	0
H/TOT	9	1	0	0	0	10	10	2	0	1	0	0	3	4	2	0	0	0	0	2	2

MOUNTHALL TRAFFIC COUNTS **JANUARY 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/003**

SITE: 03 DATE: 23rd January 2024

LOCATION: L1031/R440 DAY: Tuesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
13:00	2	0	0	0	0	2	2	0	2	0	0	0	2	2	1	0	0	0	0	1	1
13:15	1	1	0	0	0	2	2	0	0	0	0	0	0	0	2	0	0	0	0	2	2
13:30	3	0	0	0	0	3	3	1	0	0	1	0	2	3	1	0	0	0	0	1	1
13:45	3	1	0	0	0	4	4	0	0	0	0	0	0	0	1	1	0	0	0	2	2
H/TOT	9	2	0	0	0	11	11	1	2	0	1	0	4	5	5	1	0	0	0	6	6
14:00	5	0	0	0	0	5	5	3	0	0	0	0	3	3	0	0	0	0	0	0	0
14:15	2	0	0	0	0	2	2	0	0	0	0	0	0	0	1	1	0	0	0	2	2
14:30	1	0	0	0	0	1	1	0	0	0	1	0	1	2	1	0	0	0	0	1	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
H/TOT	8	0	0	0	0	8	8	3	0	0	1	0	4	5	5	1	0	0	0	6	6
15:00	4	0	0	0	0	4	4	5	0	1	0	0	6	7	1	1	0	0	0	2	2
15:15	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	2	1	0	0	0	3	3	1	1	0	0	0	2	2	0	1	0	0	0	1	1
15:45	4	0	0	0	0	4	4	1	0	0	0	0	1	1	1	0	0	0	0	1	1
H/TOT	12	1	0	0	0	13	13	7	1	1	0	0	9	10	2	2	0	0	0	4	4
16:00	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
16:30	0	0	0	0	0	0	0	2	0	0	0	0	2	2	2	0	0	0	0	2	2
16:45	1	1	0	0	1	3	4	0	1	0	0	0	1	1	1	0	0	0	0	1	1
H/TOT	2	1	0	0	1	4	5	2	1	0	0	0	3	3	5	1	0	0	0	6	6
17:00	4	1	0	0	0	5	5	0	1	0	0	0	1	1	0	0	0	0	0	0	0
17:15	2	1	1	1	0	5	7	1	1	0	0	0	2	2	1	0	0	0	0	1	1
17:30	1	2	0	1	0	4	5	1	0	0	0	0	1	1	1	0	0	1	0	2	3
17:45	3	0	0	0	0	3	3	1	1	0	0	0	2	2	0	0	0	0	0	0	0
H/TOT	10	4	1	2	0	17	20	3	3	0	0	0	6	6	2	0	0	1	0	3	4
18:00	1	1	0	0	0	2	2	2	0	0	0	0	2	2	1	0	0	0	0	1	1
18:15	2	0	0	0	0	2	2	1	0	0	0	0	1	1	0	0	0	0	0	0	0
18:30	3	0	0	0	0	3	3	0	1	0	0	0	1	1	0	0	0	0	0	0	0
18:45	1	1	0	0	0	2	2	2	0	0	0	0	2	2	0	0	0	0	0	0	0
H/TOT	7	2	0	0	0	9	9	5	1	0	0	0	6	6	1	0	0	0	0	1	1
P/TOT	104	14	6	4	1	129	138	40	10	2	3	0	55	60	35	10	0	2	0	47	50

MOUNTHALL TRAFFIC COUNTS **JANUARY 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/003**

