Appendix A

MCC Junction Counts

Naas - Manual Traffic Survey, Tuesday 7th February 2012

Produced by Streetwise Ser  **Junction: (1) A - N7 Off Slip /** **iad**

Approach: A - N7 Off Slip (One-Way Southbound)

	Left to B - Main Street			S/B to C - Johnston			Right to D - N7 On Slip			Last Right to E - Link Road			Turns to A - N7 Off Slip (BANNE		
TIME	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL
0700 - 0715	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	2	0	2	0	0	0	5	0	5	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	1	0	1	10	2	12	0	0	0	4	1	5	0	0	0
Hourly Total	**1**	**0**	**1**	**14**	**2**	**16**	**0**	**0**	**0**	**9**	**1**	**10**	**0**	**0**	**0**
0800 - 0815	0	0	0	14	0	14	0	0	0	1	0	1	0	0	0
0815 - 0830	2	0	2	19	0	19	0	0	0	0	0	0	0	0	0
0830 - 0845	2	0	2	15	0	15	0	0	0	6	0	6	0	0	0
0845 - 0900	1	0	1	19	11	30	0	0	0	12	0	12	0	0	0
Hourly Total	**5**	**0**	**5**	**67**	**11**	**78**	**0**	**0**	**0**	**19**	**0**	**19**	**0**	**0**	**0**
0900 - 0915	4	0	4	14	0	14	0	0	0	7	0	7	0	0	0
0915 - 0930	4	0	4	12	2	14	0	0	0	4	1	5	0	0	0
0930 - 0945	5	0	5	8	0	8	0	0	0	4	0	4	0	0	0
0945 - 1000	2	0	2	9	2	11	0	0	0	4	2	6	0	0	0
Hourly Total	**15**	**0**	**15**	**43**	**4**	**47**	**0**	**0**	**0**	**19**	**3**	**22**	**0**	**0**	**0**
1000 - 1015	2	0	2	7	1	8	0	0	0	9	0	9	0	0	0
1015 - 1030	1	0	1	8	2	10	0	0	0	3	0	3	0	0	0
1030 - 1045	2	0	2	10	0	10	1	0	1	7	0	7	0	0	0
1045 - 1100	1	0	1	4	1	5	0	0	0	3	0	3	0	0	0
Hourly Total	**6**	**0**	**6**	**29**	**4**	**33**	**1**	**0**	**1**	**22**	**0**	**22**	**0**	**0**	**0**
1100 - 1115	0	0	0	7	1	8	0	0	0	5	1	6	0	0	0
1115 - 1130	2	0	2	4	1	5	0	1	1	2	0	2	0	0	0
1130 - 1145	2	0	2	8	0	8	0	0	0	4	0	4	0	0	0
1145 - 1200	1	0	1	9	0	9	0	0	0	9	0	9	0	0	0
Hourly Total	**5**	**0**	**5**	**28**	**2**	**30**	**0**	**1**	**1**	**20**	**1**	**21**	**0**	**0**	**0**
1200 - 1215	2	0	2	6	1	7	0	0	0	8	0	8	0	0	0
1215 - 1230	2	0	2	10	0	10	0	0	0	3	1	4	0	0	0
1230 - 1245	1	0	1	12	0	12	0	0	0	7	0	7	0	0	0
1245 - 1300	2	0	2	8	0	8	0	0	0	5	0	5	0	0	0
Hourly Total	**7**	**0**	**7**	**36**	**1**	**37**	**0**	**0**	**0**	**23**	**1**	**24**	**0**	**0**	**0**
1300 - 1315	1	0	1	14	0	14	0	0	0	8	0	8	0	0	0
1315 - 1330	5	0	5	13	0	13	0	0	0	7	0	7	0	0	0
1330 - 1345	3	0	3	15	1	16	0	0	0	8	1	9	0	0	0
1345 - 1400	4	0	4	12	1	13	0	0	0	7	1	8	0	0	0
Hourly Total	**13**	**0**	**13**	**54**	**2**	**56**	**0**	**0**	**0**	**30**	**2**	**32**	**0**	**0**	**0**
1400 - 1415	5	0	5	17	0	17	1	0	1	9	0	9	0	0	0
1415 - 1430	6	0	6	12	3	15	0	0	0	7	3	10	0	0	0
1430 - 1445	3	0	3	14	1	15	0	0	0	8	1	9	0	0	0
1445 - 1500	5	0	5	18	0	18	0	0	0	10	0	10	0	0	0
Hourly Total	**19**	**0**	**19**	**61**	**4**	**65**	**1**	**0**	**1**	**34**	**4**	**38**	**0**	**0**	**0**
1500 - 1515	5	0	5	12	0	12	0	0	0	7	0	7	0	0	0
1515 - 1530	5	0	5	14	0	14	0	0	0	8	0	8	0	0	0
1530 - 1545	6	0	6	9	1	10	0	0	0	7	1	8	0	0	0
1545 - 1600	9	0	9	19	1	20	1	0	1	10	1	11	0	0	0
Hourly Total	**25**	**0**	**25**	**54**	**2**	**56**	**1**	**0**	**1**	**32**	**2**	**34**	**0**	**0**	**0**
1600 - 1615	2	0	2	24	1	25	0	0	0	10	1	11	0	0	0
1615 - 1630	3	1	4	20	1	21	0	0	0	13	1	14	0	0	0
1630 - 1645	1	0	1	28	0	28	0	0	0	14	0	14	0	0	0
1645 - 1700	3	0	3	37	1	38	0	0	0	19	1	20	0	0	0
Hourly Total	**9**	**1**	**10**	**109**	**3**	**112**	**0**	**0**	**0**	**56**	**3**	**59**	**0**	**0**	**0**
1700 - 1715	5	1	6	38	0	38	0	0	0	20	0	20	0	0	0
1715 - 1730	2	0	2	40	0	40	0	0	0	20	0	20	0	0	0
1730 - 1745	3	0	3	42	0	42	0	0	0	22	0	22	0	0	0
1745 - 1800	9	0	9	47	0	47	1	0	1	21	0	21	0	0	0
Hourly Total	**19**	**1**	**20**	**167**	**0**	**167**	**1**	**0**	**1**	**83**	**0**	**83**	**0**	**0**	**0**
1800 - 1815	4	0	4	40	0	40	0	0	0	21	1	22	0	0	0
1815 - 1830	4	0	4	23	0	23	0	0	0	20	0	20	0	0	0
1830 - 1845	7	0	7	43	0	43	0	0	0	15	0	15	0	0	0
1845 - 1900	6	0	6	38	0	38	0	0	0	11	0	11	0	0	0
Hourly Total	**21**	**0**	**21**	**144**	**0**	**144**	**0**	**0**	**0**	**67**	**1**	**68**	**0**	**0**	**0**
TOTAL	**145**	**2**	**147**	**806**	**35**	**841**	**4**	**1**	**5**	**414**	**18**	**432**	**0**	**0**	**0**

Naas - Manual Traffic Survey, Tuesday 7th February 2012

Produced by Streetwise Ser

Junction: (1) A - N7 Off Slip / ...oad

Approach: B - Main Street (One-Way Eastbound)

	st Left to C - Johnston (BANNE			nd Left to D - N7 On Slip (BAN			W/B to E - Link Road (BANNED			ight to A - N7 Off Slip (BANNE			Turns to B - Main Street (BANN		
TIME	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL
0700 - 0715	2	0	33	1	1	33	3	0	33	0	0	33	0	0	33
0715 - 0730	11	1	33	5	0	33	7	0	33	0	0	33	0	0	33
0730 - 0745	9	1	33	6	1	33	8	0	33	0	0	33	0	0	33
0745 - 0800	19	1	33	4	0	33	5	0	33	0	0	33	0	0	33
Hourly Total	**31**	**2**	**33**	**83**	**5**	**33**	**40**	**0**	**33**	**0**	**0**	**33**	**0**	**0**	**33**
0800 - 0815	16	2	33	5	0	33	14	1	33	0	0	33	0	0	33
0815 - 0830	12	1	33	16	1	33	20	0	33	0	0	33	0	0	33
0830 - 0845	18	0	33	24	0	33	26	0	33	0	0	33	0	0	33
0845 - 0900	14	1	33	20	0	33	26	1	33	0	0	33	0	0	33
Hourly Total	**31**	**2**	**33**	**83**	**5**	**33**	**40**	**0**	**33**	**0**	**0**	**33**	**0**	**0**	**33**
0900 - 0915	14	1	33	28	1	33	21	1	33	0	0	33	0	0	33
0915 - 0930	8	1	33	19	1	33	11	0	33	0	0	33	0	0	33
0930 - 0945	6	1	33	17	1	33	3	1	33	0	0	33	0	0	33
0945 - 1000	7	1	33	15	1	33	6	0	33	0	0	33	0	0	33
Hourly Total	**31**	**2**	**33**	**83**	**5**	**33**	**40**	**0**	**33**	**0**	**0**	**33**	**0**	**0**	**33**
1000 - 1015	7	1	33	19	0	33	2	0	33	0	0	33	0	0	33
1015 - 1030	9	1	33	19	0	33	3	0	33	0	0	33	0	0	33
1030 - 1045	5	0	33	18	1	33	3	1	33	0	0	33	0	0	33
1045 - 1100	2	0	33	20	0	33	4	1	33	0	0	33	0	0	33
Hourly Total	**31**	**2**	**33**	**83**	**5**	**33**	**40**	**0**	**33**	**0**	**0**	**33**	**0**	**0**	**33**
1100 - 1115	4	1	33	15	0	33	7	0	33	0	0	33	0	0	33
1115 - 1130	2	0	33	17	0	33	4	2	33	0	0	33	0	0	33
1130 - 1145	3	1	33	16	0	33	3	0	33	0	0	33	0	0	33
1145 - 1200	5	0	33	20	0	33	7	0	33	0	0	33	0	0	33
Hourly Total	**31**	**2**	**33**	**83**	**5**	**33**	**40**	**0**	**33**	**0**	**0**	**33**	**0**	**0**	**33**
1200 - 1215	11	0	33	20	0	33	13	0	33	0	0	33	0	0	33
1215 - 1230	5	1	33	21	0	33	12	1	33	0	0	33	0	0	33
1230 - 1245	7	0	33	19	0	33	10	1	33	0	0	33	0	0	33
1245 - 1300	10	0	33	16	0	33	13	2	33	0	0	33	0	0	33
Hourly Total	**31**	**2**	**33**	**83**	**5**	**33**	**40**	**0**	**33**	**0**	**0**	**33**	**0**	**0**	**33**
1300 - 1315	5	1	33	17	0	33	15	0	33	0	0	33	0	0	33
1315 - 1330	7	0	33	16	0	33	14	0	33	0	0	33	0	0	33
1330 - 1345	8	2	33	12	0	33	15	0	33	0	0	33	0	0	33
1345 - 1400	6	0	33	10	0	33	8	0	33	0	0	33	0	0	33
Hourly Total	**31**	**2**	**33**	**83**	**5**	**33**	**40**	**0**	**33**	**0**	**0**	**33**	**0**	**0**	**33**
1400 - 1415	6	1	33	12	0	33	18	0	33	0	0	33	0	0	33
1415 - 1430	11	0	33	12	0	33	13	0	33	0	0	33	0	0	33
1430 - 1445	6	0	33	21	0	33	13	0	33	0	0	33	0	0	33
1445 - 1500	7	1	33	21	0	33	18	2	33	0	0	33	0	0	33
Hourly Total	**31**	**2**	**33**	**83**	**5**	**33**	**40**	**0**	**33**	**0**	**0**	**33**	**0**	**0**	**33**
1500 - 1515	10	1	33	15	0	33	11	0	33	0	0	33	0	0	33
1515 - 1530	9	1	33	19	0	33	16	1	33	0	0	33	0	0	33
1530 - 1545	4	1	33	17	0	33	14	1	33	0	0	33	0	0	33
1545 - 1600	5	1	33	24	1	33	19	1	33	0	0	33	0	0	33
Hourly Total	**31**	**2**	**33**	**83**	**5**	**33**	**40**	**0**	**33**	**0**	**0**	**33**	**0**	**0**	**33**
1600 - 1615	5	0	33	16	2	33	15	0	33	0	0	33	0	0	33
1615 - 1630	9	1	33	18	0	33	16	0	33	0	0	33	0	0	33
1630 - 1645	12	0	33	25	0	33	22	3	33	0	0	33	0	0	33
1645 - 1700	8	1	33	25	3	33	21	0	33	0	0	33	0	0	33
Hourly Total	**31**	**2**	**33**	**83**	**5**	**33**	**40**	**0**	**33**	**0**	**0**	**33**	**0**	**0**	**33**
1700 - 1715	11	1	33	26	1	33	35	0	33	0	0	33	0	0	33
1715 - 1730	7	1	33	24	0	33	24	1	33	0	0	33	0	0	33
1730 - 1745	5	0	33	27	0	33	21	0	33	0	0	33	0	0	33
1745 - 1800	8	1	33	23	0	33	18	1	33	0	0	33	0	0	33
Hourly Total	**31**	**2**	**33**	**83**	**5**	**33**	**40**	**0**	**33**	**0**	**0**	**33**	**0**	**0**	**33**
1800 - 1815	11	0	33	24	1	33	10	0	33	0	0	33	0	0	33
1815 - 1830	9	1	33	20	2	33	14	0	33	0	0	33	0	0	33
1830 - 1845	6	1	33	22	1	33	11	0	33	0	0	33	0	0	33
1845 - 1900	5	0	33	17	1	33	5	0	33	0	0	33	0	0	33
Hourly Total	**31**	**2**	**33**	**83**	**5**	**88**	**40**	**0**	**40**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**372**	**24**	**396**	**996**	**60**	**451**	**480**	**0**	**403**	**0**	**0**	**363**	**0**	**0**	**363**

Naas - Manual Traffic Survey, Tuesday 7th February 2012

Produced by Streetwise Ser

Junction: (1) A - N7 Off Slip / ...oad

Approach: C - Johnston

	First Left to D - N7 On Slip			Second Left to E - Link Road			W/B to A - N7 Off Slip (BANNED)			Right to B - Main Street			U-Turns to C - Johnston		
TIME	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL
0700 - 0715	1	0	1	20	2	22	0	0	0	2	1	3	0	0	0
0715 - 0730	0	0	0	27	2	29	0	0	0	9	1	10	0	0	0
0730 - 0745	2	0	2	30	0	30	1	0	1	7	2	9	0	0	0
0745 - 0800	0	0	0	40	0	40	0	0	0	14	0	14	0	0	0
Hourly Total	**3**	**0**	**3**	**117**	**4**	**121**	**1**	**0**	**1**	**32**	**4**	**36**	**0**	**0**	**0**
0800 - 0815	2	0	2	23	0	23	0	0	0	6	1	7	0	0	0
0815 - 0830	0	0	0	17	0	17	1	0	1	9	2	11	0	0	0
0830 - 0845	1	0	1	19	0	19	0	0	0	11	2	13	0	0	0
0845 - 0900	0	0	0	30	1	31	0	0	0	16	0	16	0	0	0
Hourly Total	**3**	**0**	**3**	**89**	**1**	**90**	**1**	**0**	**1**	**42**	**5**	**47**	**0**	**0**	**0**
0900 - 0915	0	1	1	15	1	16	0	0	0	13	1	14	0	0	0
0915 - 0930	2	0	2	11	1	12	0	0	0	7	1	8	0	0	0
0930 - 0945	2	0	2	21	2	23	0	0	0	10	0	10	0	0	0
0945 - 1000	0	0	0	10	1	11	0	0	0	6	0	6	0	0	0
Hourly Total	**4**	**1**	**5**	**57**	**5**	**62**	**0**	**0**	**0**	**36**	**2**	**38**	**0**	**0**	**0**
1000 - 1015	1	0	1	13	2	15	0	0	0	12	2	14	0	0	0
1015 - 1030	0	0	0	6	2	8	0	0	0	12	1	13	0	0	0
1030 - 1045	1	0	1	15	0	15	0	0	0	13	0	13	0	0	0
1045 - 1100	0	0	0	9	0	9	0	0	0	13	0	13	0	0	0
Hourly Total	**2**	**0**	**2**	**43**	**4**	**47**	**0**	**0**	**0**	**50**	**3**	**53**	**0**	**0**	**0**
1100 - 1115	0	0	0	10	1	11	0	0	0	14	2	16	0	0	0
1115 - 1130	0	0	0	15	0	15	0	0	0	19	1	20	0	0	0
1130 - 1145	0	0	0	12	1	13	0	0	0	12	0	12	0	0	0
1145 - 1200	0	0	0	4	1	5	0	0	0	9	0	9	0	0	0
Hourly Total	**0**	**0**	**0**	**41**	**3**	**44**	**0**	**0**	**0**	**54**	**3**	**57**	**0**	**0**	**0**
1200 - 1215	0	0	0	7	1	8	0	0	0	18	1	19	0	0	0
1215 - 1230	0	0	0	10	1	11	0	0	0	13	1	14	0	0	0
1230 - 1245	0	0	0	5	0	5	0	0	0	8	0	8	0	0	0
1245 - 1300	0	0	0	3	0	3	0	0	0	8	1	9	0	0	0
Hourly Total	**0**	**0**	**0**	**25**	**2**	**27**	**0**	**0**	**0**	**47**	**3**	**50**	**0**	**0**	**0**
1300 - 1315	0	0	0	3	0	3	0	0	0	13	0	13	0	0	0
1315 - 1330	0	0	0	2	0	2	0	0	0	12	0	12	0	0	0
1330 - 1345	0	0	0	3	0	3	0	0	0	10	0	10	0	0	0
1345 - 1400	0	0	0	1	0	1	0	0	0	6	1	7	0	0	0
Hourly Total	**0**	**0**	**0**	**9**	**0**	**9**	**0**	**0**	**0**	**41**	**1**	**42**	**0**	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	8	0	8	0	0	0
1415 - 1430	0	0	0	1	0	1	0	0	0	8	1	9	0	0	0
1430 - 1445	0	0	0	2	0	2	0	0	0	12	0	12	0	0	0
1445 - 1500	0	0	0	1	1	2	0	0	0	5	1	6	0	0	0
Hourly Total	**0**	**0**	**0**	**4**	**1**	**5**	**0**	**0**	**0**	**33**	**2**	**35**	**0**	**0**	**0**
1500 - 1515	0	0	0	4	0	4	0	0	0	3	0	3	0	0	0
1515 - 1530	0	0	0	4	0	4	0	0	0	8	1	9	0	0	0
1530 - 1545	0	0	0	6	0	6	0	0	0	6	1	7	0	0	0
1545 - 1600	0	0	0	3	0	3	0	0	0	6	1	7	0	0	0
Hourly Total	**0**	**0**	**0**	**17**	**0**	**17**	**0**	**0**	**0**	**23**	**3**	**26**	**0**	**0**	**0**
1600 - 1615	0	0	0	5	0	5	0	0	0	12	0	12	0	0	0
1615 - 1630	0	0	0	5	0	5	0	0	0	14	0	14	0	0	0
1630 - 1645	0	0	0	10	0	10	0	0	0	11	3	14	0	0	0
1645 - 1700	0	0	0	5	0	5	0	0	0	14	0	14	0	0	0
Hourly Total	**0**	**0**	**0**	**25**	**0**	**25**	**0**	**0**	**0**	**51**	**3**	**54**	**0**	**0**	**0**
1700 - 1715	0	0	0	13	0	13	0	0	0	12	0	12	0	0	0
1715 - 1730	0	0	0	11	0	11	0	0	0	21	0	21	0	0	0
1730 - 1745	0	0	0	11	0	11	0	0	0	18	0	18	0	0	0
1745 - 1800	0	0	0	17	0	17	0	0	0	23	0	23	0	0	0
Hourly Total	**0**	**0**	**0**	**52**	**0**	**52**	**0**	**0**	**0**	**74**	**0**	**74**	**0**	**0**	**0**
1800 - 1815	0	0	0	15	0	15	0	0	0	23	1	24	0	0	0
1815 - 1830	0	0	0	13	0	13	0	0	0	16	1	17	0	0	0
1830 - 1845	0	0	0	12	0	12	0	0	0	19	0	19	0	0	0
1845 - 1900	0	0	0	8	0	8	0	0	0	22	0	22	0	0	0
Hourly Total	**0**	**0**	**0**	**48**	**0**	**48**	**0**	**0**	**0**	**80**	**2**	**82**	**0**	**0**	**0**
TOTAL	**12**	**1**	**13**	**527**	**20**	**547**	**2**	**0**	**2**	**563**	**31**	**594**	**0**	**0**	**0**