SITE: 03 DATE: 23rd January 2024

LOCATION: L1031/R440 DAY: Tuesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
TIME	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	1	0	0	0	0	1	1	0	0	0	0	0	0	0
07:15	11	0	0	0	0	11	11	2	0	0	0	0	2	2	0	0	0	0	0	0	0
07:30	7	0	0	0	0	7	7	0	2	0	0	0	2	2	1	1	0	0	0	2	2
07:45	9	2	0	0	0	11	11	1	1	0	0	0	2	2	3	0	1	0	1	5	7
H/TOT	32	2	0	0	0	34	34	4	3	0	0	0	7	7	4	1	1	0	1	7	9
08:00	6	2	0	0	0	8	8	1	1	0	0	0	2	2	1	1	0	0	0	2	2
08:15	9	2	0	0	0	11	11	0	0	0	1	0	1	2	1	1	0	0	0	2	2
08:30	16	0	0	1	0	17	18	0	2	0	0	0	2	2	0	0	1	1	0	2	4
08:45	7	2	0	0	0	9	9	4	1	0	0	0	5	5	5	0	0	0	0	5	5
H/TOT	38	6	0	1	0	45	46	5	4	0	1	0	10	11	7	2	1	1	0	11	13
09:00	8	1	0	0	0	9	9	1	0	0	0	0	1	1	4	0	0	0	0	4	4
09:15	1	1	0	1	0	3	4	4	0	0	0	0	4	4	2	0	0	0	0	2	2
09:30	4	0	0	0	0	4	4	5	1	0	0	0	6	6	0	1	0	0	0	1	1
09:45	2	0	0	0	0	2	2	2	0	0	0	0	2	2	4	0	0	0	0	4	4
H/TOT	15	2	0	1	0	18	19	12	1	0	0	0	13	13	10	1	0	0	0	11	11
10:00	3	0	0	0	0	3	3	3	1	0	1	0	5	6	3	0	0	0	0	3	3
10:15	1	0	0	0	1	2	3	2	2	0	0	0	4	4	1	0	0	0	0	1	1
10:30	3	0	0	1	0	4	5	2	1	0	0	0	3	3	1	0	0	0	0	1	1
10:45	6	0	0	0	0	6	6	1	0	0	0	0	1	1	2	0	0	0	0	2	2
H/TOT	13	0	0	1	1	15	17	8	4	0	1	0	13	14	7	0	0	0	0	7	7
11:00	0	0	0	0	0	0	0	3	0	0	0	0	3	3	3	0	0	0	0	3	3
11:15	2	1	0	1	0	4	5	1	2	0	0	0	3	3	2	0	0	0	0	2	2
11:30	3	1	0	0	0	4	4	3	1	0	0	0	4	4	1	1	0	0	0	2	2
11:45	0	1	0	0	0	1	1	1	0	1	0	0	2	3	5	0	0	0	0	5	5
H/TOT	5	3	0	1	0	9	10	8	3	1	0	0	12	13	11	1	0	0	0	12	12
12:00	3	0	0	0	0	3	3	1	1	0	1	0	3	4	3	0	2	0	0	5	6
12:15	1	2	0	1	0	4	5	3	0	1	0	1	5	7	1	0	0	1	0	2	3
12:30	2	2	0	0	0	4	4	2	0	0	0	0	2	2	2	0	0	1	0	3	4
12:45	2	0	0	0	0	2	2	5	0	0	0	0	5	5	2	0	0	0	0	2	2
H/TOT	8	4	0	1	0	13	14	11	1	1	1	1	15	18	8	0	2	2	0	12	16