Naas - Manual Traffic Survey, Tuesday 7th February 2012

Produced by Streetwise Ser

Junction: (1) A - N7 Off Slip / ...oad

Approach: D - N7 On Slip (One-Way Southwestbound)

	st Left to E - Link Road (BANNE			nd Left to A - N7 Off Slip (BANI			ight to B - Main Street (BANNE			t Right to C - Johnston (BANN			Turns to D - N7 On Slip (BANNE		
TIME	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Naas - Manual Traffic Survey, Tuesday 7th February 2012

Produced by Streetwise Ser

Junction: (1) A - N7 Off Slip / ...oad

Approach: E - Link Road

	eft to A - N7 Off Slip (BANNED			E/B to B - Main Street			Right to C - Johnston			Last Right to D - N7 On Slip			U-Turns to E - Link Road		
TIME	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL
0700 - 0715	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	9	0	9	1	0	1	1	0	1	0	0	0
0745 - 0800	0	0	0	14	0	14	1	0	1	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**32**	**0**	**32**	**2**	**0**	**2**	**1**	**0**	**1**	**0**	**0**	**0**
0800 - 0815	0	0	0	13	1	14	1	0	1	1	0	1	0	0	0
0815 - 0830	0	0	0	16	0	16	1	0	1	0	0	0	0	0	0
0830 - 0845	0	0	0	17	0	17	5	1	6	0	0	0	0	0	0
0845 - 0900	0	0	0	32	0	32	7	1	8	2	0	2	0	0	0
Hourly Total	**0**	**0**	**0**	**78**	**1**	**79**	**14**	**2**	**16**	**3**	**0**	**3**	**0**	**0**	**0**
0900 - 0915	0	0	0	14	1	15	4	1	5	1	0	1	0	0	0
0915 - 0930	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	7	0	7	6	1	7	0	1	1	0	0	0
0945 - 1000	0	0	0	11	0	11	5	1	6	4	1	5	0	0	0
Hourly Total	**0**	**0**	**0**	**40**	**1**	**41**	**15**	**3**	**18**	**5**	**2**	**7**	**0**	**0**	**0**
1000 - 1015	0	0	0	10	0	10	6	0	6	2	0	2	0	0	0
1015 - 1030	0	0	0	9	0	9	3	0	3	0	0	0	0	0	0
1030 - 1045	0	0	0	12	0	12	6	0	6	0	0	0	0	0	0
1045 - 1100	0	0	0	11	0	11	2	1	3	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**42**	**0**	**42**	**17**	**1**	**18**	**2**	**0**	**2**	**0**	**0**	**0**
1100 - 1115	0	0	0	11	0	11	3	0	3	1	0	1	0	0	0
1115 - 1130	0	0	0	11	0	11	6	0	6	1	1	2	0	0	0
1130 - 1145	0	0	0	14	0	14	7	0	7	1	1	2	0	0	0
1145 - 1200	0	0	0	11	0	11	5	1	6	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**47**	**0**	**47**	**21**	**1**	**22**	**3**	**2**	**5**	**0**	**0**	**0**
1200 - 1215	0	0	0	14	1	15	8	0	8	1	0	1	0	0	0
1215 - 1230	0	0	0	15	0	15	3	0	3	0	0	0	0	0	0
1230 - 1245	0	0	0	15	0	15	5	0	5	0	0	0	0	0	0
1245 - 1300	0	0	0	18	0	18	7	0	7	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**62**	**1**	**63**	**23**	**0**	**23**	**1**	**0**	**1**	**0**	**0**	**0**
1300 - 1315	0	0	0	20	1	21	4	0	4	0	0	0	0	0	0
1315 - 1330	0	0	0	21	0	21	6	0	6	1	0	1	0	0	0
1330 - 1345	0	0	0	20	1	21	5	0	5	0	0	0	0	0	0
1345 - 1400	0	0	0	23	1	24	4	0	4	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**84**	**3**	**87**	**19**	**0**	**19**	**1**	**0**	**1**	**0**	**0**	**0**
1400 - 1415	0	0	0	16	1	17	5	0	5	1	0	1	0	0	0
1415 - 1430	0	0	0	18	0	18	5	0	5	0	0	0	0	0	0
1430 - 1445	0	0	0	17	0	17	6	0	6	1	0	1	0	0	0
1445 - 1500	0	0	0	16	1	17	6	0	6	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**67**	**2**	**69**	**22**	**0**	**22**	**2**	**0**	**2**	**0**	**0**	**0**
1500 - 1515	0	0	0	19	0	19	7	0	7	1	0	1	0	0	0
1515 - 1530	0	0	0	19	0	19	7	0	7	0	0	0	0	0	0
1530 - 1545	0	0	0	26	0	26	11	0	11	1	0	1	0	0	0
1545 - 1600	0	0	0	21	1	22	9	0	9	1	0	1	0	0	0
Hourly Total	**0**	**0**	**0**	**85**	**1**	**86**	**34**	**0**	**34**	**3**	**0**	**3**	**0**	**0**	**0**
1600 - 1615	0	0	0	10	0	10	7	0	7	1	0	1	0	0	0
1615 - 1630	0	0	0	20	0	20	6	0	6	0	0	0	0	0	0
1630 - 1645	0	0	0	14	0	14	10	0	10	1	0	1	0	0	0
1645 - 1700	0	0	0	20	0	20	11	0	11	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**64**	**0**	**64**	**34**	**0**	**34**	**2**	**0**	**2**	**0**	**0**	**0**
1700 - 1715	0	0	0	21	1	22	15	1	16	0	1	1	0	0	0
1715 - 1730	0	0	0	18	0	18	13	0	13	1	0	1	0	0	0
1730 - 1745	0	0	0	22	1	23	13	0	13	0	1	1	0	0	0
1745 - 1800	0	0	0	21	0	21	10	0	10	1	0	1	0	0	0
Hourly Total	**0**	**0**	**0**	**82**	**2**	**84**	**51**	**1**	**52**	**2**	**2**	**4**	**0**	**0**	**0**
1800 - 1815	0	0	0	17	0	17	10	0	10	0	0	0	0	0	0
1815 - 1830	0	0	0	19	0	19	8	0	8	0	0	0	0	0	0
1830 - 1845	0	0	0	16	0	16	7	0	7	0	0	0	0	0	0
1845 - 1900	0	0	0	17	0	17	2	0	2	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**69**	**0**	**69**	**27**	**0**	**27**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**0**	**0**	**0**	**752**	**11**	**763**	**279**	**8**	**287**	**25**	**6**	**31**	**0**	**0**	**0**

Naas - Manual Traffic Survey, Tuesday 7th February 2012

Produced by Streetwise Servic 

Junction: (2) A - Unnamed Road / **Road**

Approach: A - Unnamed Road

	Left to B - N7 On Slip			S/B to C - Link Road			Right to D - N7 Off Slip (BANNED)			Last Right to E - Johnstown Road			U-Turns to A - Unnamed Road		
TIME	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900 - 0915	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0
0915 - 0930	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	3	0	3	3	0	3	0	0	0	0	0	0	0	0	0
Hourly Total	**6**	**0**	**6**	**5**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1000 - 1015	1	0	1	2	0	2	0	0	0	1	0	1	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0
1045 - 1100	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0
Hourly Total	**1**	**0**	**1**	**3**	**1**	**4**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**
1100 - 1115	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0
1145 - 1200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**2**	**0**	**2**	**5**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200 - 1215	1	0	1	2	0	2	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0
1230 - 1245	2	0	2	2	0	2	0	0	0	0	0	0	0	0	0
1245 - 1300	1	0	1	2	0	2	0	0	0	0	0	0	0	0	0
Hourly Total	**4**	**0**	**4**	**10**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300 - 1315	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0
1315 - 1330	2	0	2	2	0	2	0	0	0	0	0	0	0	0	0
1330 - 1345	2	0	2	4	0	4	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0
Hourly Total	**4**	**0**	**4**	**14**	**1**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1400 - 1415	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	1	0	1	3	0	3	0	0	0	0	0	0	0	0	0
1430 - 1445	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	2	0	2	2	0	2	0	0	0	1	0	1	0	0	0
Hourly Total	**5**	**0**	**5**	**5**	**0**	**5**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**
1500 - 1515	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
1515 - 1530	1	0	1	3	0	3	0	0	0	0	0	0	0	0	0
1530 - 1545	1	0	1	3	0	3	0	0	0	0	0	0	0	0	0
1545 - 1600	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0
Hourly Total	**3**	**0**	**3**	**8**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1600 - 1615	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
1615 - 1630	1	0	1	2	0	2	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	1	0	1	0	0	0	2	0	2	0	0	0
Hourly Total	**1**	**0**	**1**	**6**	**0**	**6**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**
1700 - 1715	4	0	4	13	0	13	0	0	0	2	0	2	0	0	0
1715 - 1730	2	0	2	5	0	5	0	0	0	0	0	0	0	0	0
1730 - 1745	3	2	5	5	2	7	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	5	0	5	0	0	0	2	0	2	0	0	0
Hourly Total	**9**	**2**	**11**	**28**	**2**	**30**	**0**	**0**	**0**	**4**	**0**	**4**	**0**	**0**	**0**
1800 - 1815	1	0	1	2	0	2	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**1**	**0**	**1**	**2**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**
TOTAL	**36**	**2**	**38**	**87**	**4**	**91**	**0**	**0**	**0**	**10**	**0**	**10**	**0**	**0**	**0**

Naas - Manual Traffic Survey, Tuesday 7th February 2012

Produced by Streetwise Servic 

Junction: (2) A - Unnamed Road / **Road**

Approach: B - N7 On Slip (One-Way Eastbound)

	First Left to C - Link Road (BANNED)			econd Left to D - N7 Off Slip (BANNED)			W/B to E - Johnstown Road (BANNED)			Right to A - Unnamed Road (BANNED)			U-Turns to B - N7 On Slip (BANNED)		
TIME	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Naas - Manual Traffic Survey, Tuesday 7th February 2012

Produced by Streetwise Servic

Junction: (2) A - Unnamed Road / ... Road

Approach: C - Link Road

	First Left to D - N7 Off Slip (BANNED)			Second Left to E - Johnstown Road			N'B to A - Unnamed Road			Right to B - N7 On Slip			U-Turns to C - Link Road		
TIME	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL
0700 - 0715	0	0	0	1	0	1	0	0	0	23	0	23	0	0	0
0715 - 0730	0	0	0	7	0	7	0	0	0	32	2	34	0	0	0
0730 - 0745	0	0	0	1	0	1	0	0	0	36	0	36	1	0	1
0745 - 0800	0	0	0	3	0	3	0	0	0	43	0	43	0	0	0
Hourly Total	**0**	**0**	**0**	**12**	**0**	**12**	**0**	**0**	**0**	**134**	**2**	**136**	**1**	**0**	**1**
0800 - 0815	0	0	0	2	1	3	0	0	0	36	1	37	0	0	0
0815 - 0830	0	0	0	3	0	3	1	0	1	36	0	36	0	0	0
0830 - 0845	0	0	0	8	0	8	2	0	2	42	0	42	0	0	0
0845 - 0900	0	0	0	14	1	15	6	0	6	48	1	49	0	0	0
Hourly Total	**0**	**0**	**0**	**27**	**2**	**29**	**9**	**0**	**9**	**162**	**2**	**164**	**0**	**0**	**0**
0900 - 0915	0	0	0	15	0	15	8	0	8	21	2	23	0	0	0
0915 - 0930	0	0	0	4	1	5	2	0	2	17	1	18	0	0	0
0930 - 0945	0	0	0	7	0	7	2	0	2	18	3	21	0	0	0
0945 - 1000	0	0	0	2	2	4	2	0	2	16	1	17	0	0	0
Hourly Total	**0**	**0**	**0**	**28**	**3**	**31**	**14**	**0**	**14**	**72**	**7**	**79**	**0**	**0**	**0**
1000 - 1015	0	0	0	12	0	12	1	0	1	9	1	10	0	0	0
1015 - 1030	0	0	0	7	0	7	1	0	1	4	1	5	0	0	0
1030 - 1045	0	0	0	9	0	9	0	0	0	18	1	19	1	0	1
1045 - 1100	0	0	0	7	0	7	0	0	0	7	1	8	1	0	1
Hourly Total	**0**	**0**	**0**	**35**	**0**	**35**	**2**	**0**	**2**	**38**	**4**	**42**	**2**	**0**	**2**
1100 - 1115	0	0	0	7	0	7	2	0	2	14	2	16	0	0	0
1115 - 1130	0	0	0	7	2	9	0	0	0	12	0	12	0	0	0
1130 - 1145	0	0	0	12	0	12	1	0	1	7	1	8	0	0	0
1145 - 1200	0	0	0	12	0	12	1	0	1	8	0	8	0	0	0
Hourly Total	**0**	**0**	**0**	**38**	**2**	**40**	**4**	**0**	**4**	**41**	**3**	**44**	**0**	**0**	**0**
1200 - 1215	0	0	0	14	0	14	1	0	1	17	0	17	0	0	0
1215 - 1230	0	0	0	7	0	7	0	0	0	13	3	16	1	0	1
1230 - 1245	0	0	0	8	0	8	3	1	4	15	0	15	0	0	0
1245 - 1300	0	0	0	6	0	6	1	0	1	7	1	8	0	1	1
Hourly Total	**0**	**0**	**0**	**35**	**0**	**35**	**5**	**1**	**6**	**52**	**4**	**56**	**1**	**1**	**2**
1300 - 1315	0	0	0	19	0	19	3	0	3	14	0	14	0	0	0
1315 - 1330	0	0	0	14	0	14	0	0	0	8	0	8	1	0	1
1330 - 1345	0	0	0	15	0	15	2	0	2	9	1	10	0	0	0
1345 - 1400	0	0	0	5	0	5	6	0	6	5	1	6	0	0	0
Hourly Total	**0**	**0**	**0**	**53**	**0**	**53**	**11**	**0**	**11**	**36**	**2**	**38**	**1**	**0**	**1**
1400 - 1415	0	0	0	16	0	16	4	0	4	11	0	11	0	0	0
1415 - 1430	0	0	0	12	0	12	0	0	0	4	1	5	0	0	0
1430 - 1445	0	0	0	14	0	14	0	0	0	10	1	11	1	0	1
1445 - 1500	0	0	0	23	0	23	1	0	1	9	3	12	0	0	0
Hourly Total	**0**	**0**	**0**	**65**	**0**	**65**	**5**	**0**	**5**	**34**	**5**	**39**	**1**	**0**	**1**
1500 - 1515	0	0	0	10	0	10	0	0	0	6	0	6	0	0	0
1515 - 1530	0	0	0	12	0	12	1	0	1	15	2	17	2	0	2
1530 - 1545	0	0	0	13	0	13	0	0	0	14	1	15	0	0	0
1545 - 1600	0	0	0	12	1	13	5	0	5	15	1	16	0	0	0
Hourly Total	**0**	**0**	**0**	**47**	**1**	**48**	**6**	**0**	**6**	**50**	**4**	**54**	**2**	**0**	**2**
1600 - 1615	0	0	0	17	1	18	0	0	0	11	0	11	0	0	0
1615 - 1630	0	0	0	19	1	20	0	0	0	13	0	13	0	0	0
1630 - 1645	0	0	0	21	0	21	0	0	0	27	3	30	0	0	0
1645 - 1700	0	0	0	22	0	22	2	0	2	18	1	19	0	0	0
Hourly Total	**0**	**0**	**0**	**79**	**2**	**81**	**2**	**0**	**2**	**69**	**4**	**73**	**0**	**0**	**0**
1700 - 1715	0	0	0	45	0	45	1	0	1	28	0	28	0	0	0
1715 - 1730	0	0	0	36	0	36	1	1	2	14	0	14	0	0	0
1730 - 1745	0	0	0	41	0	41	1	0	1	12	0	12	0	0	0
1745 - 1800	0	0	0	30	0	30	0	0	0	16	1	17	0	0	0
Hourly Total	**0**	**0**	**0**	**152**	**0**	**152**	**3**	**1**	**4**	**70**	**1**	**71**	**0**	**0**	**0**
1800 - 1815	0	0	0	27	1	28	0	0	0	17	0	17	0	0	0
1815 - 1830	0	0	0	34	0	34	0	0	0	16	0	16	0	0	0
1830 - 1845	0	0	0	18	0	18	2	0	2	15	0	15	0	0	0
1845 - 1900	0	0	0	11	0	11	0	0	0	10	0	10	0	0	0
Hourly Total	**0**	**0**	**0**	**90**	**1**	**91**	**2**	**0**	**2**	**58**	**0**	**58**	**0**	**0**	**0**
TOTAL	**0**	**0**	**0**	**661**	**11**	**672**	**63**	**2**	**65**	**816**	**38**	**854**	**8**	**1**	**9**

Naas - Manual Traffic Survey, Tuesday 7th February 2012

Produced by Streetwise Servic

Junction: (2) A - Unnamed Road / ... Road

Approach: D - N7 Off Slip (One-Way Northeastbound)