SITE: 03 DATE: 23rd January 2024

LOCATION: L1031/R440 DAY: Tuesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
13:00	1	0	0	0	0	1	1	6	1	0	0	0	7	7	4	0	0	1	0	5	6
13:15	1	0	1	0	0	2	3	2	1	0	0	0	3	3	4	0	0	0	0	4	4
13:30	0	0	0	0	0	0	0	3	0	0	1	0	4	5	2	0	0	0	0	2	2
13:45	3	1	0	1	0	5	6	6	1	0	0	0	7	7	1	1	0	0	0	2	2
H/TOT	5	1	1	1	0	8	10	17	3	0	1	0	21	22	11	1	0	1	0	13	14
14:00	7	1	0	0	0	8	8	6	0	1	0	0	7	8	2	0	0	0	0	2	2
14:15	0	0	0	0	0	0	0	3	1	0	1	0	5	6	4	0	0	0	0	4	4
14:30	2	0	0	1	0	3	4	8	2	0	1	0	11	12	4	3	0	0	0	7	7
14:45	1	1	0	0	0	2	2	4	0	0	0	0	4	4	5	3	1	0	0	9	10
H/TOT	10	2	0	1	0	13	14	21	3	1	2	0	27	30	15	6	1	0	0	22	23
15:00	2	2	0	0	0	4	4	1	0	0	0	0	1	1	2	1	0	0	0	3	3
15:15	3	0	1	1	0	5	7	7	1	0	1	0	9	10	3	2	0	0	0	5	5
15:30	2	1	0	0	0	3	3	3	0	0	1	0	4	5	1	0	0	0	0	1	1
15:45	3	1	1	0	0	5	6	6	0	0	0	0	6	6	4	0	0	0	0	4	4
H/TOT	10	4	2	1	0	17	19	17	1	0	2	0	20	23	10	3	0	0	0	13	13
16:00	1	0	0	0	0	1	1	7	0	0	1	0	8	9	2	2	0	0	0	4	4
16:15	1	0	0	1	0	2	3	17	1	0	0	0	18	18	5	0	0	1	0	6	7
16:30	2	1	0	0	0	3	3	6	4	1	0	0	11	12	1	1	0	0	0	2	2
16:45	4	3	0	0	0	7	7	5	2	0	1	0	8	9	2	3	1	0	0	6	7
H/TOT	8	4	0	1	0	13	14	35	7	1	2	0	45	48	10	6	1	1	0	18	20
17:00	3	1	0	1	0	5	6	7	1	0	0	0	8	8	2	0	0	0	0	2	2
17:15	4	1	0	0	0	5	5	26	6	0	0	0	32	32	7	1	0	0	0	8	8
17:30	3	1	1	0	0	5	6	11	5	1	1	0	18	20	1	0	0	0	0	1	1
17:45	6	1	0	0	0	7	7	13	2	0	1	0	16	17	2	0	0	0	0	2	2
H/TOT	16	4	1	1	0	22	24	57	14	1	2	0	74	77	12	1	0	0	0	13	13
18:00	8	0	1	0	0	9	10	7	0	0	0	0	7	7	1	0	0	0	0	1	1
18:15	6	0	0	0	0	6	6	12	1	0	0	0	13	13	2	0	0	0	0	2	2
18:30	10	0	0	0	0	10	10	9	0	0	0	0	9	9	4	0	0	0	0	4	4
18:45	8	0	0	0	0	8	8	2	1	0	0	0	3	3	3	0	0	0	0	3	3
H/TOT	32	0	1	0	0	33	34	30	2	0	0	0	32	32	10	0	0	0	0	10	10
P/TOT	192	32	5	10	1	240	257	225	46	5	12	1	289	308	115	22	6	5	1	149	160

MOUNTHALL TRAFFIC COUNTS **JANUARY 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/003**

SITE: 04 DATE: 23rd January 2024

LOCATION: L1031/L5032 DAY: Tuesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	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	0	0	0	0	0	0	0	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	2	2	0	0	0	4	4	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:45	1	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	5	2	0	0	0	7	7	1	0	0	0	0	1	1	1	1	0	0	0	2	2
08:00	3	2	0	0	1	6	7	0	0	0	0	0	0	0	3	0	0	0	0	3	3
08:15	1	0	0	0	0	1	1	0	1	0	0	0	1	1	1	1	0	0	0	2	2
08:30	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	1	0	0	0	2	2
08:45	5	0	0	0	1	6	7	1	1	0	0	0	2	2	1	0	0	0	0	1	1
H/TOT	9	2	0	0	2	13	15	1	3	0	0	0	4	4	6	2	0	0	0	8	8
09:00	1	1	0	0	0	2	2	2	0	0	0	0	2	2	0	0	0	0	0	0	0
09:15	2	1	0	0	0	3	3	0	1	0	0	0	1	1	0	1	0	0	0	1	1
09:30	0	0	0	0	0	0	0	0	0	1	0	0	1	2	2	0	0	0	0	2	2
09:45	1	0	0	0	0	1	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0
H/TOT	4	2	0	0	0	6	6	3	1	1	0	0	5	6	2	1	0	0	0	3	3
10:00	2	0	0	0	0	2	2	1	0	0	0	0	1	1	0	0	0	0	0	0	0
10:15	1	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	1	1
10:30	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	4	0	1	0	0	5	6	1	0	0	0	0	1	1	1	0	0	0	0	1	1
11:00	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	1	0	0	0	1	1
11:15	1	0	1	0	0	2	3	0	1	0	0	0	1	1	0	1	0	0	0	1	1
11:30	2	1	0	0	0	3	3	1	0	0	0	0	1	1	1	0	1	0	0	2	3
11:45	4	2	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	7	3	1	0	0	11	12	3	2	0	0	0	5	5	1	2	1	0	0	4	5
12:00	1	0	1	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
12:45	1	2	0	0	0	3	3	0	0	0	0	0	0	0	0	1	0	0	0	1	1
H/TOT	2	2	1	0	1	6	8	0	0	0	0	0	0	0	0	2	0	0	0	2	2