	First Left to E - Johnstown Road			Second Left to A - Unnamed Road			Right to B - N7 On Slip			Last Right to C - Link Road			U-Turns to D - N7 Off Slip (BANNED)		
TIME	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL
0700 - 0715	1	0	1	0	0	0	0	0	0	3	0	3	0	0	0
0715 - 0730	4	0	4	0	0	0	0	0	0	2	0	2	0	0	0
0730 - 0745	1	0	1	0	0	0	1	0	1	11	0	11	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	15	0	15	0	0	0
Hourly Total	**6**	**0**	**6**	**0**	**0**	**0**	**1**	**0**	**1**	**31**	**0**	**31**	**0**	**0**	**0**
0800 - 0815	0	0	0	2	0	2	0	0	0	11	1	12	0	0	0
0815 - 0830	2	0	2	1	0	1	0	0	0	11	0	11	0	0	0
0830 - 0845	1	0	1	2	0	2	0	0	0	12	1	13	0	0	0
0845 - 0900	7	0	7	6	0	6	1	0	1	23	0	23	0	0	0
Hourly Total	**10**	**0**	**10**	**11**	**0**	**11**	**1**	**0**	**1**	**57**	**2**	**59**	**0**	**0**	**0**
0900 - 0915	7	2	9	2	0	2	0	0	0	8	2	10	0	0	0
0915 - 0930	6	0	6	3	0	3	0	0	0	7	0	7	0	0	0
0930 - 0945	5	0	5	2	0	2	1	0	1	9	1	10	0	0	0
0945 - 1000	5	0	5	3	0	3	0	0	0	13	0	13	0	0	0
Hourly Total	**23**	**2**	**25**	**10**	**0**	**10**	**1**	**0**	**1**	**37**	**3**	**40**	**0**	**0**	**0**
1000 - 1015	4	0	4	1	0	1	0	0	0	8	0	8	0	0	0
1015 - 1030	5	1	6	0	0	0	0	0	0	9	0	9	0	0	0
1030 - 1045	4	0	4	1	0	1	0	0	0	12	0	12	0	0	0
1045 - 1100	3	0	3	1	0	1	0	0	0	7	0	7	0	0	0
Hourly Total	**16**	**1**	**17**	**3**	**0**	**3**	**0**	**0**	**0**	**36**	**0**	**36**	**0**	**0**	**0**
1100 - 1115	6	0	6	1	0	1	0	0	0	9	0	9	0	0	0
1115 - 1130	2	0	2	0	1	1	0	0	0	11	0	11	0	0	0
1130 - 1145	1	0	1	2	0	2	1	0	1	12	1	13	0	0	0
1145 - 1200	4	1	5	3	0	3	0	0	0	11	1	12	0	0	0
Hourly Total	**13**	**1**	**14**	**6**	**1**	**7**	**1**	**0**	**1**	**43**	**2**	**45**	**0**	**0**	**0**
1200 - 1215	11	0	11	3	0	3	0	0	0	13	1	14	0	0	0
1215 - 1230	2	0	2	1	0	1	0	0	0	10	0	10	0	0	0
1230 - 1245	7	0	7	2	0	2	0	0	0	8	0	8	0	0	0
1245 - 1300	9	0	9	1	0	1	0	0	0	15	0	15	0	0	0
Hourly Total	**29**	**0**	**29**	**7**	**0**	**7**	**0**	**0**	**0**	**46**	**1**	**47**	**0**	**0**	**0**
1300 - 1315	7	0	7	2	0	2	0	0	0	14	1	15	0	0	0
1315 - 1330	4	1	5	3	0	3	0	0	0	12	0	12	0	0	0
1330 - 1345	8	0	8	0	0	0	0	0	0	13	1	14	0	0	0
1345 - 1400	7	1	8	2	0	2	0	0	0	12	0	12	0	0	0
Hourly Total	**26**	**2**	**28**	**7**	**0**	**7**	**0**	**0**	**0**	**51**	**2**	**53**	**0**	**0**	**0**
1400 - 1415	7	0	7	2	0	2	0	0	0	12	1	13	0	0	0
1415 - 1430	3	0	3	2	0	2	0	0	0	10	0	10	0	0	0
1430 - 1445	7	1	8	2	0	2	0	0	0	14	0	14	0	0	0
1445 - 1500	4	1	5	2	0	2	0	0	0	8	0	8	0	0	0
Hourly Total	**21**	**2**	**23**	**8**	**0**	**8**	**0**	**0**	**0**	**44**	**1**	**45**	**0**	**0**	**0**
1500 - 1515	4	0	4	5	0	5	0	0	0	17	0	17	0	0	0
1515 - 1530	7	0	7	1	0	1	0	0	0	13	0	13	0	0	0
1530 - 1545	5	0	5	0	0	0	0	0	0	17	0	17	0	0	0
1545 - 1600	4	0	4	3	0	3	0	0	0	8	1	9	0	0	0
Hourly Total	**20**	**0**	**20**	**9**	**0**	**9**	**0**	**0**	**0**	**55**	**1**	**56**	**0**	**0**	**0**
1600 - 1615	4	1	5	0	0	0	0	0	0	15	0	15	0	0	0
1615 - 1630	4	0	4	2	0	2	1	0	1	11	0	11	0	0	0
1630 - 1645	2	0	2	1	0	1	1	0	1	11	0	11	0	0	0
1645 - 1700	5	0	5	3	1	4	0	1	1	22	0	22	0	0	0
Hourly Total	**15**	**1**	**16**	**6**	**1**	**7**	**2**	**1**	**3**	**59**	**0**	**59**	**0**	**0**	**0**
1700 - 1715	1	0	1	1	0	1	0	0	0	18	3	21	0	0	0
1715 - 1730	6	0	6	0	0	0	0	0	0	15	0	15	0	0	0
1730 - 1745	2	0	2	0	0	0	1	0	1	22	0	22	0	0	0
1745 - 1800	2	0	2	3	0	3	0	0	0	18	0	18	0	0	0
Hourly Total	**11**	**0**	**11**	**4**	**0**	**4**	**1**	**0**	**1**	**73**	**3**	**76**	**0**	**0**	**0**
1800 - 1815	5	0	5	1	0	1	0	0	0	17	0	17	0	0	0
1815 - 1830	3	0	3	0	0	0	0	0	0	15	0	15	0	0	0
1830 - 1845	2	0	2	1	0	1	0	0	0	14	0	14	0	0	0
1845 - 1900	2	0	2	0	0	0	0	0	0	13	0	13	0	0	0
Hourly Total	**12**	**0**	**12**	**2**	**0**	**2**	**0**	**0**	**0**	**59**	**0**	**59**	**0**	**0**	**0**
TOTAL	**202**	**9**	**211**	**73**	**2**	**75**	**7**	**1**	**8**	**591**	**15**	**606**	**0**	**0**	**0**

Naas - Manual Traffic Survey, Tuesday 7th February 2012

Produced by Streetwise Service

Junction: (2) A - Unnamed Road / ... Road

Approach: E - Johnstown Road

	Left to A - Unnamed Road			E/B to B - N7 On Slip			Right to C - Link Road			Last Right to D - N7 Off Slip (BANNED)			U-Turns to E - Johnstown Road		
TIME	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL
0700 - 0715	0	0	0	13	0	13	2	0	2	0	0	0	0	0	0
0715 - 0730	0	0	0	17	0	17	1	0	1	0	0	0	0	0	0
0730 - 0745	0	0	0	39	0	39	1	0	1	0	0	0	0	0	0
0745 - 0800	0	0	0	38	0	38	2	0	2	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**107**	**0**	**107**	**6**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	0	0	0	26	1	27	2	0	2	0	0	0	0	0	0
0815 - 0830	1	0	1	24	0	24	5	0	5	0	0	0	0	0	0
0830 - 0845	0	0	0	34	0	34	8	0	8	0	0	0	0	0	0
0845 - 0900	1	0	1	31	0	31	22	1	23	0	0	0	0	0	0
Hourly Total	**2**	**0**	**2**	**115**	**1**	**116**	**37**	**1**	**38**	**0**	**0**	**0**	**0**	**0**	**0**
0900 - 0915	2	0	2	17	0	17	3	0	3	0	0	0	0	0	0
0915 - 0930	0	0	0	15	0	15	1	0	1	0	0	0	0	0	0
0930 - 0945	0	0	0	13	1	14	4	1	5	0	0	0	0	0	0
0945 - 1000	1	0	1	18	0	18	5	2	7	0	0	0	0	0	0
Hourly Total	**3**	**0**	**3**	**63**	**1**	**64**	**13**	**3**	**16**	**0**	**0**	**0**	**0**	**0**	**0**
1000 - 1015	0	0	0	5	0	5	6	0	6	0	0	0	0	0	0
1015 - 1030	0	0	0	14	0	14	3	0	3	0	0	0	0	0	0
1030 - 1045	0	1	1	16	0	16	6	0	6	0	0	0	0	0	0
1045 - 1100	0	0	0	6	0	6	2	0	2	0	0	0	0	0	0
Hourly Total	**0**	**1**	**1**	**41**	**0**	**41**	**17**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**0**
1100 - 1115	0	0	0	5	1	6	4	0	4	0	0	0	0	0	0
1115 - 1130	0	0	0	8	1	9	8	1	9	0	0	0	0	0	0
1130 - 1145	1	0	1	11	0	11	7	0	7	0	0	0	0	0	0
1145 - 1200	1	0	1	2	0	2	5	0	5	0	0	0	0	0	0
Hourly Total	**2**	**0**	**2**	**26**	**2**	**28**	**24**	**1**	**25**	**0**	**0**	**0**	**0**	**0**	**0**
1200 - 1215	0	0	0	10	0	10	8	0	8	0	0	0	0	0	0
1215 - 1230	0	0	0	13	0	13	3	0	3	0	0	0	0	0	0
1230 - 1245	0	0	0	4	1	5	10	0	10	0	0	0	0	0	0
1245 - 1300	0	0	0	5	0	5	8	0	8	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**32**	**1**	**33**	**29**	**0**	**29**	**0**	**0**	**0**	**0**	**0**	**0**
1300 - 1315	0	0	0	8	0	8	5	0	5	0	0	0	0	0	0
1315 - 1330	0	0	0	10	0	10	12	0	12	0	0	0	0	0	0
1330 - 1345	0	0	0	6	0	6	7	1	8	0	0	0	0	0	0
1345 - 1400	0	0	0	7	0	7	13	0	13	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**31**	**0**	**31**	**37**	**1**	**38**	**0**	**0**	**0**	**0**	**0**	**0**
1400 - 1415	1	0	1	6	0	6	6	0	6	0	0	0	0	0	0
1415 - 1430	0	0	0	3	0	3	12	0	12	0	0	0	0	0	0
1430 - 1445	0	0	0	11	1	12	8	0	8	0	0	0	0	0	0
1445 - 1500	0	0	0	6	0	6	12	1	13	0	0	0	0	0	0
Hourly Total	**1**	**0**	**1**	**26**	**1**	**27**	**38**	**1**	**39**	**0**	**0**	**0**	**0**	**0**	**0**
1500 - 1515	0	0	0	9	0	9	11	0	11	0	0	0	0	0	0
1515 - 1530	0	0	0	5	0	5	7	0	7	0	0	0	0	0	0
1530 - 1545	0	0	0	7	0	7	26	0	26	0	0	0	0	0	0
1545 - 1600	0	0	0	6	0	6	12	0	12	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**27**	**0**	**27**	**56**	**0**	**56**	**0**	**0**	**0**	**0**	**0**	**0**
1600 - 1615	0	0	0	8	1	9	2	0	2	0	0	0	0	0	0
1615 - 1630	1	0	1	7	0	7	13	0	13	0	0	0	0	0	0
1630 - 1645	1	0	1	7	0	7	8	0	8	0	0	0	0	0	0
1645 - 1700	0	0	0	7	0	7	9	0	9	0	0	0	0	0	0
Hourly Total	**2**	**0**	**2**	**29**	**1**	**30**	**32**	**0**	**32**	**0**	**0**	**0**	**0**	**0**	**0**
1700 - 1715	0	0	0	4	0	4	8	0	8	0	0	0	0	0	0
1715 - 1730	0	0	0	11	0	11	11	0	11	0	0	0	0	0	0
1730 - 1745	1	0	1	6	0	6	9	0	9	0	0	0	0	0	0
1745 - 1800	1	0	1	7	0	7	8	0	8	0	0	0	0	0	0
Hourly Total	**2**	**0**	**2**	**28**	**0**	**28**	**36**	**0**	**36**	**0**	**0**	**0**	**0**	**0**	**0**
1800 - 1815	0	0	0	9	0	9	9	0	9	0	0	0	0	0	0
1815 - 1830	0	0	0	13	0	13	10	0	10	0	0	0	0	0	0
1830 - 1845	0	0	0	2	0	2	10	0	10	0	0	0	0	0	0
1845 - 1900	0	0	0	5	0	5	6	0	6	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**29**	**0**	**29**	**35**	**0**	**35**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**12**	**1**	**13**	**554**	**7**	**561**	**360**	**7**	**367**	**0**	**0**	**0**	**0**	**0**	**0**

Naas - Manual Traffic Survey, Tuesday 7th February 2012

Produced by Streetwise Service

Junction: (3) A - N7 Off Slip / B - Jol

Approach: A - N7 Off Slip (One-Way Northbound)

	Left to B - Johnstown (BANNED)			ght to C - Unnamed Road West (BANNE			U-Turns to A - N7 Off Slip (BANNED)		
TIME	LIGHT	HEAVY	0	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900 - 0915	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1000 - 1015	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1100 - 1115	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200 - 1215	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300 - 1315	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800 - 1815	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Naas - Manual Traffic Survey, Tuesday 7th February 2012

Produced by Streetwise Services

Junction: (3) A - N7 Off Slip / B - Jol

Approach: B - Johnstown

	W/B to C - Unnamed Road West			Right to A - N7 Off Slip			U-Turns to B - Johnstown		
TIME	LIGHT	HEAVY	0	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL
0700 - 0715	1	1	2	0	0	0	0	0	0
0715 - 0730	10	1	11	0	0	0	0	0	0
0730 - 0745	8	0	8	0	0	0	0	0	0
0745 - 0800	19	1	20	0	0	0	0	0	0
Hourly Total	**38**	**3**	**41**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	17	5	22	0	0	0	0	0	0
0815 - 0830	21	1	22	0	0	0	0	0	0
0830 - 0845	18	1	19	0	0	0	1	0	1
0845 - 0900	20	0	20	0	0	0	1	0	1
Hourly Total	**76**	**7**	**83**	**0**	**0**	**0**	**2**	**0**	**2**
0900 - 0915	21	1	22	0	0	0	0	1	1
0915 - 0930	27	1	28	0	0	0	0	0	0
0930 - 0945	17	2	19	0	0	0	0	0	0
0945 - 1000	23	1	24	0	0	0	0	0	0
Hourly Total	**88**	**5**	**93**	**0**	**0**	**0**	**0**	**1**	**1**
1000 - 1015	27	1	28	0	0	0	0	0	0
1015 - 1030	26	4	30	0	0	0	0	0	0
1030 - 1045	21	1	22	0	0	0	0	0	0
1045 - 1100	23	0	23	0	0	0	1	0	1
Hourly Total	**97**	**6**	**103**	**0**	**0**	**0**	**1**	**0**	**1**
1100 - 1115	16	0	16	0	0	0	0	0	0
1115 - 1130	22	0	22	0	0	0	0	0	0
1130 - 1145	22	1	23	0	0	0	0	0	0
1145 - 1200	22	1	23	0	0	0	0	0	0
Hourly Total	**82**	**2**	**84**	**0**	**0**	**0**	**0**	**0**	**0**
1200 - 1215	35	2	37	0	0	0	0	0	0
1215 - 1230	21	1	22	0	0	0	0	0	0
1230 - 1245	20	1	21	0	0	0	0	0	0
1245 - 1300	34	1	35	0	0	0	2	0	2
Hourly Total	**110**	**5**	**115**	**0**	**0**	**0**	**2**	**0**	**2**
1300 - 1315	37	0	37	0	0	0	0	0	0
1315 - 1330	25	1	26	0	0	0	0	0	0
1330 - 1345	40	1	41	0	0	0	1	0	1
1345 - 1400	27	3	30	0	0	0	1	0	1
Hourly Total	**129**	**5**	**134**	**0**	**0**	**0**	**2**	**0**	**2**
1400 - 1415	29	2	31	0	0	0	0	0	0
1415 - 1430	25	4	29	0	0	0	0	0	0
1430 - 1445	27	2	29	0	0	0	0	0	0
1445 - 1500	33	0	33	0	0	0	0	1	1
Hourly Total	**114**	**8**	**122**	**0**	**0**	**0**	**0**	**1**	**1**
1500 - 1515	28	1	29	0	0	0	0	0	0
1515 - 1530	27	2	29	0	0	0	1	0	1
1530 - 1545	23	0	23	0	0	0	0	0	0
1545 - 1600	24	1	25	0	0	0	0	0	0
Hourly Total	**102**	**4**	**106**	**0**	**0**	**0**	**1**	**0**	**1**
1600 - 1615	41	4	45	0	0	0	0	0	0
1615 - 1630	21	3	24	0	0	0	0	1	1
1630 - 1645	34	1	35	0	0	0	0	0	0
1645 - 1700	31	0	31	0	0	0	0	0	0
Hourly Total	**127**	**8**	**135**	**0**	**0**	**0**	**0**	**1**	**1**
1700 - 1715	52	0	52	0	0	0	0	0	0
1715 - 1730	41	2	43	0	0	0	0	0	0
1730 - 1745	31	1	32	0	0	0	1	0	1
1745 - 1800	32	2	34	0	0	0	0	0	0
Hourly Total	**156**	**5**	**161**	**0**	**0**	**0**	**1**	**0**	**1**
1800 - 1815	36	2	38	0	0	0	0	0	0
1815 - 1830	46	2	48	0	0	0	0	0	0
1830 - 1845	38	0	38	0	0	0	0	0	0
1845 - 1900	33	2	35	0	0	0	0	0	0
Hourly Total	**153**	**6**	**159**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**1272**	**64**	**1336**	**0**	**0**	**0**	**9**	**3**	**12**

Naas - Manual Traffic Survey, Tuesday 7th February 2012

Produced by Streetwise Services

Junction: (3) A - N7 Off Slip / B - Jol

Approach: C - Unnamed Road West

	Left to A - N7 Off Slip			E/B to B - Johnstown			U-Turns to C - Unnamed Road West		
TIME	LIGHT	HEAVY	0	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL
0700 - 0715	0	0	0	12	1	13	0	0	0
0715 - 0730	0	0	0	17	1	18	0	0	0
0730 - 0745	0	0	0	14	2	16	0	0	0
0745 - 0800	0	0	0	22	0	22	0	0	0
Hourly Total	**0**	**0**	**0**	**65**	**4**	**69**	**0**	**0**	**0**
0800 - 0815	0	0	0	18	1	19	0	0	0
0815 - 0830	0	0	0	20	3	23	0	0	0
0830 - 0845	0	0	0	42	3	45	0	0	0
0845 - 0900	0	0	0	55	3	58	0	0	0
Hourly Total	**0**	**0**	**0**	**135**	**10**	**145**	**0**	**0**	**0**
0900 - 0915	0	0	0	42	1	43	0	0	0
0915 - 0930	0	0	0	29	2	31	0	0	0
0930 - 0945	0	0	0	25	1	26	0	0	0
0945 - 1000	0	0	0	15	2	17	0	0	0
Hourly Total	**0**	**0**	**0**	**111**	**6**	**117**	**0**	**0**	**0**
1000 - 1015	0	0	0	31	1	32	0	0	0
1015 - 1030	0	0	0	17	2	19	0	0	0
1030 - 1045	0	0	0	25	2	27	2	0	2
1045 - 1100	0	0	0	21	1	22	0	0	0
Hourly Total	**0**	**0**	**0**	**94**	**6**	**100**	**2**	**0**	**2**
1100 - 1115	0	0	0	27	2	29	0	0	0
1115 - 1130	0	0	0	24	1	25	2	0	2
1130 - 1145	0	0	0	21	1	22	0	0	0
1145 - 1200	0	0	0	22	0	22	0	0	0
Hourly Total	**0**	**0**	**0**	**94**	**4**	**98**	**2**	**0**	**2**
1200 - 1215	0	0	0	25	2	27	0	0	0
1215 - 1230	0	0	0	31	1	32	0	0	0
1230 - 1245	0	0	0	22	0	22	0	0	0
1245 - 1300	0	0	0	35	5	40	0	0	0
Hourly Total	**0**	**0**	**0**	**113**	**8**	**121**	**0**	**0**	**0**
1300 - 1315	0	0	0	39	2	41	0	0	0
1315 - 1330	0	0	0	32	4	36	2	0	2
1330 - 1345	0	0	0	24	4	28	0	0	0
1345 - 1400	0	0	0	32	2	34	0	0	0
Hourly Total	**0**	**0**	**0**	**127**	**12**	**139**	**2**	**0**	**2**
1400 - 1415	0	0	0	23	1	24	0	0	0
1415 - 1430	0	0	0	29	2	31	0	0	0
1430 - 1445	0	0	0	24	2	26	1	0	1
1445 - 1500	0	0	0	27	1	28	0	0	0
Hourly Total	**0**	**0**	**0**	**103**	**6**	**109**	**1**	**0**	**1**
1500 - 1515	0	0	0	26	2	28	0	0	0
1515 - 1530	0	0	0	23	1	24	0	0	0
1530 - 1545	0	0	0	26	1	27	1	0	1
1545 - 1600	0	0	0	35	0	35	0	0	0
Hourly Total	**0**	**0**	**0**	**110**	**4**	**114**	**1**	**0**	**1**
1600 - 1615	0	0	0	33	0	33	0	0	0
1615 - 1630	0	0	0	41	5	46	0	0	0
1630 - 1645	0	0	0	25	1	26	0	0	0
1645 - 1700	0	0	0	40	0	40	0	0	0
Hourly Total	**0**	**0**	**0**	**139**	**6**	**145**	**0**	**0**	**0**
1700 - 1715	0	0	0	37	1	38	0	0	0
1715 - 1730	0	0	0	52	0	52	1	0	1
1730 - 1745	0	0	0	37	2	39	1	0	1
1745 - 1800	0	0	0	41	0	41	2	0	2
Hourly Total	**0**	**0**	**0**	**167**	**3**	**170**	**4**	**0**	**4**
1800 - 1815	0	0	0	35	1	36	0	0	0
1815 - 1830	0	0	0	31	0	31	0	0	0
1830 - 1845	0	0	0	35	0	35	1	0	1
1845 - 1900	0	0	0	36	0	36	0	0	0
Hourly Total	**0**	**0**	**0**	**137**	**1**	**138**	**1**	**0**	**1**
TOTAL	**0**	**0**	**0**	**1395**	**70**	**1465**	**13**	**0**	**13**

Naas - Manual Traffic Survey, Tuesday 7th February 2012

Produced by Streetwise Serv

Junction: (4) A - M7 Off Slip / B [illegible] **- Monreal Road / F - M7 On Slip**

Approach: A - M7 Off Slip (One-Way Southbound)