MOUNTHALL TRAFFIC COUNTS **JANUARY 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/003**

SITE: 04 DATE: 23rd January 2024

LOCATION: L1031/L5032 DAY: Tuesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
13:00	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	1	0	0	0	0	1	1	1	0	0	0	0	1	1	0	1	0	0	0	1	1
13:30	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
13:45	1	0	1	0	0	2	3	1	1	0	0	0	2	2	0	0	0	0	0	0	0
H/TOT	3	0	1	0	0	4	5	4	1	0	0	0	5	5	0	1	0	0	0	1	1
14:00	1	0	0	0	0	1	1	0	1	0	0	0	1	1	0	0	0	0	0	0	0
14:15	2	0	0	0	0	2	2	2	0	0	0	0	2	2	0	0	0	0	0	0	0
14:30	1	0	0	0	0	1	1	2	1	0	0	0	3	3	0	1	0	0	0	1	1
14:45	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	8	0	0	0	0	8	8	4	2	0	0	0	6	6	0	1	0	0	0	1	1
15:00	2	0	0	0	1	3	4	1	0	0	0	0	1	1	1	0	0	0	0	1	1
15:15	1	0	1	0	0	2	3	1	0	0	0	0	1	1	1	0	0	0	0	1	1
15:30	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	0	0	0	1	1
15:45	2	0	0	0	0	2	2	0	0	0	0	0	0	0	1	1	0	0	0	2	2
H/TOT	5	0	1	0	1	7	9	3	0	0	0	0	3	3	4	1	0	0	0	5	5
16:00	2	0	0	0	0	2	2	1	1	0	0	0	2	2	0	0	0	0	0	0	0
16:15	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	2	1	0	0	0	3	3	0	0	0	0	0	0	0	1	0	0	0	0	1	1
16:45	2	1	1	0	0	4	5	1	0	0	0	0	1	1	1	0	0	0	0	1	1
H/TOT	6	3	1	0	0	10	11	2	1	0	0	0	3	3	2	0	0	0	0	2	2
17:00	1	0	0	0	0	1	1	1	0	0	0	0	1	1	0	1	0	0	0	1	1
17:15	1	2	0	0	0	3	3	1	1	0	0	0	2	2	2	0	0	0	0	2	2
17:30	2	0	0	0	0	2	2	1	0	0	1	0	2	3	2	1	0	0	0	3	3
17:45	2	1	0	0	0	3	3	1	0	0	0	0	1	1	0	0	0	0	0	0	0
H/TOT	6	3	0	0	0	9	9	4	1	0	1	0	6	7	4	2	0	0	0	6	6
18:00	1	0	0	0	0	1	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0
18:15	2	0	0	0	0	2	2	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	1	0	0	0	0	1	1
18:45	1	2	0	0	0	3	3	1	0	0	0	0	1	1	1	0	0	0	0	1	1
H/TOT	5	2	0	0	0	7	7	3	0	0	0	0	3	3	2	0	0	0	0	2	2
P/TOT	64	19	6	0	4	93	100	29	11	1	1	0	42	44	23	13	1	0	0	37	38