	First Left to B - Unnamed Road Eas			Second Left to C - Plant Access			S/B to D - Dublin Road			Right to E - Monreal Road			Last Right to F - M7 On Slip			U-Turns to A - M7 Off Slip		
TIME	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL
0700 - 0715	1	0	1	0	0	0	2	4	6	8	0	8	0	0	0	0	0	0
0715 - 0730	4	0	4	1	0	1	1	1	2	10	3	13	0	0	0	0	0	0
0730 - 0745	2	0	2	0	0	0	7	1	8	16	2	18	0	0	0	0	0	0
0745 - 0800	6	0	6	0	0	0	14	1	15	25	3	28	0	0	0	0	0	0
Hourly Total	**13**	**0**	**13**	**1**	**0**	**1**	**24**	**7**	**31**	**59**	**8**	**67**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	2	0	2	0	0	0	9	2	11	18	5	23	0	0	0	0	0	0
0815 - 0830	6	0	6	0	0	0	18	3	21	20	1	21	1	0	1	0	0	0
0830 - 0845	6	0	6	1	0	1	33	1	34	41	2	43	0	0	0	0	0	0
0845 - 0900	11	0	11	1	0	1	55	2	57	60	3	63	1	0	1	0	0	0
Hourly Total	**25**	**0**	**25**	**2**	**0**	**2**	**115**	**8**	**123**	**139**	**11**	**150**	**2**	**0**	**2**	**0**	**0**	**0**
0900 - 0915	14	0	14	0	0	0	37	1	38	42	5	47	0	0	0	0	0	0
0915 - 0930	10	1	11	0	0	0	29	0	29	28	3	31	2	0	2	0	0	0
0930 - 0945	5	1	6	0	0	0	24	1	25	23	3	26	0	0	0	0	0	0
0945 - 1000	3	0	3	1	0	1	16	1	17	19	6	25	0	0	0	0	0	0
Hourly Total	**32**	**2**	**34**	**1**	**0**	**1**	**106**	**3**	**109**	**112**	**17**	**129**	**2**	**0**	**2**	**0**	**0**	**0**
1000 - 1015	3	0	3	0	1	1	12	2	14	16	1	17	0	0	0	0	0	0
1015 - 1030	2	1	3	0	0	0	9	2	11	18	3	21	0	0	0	0	0	0
1030 - 1045	3	0	3	0	0	0	14	3	17	7	3	10	0	0	0	0	0	0
1045 - 1100	1	0	1	0	1	1	6	1	7	15	2	17	0	0	0	0	0	0
Hourly Total	**9**	**1**	**10**	**0**	**2**	**2**	**41**	**8**	**49**	**56**	**9**	**65**	**0**	**0**	**0**	**0**	**0**	**0**
1100 - 1115	1	2	3	0	0	0	8	4	12	20	3	23	3	0	3	0	0	0
1115 - 1130	1	0	1	0	0	0	12	2	14	19	3	22	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	15	2	17	16	1	17	2	0	2	0	0	0
1145 - 1200	3	0	3	0	0	0	7	1	8	21	1	22	1	0	1	0	0	0
Hourly Total	**5**	**2**	**7**	**0**	**0**	**0**	**42**	**9**	**51**	**76**	**8**	**84**	**6**	**0**	**6**	**0**	**0**	**0**
1200 - 1215	0	0	0	1	0	1	13	2	15	9	6	15	0	0	0	0	0	0
1215 - 1230	7	1	8	0	0	0	19	0	19	20	3	23	3	0	3	0	0	0
1230 - 1245	3	0	3	0	0	0	7	1	8	15	3	18	0	0	0	0	0	0
1245 - 1300	5	2	7	0	0	0	12	1	13	20	2	22	0	0	0	1	0	1
Hourly Total	**15**	**3**	**18**	**1**	**0**	**1**	**51**	**4**	**55**	**64**	**14**	**78**	**3**	**0**	**3**	**1**	**0**	**1**
1300 - 1315	4	0	4	0	0	0	14	2	16	17	4	21	0	0	0	0	0	0
1315 - 1330	7	1	8	0	0	0	13	0	13	11	3	14	0	0	0	0	0	0
1330 - 1345	0	2	2	1	0	1	17	1	18	22	3	25	0	0	0	0	0	0
1345 - 1400	3	1	4	0	0	0	14	0	14	16	1	17	0	0	0	0	0	0
Hourly Total	**14**	**4**	**18**	**1**	**0**	**1**	**58**	**3**	**61**	**66**	**11**	**77**	**0**	**0**	**0**	**0**	**0**	**0**
1400 - 1415	4	0	4	0	0	0	20	0	20	25	7	32	1	0	1	0	0	0
1415 - 1430	1	1	2	1	0	1	16	1	17	25	2	27	0	0	0	0	0	0
1430 - 1445	1	0	1	0	0	0	21	1	22	21	0	21	0	0	0	0	0	0
1445 - 1500	4	0	4	0	0	0	13	2	15	26	2	28	0	0	0	0	0	0
Hourly Total	**10**	**1**	**11**	**1**	**0**	**1**	**70**	**4**	**74**	**97**	**11**	**108**	**1**	**0**	**1**	**0**	**0**	**0**
1500 - 1515	3	1	4	0	0	0	16	1	17	17	2	19	0	0	0	0	0	0
1515 - 1530	4	1	5	0	0	0	11	2	13	21	5	26	0	0	0	0	0	0
1530 - 1545	1	0	1	0	0	0	19	0	19	21	2	23	1	0	1	1	0	1
1545 - 1600	1	0	1	0	0	0	18	2	20	23	2	25	0	0	0	0	0	0
Hourly Total	**9**	**2**	**11**	**0**	**0**	**0**	**64**	**5**	**69**	**82**	**11**	**93**	**1**	**0**	**1**	**1**	**0**	**1**
1600 - 1615	1	0	1	0	0	0	17	1	18	25	3	28	0	0	0	1	0	1
1615 - 1630	4	0	4	0	0	0	18	0	18	31	1	32	0	0	0	0	0	0
1630 - 1645	2	0	2	0	0	0	12	0	12	22	2	24	0	0	0	1	0	1
1645 - 1700	5	0	5	0	1	1	11	1	12	18	2	20	0	0	0	0	0	0
Hourly Total	**12**	**0**	**12**	**0**	**1**	**1**	**58**	**2**	**60**	**96**	**8**	**104**	**0**	**0**	**0**	**2**	**0**	**2**
1700 - 1715	4	0	4	0	1	1	18	0	18	24	3	27	0	0	0	0	0	0
1715 - 1730	6	0	6	0	0	0	23	0	23	11	1	12	0	0	0	0	0	0
1730 - 1745	6	1	7	1	0	1	9	0	9	22	1	23	0	0	0	0	0	0
1745 - 1800	6	0	6	0	0	0	14	2	16	17	1	18	0	0	0	0	0	0
Hourly Total	**22**	**1**	**23**	**1**	**1**	**2**	**64**	**2**	**66**	**74**	**6**	**80**	**0**	**0**	**0**	**0**	**0**	**0**
1800 - 1815	8	0	8	0	0	0	17	2	19	8	2	10	0	0	0	0	0	0
1815 - 1830	3	0	3	0	0	0	21	1	22	18	0	18	0	0	0	0	0	0
1830 - 1845	6	0	6	0	0	0	8	0	8	15	2	17	0	0	0	0	0	0
1845 - 1900	3	0	3	0	0	0	14	0	14	11	0	11	0	0	0	0	0	0
Hourly Total	**20**	**0**	**20**	**0**	**0**	**0**	**60**	**3**	**63**	**52**	**4**	**56**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**186**	**16**	**202**	**8**	**4**	**12**	**753**	**58**	**811**	**973**	**118**	**1091**	**15**	**0**	**15**	**4**	**0**	**4**

Naas - Manual Traffic Survey, Tuesday 7th February 2012

Produced by Streetwise Serv

Junction: (4) A - M7 Off Slip / B [illegible] **- Monreal Road / F - M7 On Slip**