MOUNTHALL TRAFFIC COUNTS **JANUARY 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/003**

SITE: 04 DATE: 23rd January 2024

LOCATION: L1031/L5032 DAY: Tuesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:45	1	0	0	0	0	1	1	1	0	0	0	0	1	1	2	1	0	0	0	3	3
H/TOT	1	1	0	0	0	2	2	1	0	0	0	0	1	1	3	2	0	0	0	5	5
08:00	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:15	0	1	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	1	1
08:30	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	3	0	0	0	0	3	3	1	0	0	0	0	1	1	1	0	0	0	1	2	3
H/TOT	9	2	0	0	0	11	11	1	0	0	0	0	1	1	2	1	0	0	1	4	5
09:00	3	0	0	0	0	3	3	2	0	0	0	0	2	2	4	2	0	0	0	6	6
09:15	1	0	0	0	0	1	1	2	0	0	0	0	2	2	1	0	0	0	0	1	1
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	2	0	0	0	0	2	2	0	0	0	0	0	0	0	3	0	0	0	0	3	3
H/TOT	6	0	0	0	0	6	6	4	0	0	0	0	4	4	8	2	0	0	0	10	10
10:00	1	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	2	0	1	4	6
10:15	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	1	1
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	3	3	0	0	0	0	0	0	0	1	1	2	0	1	5	7
11:00	1	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0	0	0	2	2
11:15	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	1	0	0	0	1	1
11:30	1	0	0	0	0	1	1	1	0	0	0	0	1	1	1	0	1	0	0	2	3
11:45	1	0	0	0	0	1	1	2	1	0	0	0	3	3	3	0	0	0	0	3	3
H/TOT	5	0	0	0	0	5	5	3	1	0	0	0	4	4	6	1	1	0	0	8	9
12:00	0	1	0	0	0	1	1	2	0	0	0	0	2	2	1	0	0	0	0	1	1
12:15	1	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	1	1
12:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	1	0	0	0	0	1	1	2	0	0	0	0	2	2	0	0	0	0	0	0	0
H/TOT	3	1	0	0	0	4	4	4	0	0	0	0	4	4	2	0	0	0	0	2	2

SITE: 04 DATE: 23rd January 2024

LOCATION: L1031/L5032 DAY: Tuesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
13:00	1	0	0	0	0	1	1	2	0	0	0	0	2	2	2	0	0	0	0	2	2
13:15	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	0	0	0	0	1	1
13:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	1	1
13:45	2	1	0	0	0	3	3	1	1	0	0	0	2	2	0	0	0	0	0	0	0
H/TOT	4	1	0	0	0	5	5	3	2	0	0	0	5	5	4	0	0	0	0	4	4
14:00	0	1	0	0	0	1	1	2	0	0	0	0	2	2	2	0	0	0	0	2	2
14:15	0	1	0	0	0	1	1	0	0	0	0	0	0	0	2	0	1	0	0	3	4
14:30	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	1	0	0	0	2	2
14:45	2	0	0	0	0	2	2	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	2	2	0	0	0	4	4	3	0	0	0	0	3	3	6	1	1	0	0	8	9
15:00	0	0	0	0	0	0	0	2	0	0	0	0	2	2	4	0	0	0	1	5	6
15:15	1	0	0	0	0	1	1	1	0	0	0	0	1	1	1	0	0	0	0	1	1
15:30	2	0	0	0	0	2	2	1	0	1	0	0	2	3	1	0	0	0	0	1	1
15:45	0	1	0	0	0	1	1	0	1	0	0	0	1	1	0	0	0	1	0	1	2
H/TOT	3	1	0	0	0	4	4	4	1	1	0	0	6	7	6	0	0	1	1	8	10
16:00	1	0	0	0	0	1	1	1	0	0	0	0	1	1	1	0	0	0	0	1	1
16:15	0	1	0	0	0	1	1	2	1	0	0	0	3	3	1	0	0	0	0	1	1
16:30	0	0	0	0	0	0	0	1	0	0	0	0	1	1	2	0	0	0	1	3	4
16:45	0	0	0	0	0	0	0	0	1	0	0	0	1	1	2	2	0	0	0	4	4
H/TOT	1	1	0	0	0	2	2	4	2	0	0	0	6	6	6	2	0	0	1	9	10
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
17:15	1	0	0	0	0	1	1	2	0	0	0	0	2	2	0	1	0	0	0	1	1
17:30	1	0	0	0	0	1	1	3	0	0	0	0	3	3	1	0	0	0	0	1	1
17:45	0	1	0	0	0	1	1	3	0	0	0	0	3	3	1	0	0	0	0	1	1
H/TOT	2	1	0	0	0	3	3	8	0	0	0	0	8	8	2	1	1	0	0	4	5
18:00	0	0	0	0	0	0	0	2	1	0	0	0	3	3	5	0	0	0	0	5	5
18:15	1	0	0	0	0	1	1	1	0	0	1	0	2	3	3	1	0	0	0	4	4
18:30	1	1	0	0	0	2	2	0	0	0	0	0	0	0	1	0	0	0	0	1	1
18:45	2	0	0	0	0	2	2	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	4	1	0	0	0	5	5	3	1	0	1	0	5	6	10	1	0	0	0	11	11
P/TOT	43	11	0	0	0	54	54	38	7	1	1	0	47	49	56	12	5	1	4	78	86

Appendix 14-C: – Estimated AADTs

Table 14AC-1: Estimated AADTs at Site 1 - (L10317 & L1031)

Hour Ending	L1031 (W)	L10317	L1031 (E)
08:00	8	1	9
09:00	27	2	25
10:00	21	2	21
11:00	9	0	9
12:00	23	4	27
13:00	15	4	17
14:00	15	2	17
15:00	15	2	15
16:00	17	6	21
17:00	18	1	19
18:00	28	3	27
19:00	27	6	31
Period Total	**223**	**33**	**238**
Period Total HGVs	**16**	**6**	**20**
% HGVs	**7.2%**	**18.2%**	**8.4%**
Total AADT	**330**	**49**	**353**

Table 14AC-2: Estimated AADTs at Site 2 – (L1030 & L1031)

Hour Ending	L1031 W	L1030	L1031 E
08:00	25	2	27
09:00	40	11	35
10:00	38	12	30
11:00	19	3	16
12:00	27	6	21
13:00	14	5	15
14:00	28	6	30
15:00	28	7	31
16:00	34	16	26
17:00	32	13	33
18:00	35	5	36
19:00	45	11	48
Period Total	**365**	**97**	**348**
Period Total HGVs	**34**	**13**	**35**
% HGVs	**9.3%**	**13.4%**	**10.1%**
Total AADT	**541**	**144**	**515**

Table 14AC-3: Estimated AADTs at Site 3 - (R440& R440)

Hour Ending	L1031	R440 N	R440 E
08:00	48	29	63
09:00	63	31	78
10:00	44	41	59
11:00	31	17	42
12:00	29	26	39
13:00	33	27	50
14:00	39	34	53
15:00	50	40	70
16:00	50	39	63
17:00	67	31	80
18:00	105	39	126
19:00	72	26	84
Period Total	**631**	**380**	**807**
Period Total HGVs	**41**	**30**	**57**
% HGVs	**6.5%**	**7.9%**	**7.1%**
Total AADT	**934**	**563**	**1,195**

Table 14AC-4: Estimated AADTs at Site 4 - (L5032& L1031)

Hour Ending	L1031 S	L5032	L1031 N
08:00	15	6	15
09:00	29	24	29
10:00	26	18	24
11:00	13	5	12
12:00	28	18	28
13:00	16	10	10
14:00	18	16	14
15:00	23	14	23
16:00	25	18	23
17:00	27	13	24
18:00	24	23	25
19:00	28	15	23
Period Total	**272**	**180**	**250**
Period Total HGVs	**22**	**5**	**23**
% HGVs	**8.1%**	**2.8%**	**9.2%**
Total AADT	**403**	**267**	**370**

Appendix 14-D – Junctions 9 Outputs