Approach: B - Unnamed Road East

	First Left to C - Plant Access			Second Left to D - Dublin Road			Right to E - Monreal Road			Second Right to F - M7 On Slip			Last Right to A - M7 Off Slip			B - Unnamed Road East		
TIME	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL
0700 - 0715	1	0	1	12	8	20	5	1	6	1	0	1	0	0	0	0	0	0
0715 - 0730	0	0	0	34	6	40	21	4	25	3	0	3	0	0	0	0	0	0
0730 - 0745	0	0	0	39	7	46	33	5	38	1	0	1	0	0	0	0	0	0
0745 - 0800	1	0	1	45	9	54	57	4	61	3	1	4	0	0	0	0	0	0
Hourly Total	**2**	**0**	**2**	**130**	**30**	**160**	**116**	**14**	**130**	**8**	**1**	**9**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	0	0	0	56	7	63	58	8	66	4	0	4	0	0	0	0	0	0
0815 - 0830	0	0	0	109	5	114	46	5	51	4	0	4	1	1	2	0	0	0
0830 - 0845	0	0	0	79	3	82	55	2	57	3	0	3	0	0	0	0	0	0
0845 - 0900	1	0	1	83	4	87	70	6	76	2	0	2	0	0	0	0	0	0
Hourly Total	**1**	**0**	**1**	**327**	**19**	**346**	**229**	**21**	**250**	**13**	**0**	**13**	**1**	**1**	**2**	**0**	**0**	**0**
0900 - 0915	0	1	1	94	8	102	74	9	83	3	0	3	0	0	0	0	0	0
0915 - 0930	0	0	0	71	6	77	61	11	72	8	0	8	0	0	0	0	0	0
0930 - 0945	0	0	0	76	10	86	52	3	55	3	0	3	0	0	0	0	0	0
0945 - 1000	0	0	0	79	11	90	50	7	57	2	0	2	1	0	1	0	0	0
Hourly Total	**0**	**1**	**1**	**320**	**35**	**355**	**237**	**30**	**267**	**16**	**0**	**16**	**1**	**0**	**1**	**0**	**0**	**0**
1000 - 1015	2	0	2	72	1	73	46	7	53	1	0	1	0	0	0	0	0	0
1015 - 1030	0	0	0	73	7	80	41	6	47	6	0	6	0	0	0	0	0	0
1030 - 1045	1	0	1	66	6	72	32	8	40	2	0	2	0	0	0	0	0	0
1045 - 1100	0	0	0	78	4	82	55	6	61	2	0	2	0	0	0	0	0	0
Hourly Total	**3**	**0**	**3**	**289**	**18**	**307**	**174**	**27**	**201**	**11**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**
1100 - 1115	0	0	0	42	4	46	45	6	51	1	0	1	0	0	0	0	0	0
1115 - 1130	0	0	0	71	10	81	43	3	46	1	0	1	1	0	1	0	0	0
1130 - 1145	0	0	0	67	2	69	51	6	57	0	0	0	3	0	3	0	0	0
1145 - 1200	0	0	0	61	7	68	48	4	52	2	1	3	1	0	1	1	0	1
Hourly Total	**0**	**0**	**0**	**241**	**23**	**264**	**187**	**19**	**206**	**4**	**1**	**5**	**5**	**0**	**5**	**1**	**0**	**1**
1200 - 1215	0	0	0	77	4	81	64	10	74	3	0	3	0	0	0	0	0	0
1215 - 1230	0	0	0	85	6	91	60	4	64	4	0	4	0	0	0	0	0	0
1230 - 1245	0	0	0	64	5	69	58	6	64	2	0	2	0	0	0	0	0	0
1245 - 1300	0	0	0	96	8	104	67	11	78	3	0	3	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**322**	**23**	**345**	**249**	**31**	**280**	**12**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**
1300 - 1315	1	0	1	78	7	85	68	3	71	4	0	4	0	1	1	0	0	0
1315 - 1330	0	0	0	84	4	88	69	3	72	3	0	3	0	0	0	0	0	0
1330 - 1345	0	0	0	97	5	102	71	7	78	5	1	6	2	0	2	0	0	0
1345 - 1400	1	0	1	85	13	98	39	5	44	4	0	4	0	0	0	0	0	0
Hourly Total	**2**	**0**	**2**	**344**	**29**	**373**	**247**	**18**	**265**	**16**	**1**	**17**	**2**	**1**	**3**	**0**	**0**	**0**
1400 - 1415	1	0	1	77	4	81	64	6	70	6	0	6	1	0	1	0	0	0
1415 - 1430	0	0	0	87	7	94	63	5	68	6	2	8	0	0	0	0	0	0
1430 - 1445	1	0	1	90	4	94	64	2	66	6	0	6	1	1	2	0	0	0
1445 - 1500	0	0	0	88	3	91	77	5	82	4	0	4	1	0	1	0	0	0
Hourly Total	**2**	**0**	**2**	**342**	**18**	**360**	**268**	**18**	**286**	**22**	**2**	**24**	**3**	**1**	**4**	**0**	**0**	**0**
1500 - 1515	1	0	1	83	3	86	87	2	89	6	0	6	2	0	2	0	0	0
1515 - 1530	0	0	0	119	6	125	73	7	80	7	0	7	2	1	3	0	0	0
1530 - 1545	0	0	0	99	9	108	91	7	98	4	0	4	1	0	1	0	0	0
1545 - 1600	2	0	2	106	9	115	86	4	90	4	0	4	0	0	0	0	0	0
Hourly Total	**3**	**0**	**3**	**407**	**27**	**434**	**337**	**20**	**357**	**21**	**0**	**21**	**5**	**1**	**6**	**0**	**0**	**0**
1600 - 1615	1	0	1	123	16	139	109	9	118	6	0	6	2	0	2	0	0	0
1615 - 1630	1	0	1	132	8	140	77	7	84	4	1	5	3	0	3	1	0	1
1630 - 1645	1	0	1	151	9	160	104	1	105	12	0	12	0	0	0	0	0	0
1645 - 1700	0	0	0	141	4	145	125	3	128	6	0	6	1	0	1	0	0	0
Hourly Total	**3**	**0**	**3**	**547**	**37**	**584**	**415**	**20**	**435**	**28**	**1**	**29**	**6**	**0**	**6**	**0**	**1**	**1**
1700 - 1715	1	0	1	163	2	165	108	1	109	10	0	10	1	0	1	0	0	0
1715 - 1730	0	0	0	170	5	175	116	2	118	11	0	11	0	1	1	0	0	0
1730 - 1745	0	0	0	201	5	206	102	2	104	13	0	13	1	0	1	0	0	0
1745 - 1800	0	0	0	191	4	195	102	1	103	9	3	12	0	0	0	0	0	0
Hourly Total	**1**	**0**	**1**	**725**	**16**	**741**	**428**	**6**	**434**	**43**	**3**	**46**	**2**	**1**	**3**	**0**	**0**	**0**
1800 - 1815	0	0	0	198	3	201	87	1	88	3	0	3	1	0	1	0	0	0
1815 - 1830	1	0	1	195	8	203	115	4	119	3	0	3	5	0	5	0	0	0
1830 - 1845	0	0	0	159	2	161	90	1	91	3	0	3	2	0	2	0	0	0
1845 - 1900	0	0	0	159	3	162	89	1	90	1	0	1	0	0	0	0	0	0
Hourly Total	**1**	**0**	**1**	**711**	**16**	**727**	**381**	**7**	**388**	**10**	**0**	**10**	**8**	**0**	**8**	**0**	**0**	**0**
TOTAL	**18**	**1**	**19**	**4705**	**291**	**4996**	**3268**	**231**	**3499**	**204**	**9**	**213**	**33**	**5**	**38**	**1**	**1**	**2**

Naas - Manual Traffic Survey, Tuesday 7th February 2012

Produced by Streetwise Serv

Junction: (4) A - M7 Off Slip / B [illegible] - Monread Road / F - M7 On Slip

Approach: C - Plant Access

	Left to D - Dublin Road			W/B to E - Monread Road			Right to F - M7 On Slip			Second Right to A - M7 Off Slip			Last Right to B - Unnamed Road Ea			U-Turns to C - Plant Access		
TIME	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	2	1	3	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**2**	**1**	**3**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**6**	**0**	**6**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900 - 0915	0	1	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
0915 - 0930	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
0945 - 1000	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**1**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**
1000 - 1015	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0
1030 - 1045	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**4**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**3**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200 - 1215	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
1215 - 1230	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
Hourly Total	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**5**	**0**	**5**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1400 - 1415	3	0	3	0	0	0	1	0	1	0	1	1	0	0	0	0	0	0
1415 - 1430	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0
1430 - 1445	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	2	0	2	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
Hourly Total	**7**	**0**	**7**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**1**	**2**	**1**	**0**	**1**	**0**	**0**	**0**
1500 - 1515	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	4	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**8**	**1**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1600 - 1615	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	1	0	1	0	0	0	1	0	1	1	0	1	0	0	0	0	0	0
1630 - 1645	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	4	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**11**	**1**	**12**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
1700 - 1715	3	0	3	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
1715 - 1730	2	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**6**	**0**	**6**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
1800 - 1815	2	0	2	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
1815 - 1830	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**3**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**57**	**5**	**62**	**2**	**1**	**3**	**3**	**0**	**3**	**10**	**2**	**12**	**1**	**0**	**1**	**0**	**0**	**0**

Naas - Manual Traffic Survey, Tuesday 7th February 2012

Produced by Streetwise Serv

Junction: (4) A - M7 Off Slip / B [illegible] - Monread Road / F - M7 On Slip

Approach: D - Dublin Road (One-Way Southbound)

	Left to E - Monread Road			Second Left to F - M7 On Slip			N/B to A - M7 Off Slip			Right to B - Unnamed Road East			Last Right to C - Plant Access			U-Turns to D - Dublin Road		
TIME	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL
0700 - 0715	13	2	15	1	1	2	104	3	107	3	1	4	0	0	0	0	0	0
0715 - 0730	10	2	12	4	0	4	151	4	155	3	1	4	0	0	0	2	0	2
0730 - 0745	21	2	23	9	0	9	169	7	176	5	2	6	0	0	0	0	0	0
0745 - 0800	31	2	33	15	2	17	145	3	148	3	0	3	0	0	0	0	1	1
Hourly Total	**75**	**8**	**83**	**29**	**3**	**32**	**569**	**17**	**586**	**13**	**4**	**17**	**0**	**0**	**0**	**2**	**1**	**3**
0800 - 0815	23	3	26	18	2	20	186	5	191	8	3	11	0	0	0	0	0	0
0815 - 0830	21	2	23	16	2	18	165	3	168	12	2	14	0	0	0	0	0	0
0830 - 0845	40	7	47	20	2	22	107	4	111	16	1	17	0	0	0	0	0	0
0845 - 0900	66	0	66	22	2	24	117	4	121	15	0	15	0	0	0	0	0	0
Hourly Total	**150**	**12**	**162**	**76**	**8**	**84**	**573**	**16**	**591**	**51**	**6**	**57**	**0**	**0**	**0**	**0**	**0**	**0**
0900 - 0915	40	5	45	19	1	20	96	7	103	6	0	6	0	0	0	0	0	0
0915 - 0930	40	1	41	11	2	13	79	7	86	9	1	10	0	0	0	0	0	0
0930 - 0945	31	2	33	8	1	9	79	6	85	13	0	13	0	0	0	0	0	0
0945 - 1000	37	3	40	14	1	15	70	5	75	5	2	7	0	0	0	0	0	0
Hourly Total	**148**	**11**	**159**	**52**	**5**	**57**	**324**	**25**	**349**	**33**	**3**	**36**	**0**	**0**	**0**	**0**	**0**	**0**
1000 - 1015	29	2	31	13	0	13	59	4	63	13	0	13	0	0	0	1	0	1
1015 - 1030	30	1	31	13	2	15	67	3	70	8	1	9	0	0	0	0	0	0
1030 - 1045	42	2	44	6	0	6	63	2	65	11	0	11	0	0	0	1	0	1
1045 - 1100	44	2	46	17	0	17	59	7	66	11	1	12	0	0	0	0	0	0
Hourly Total	**145**	**7**	**152**	**49**	**2**	**51**	**248**	**16**	**264**	**43**	**2**	**45**	**0**	**0**	**0**	**2**	**0**	**2**
1100 - 1115	52	1	53	11	2	13	53	7	60	11	0	11	0	0	0	0	0	0
1115 - 1130	52	3	55	7	3	10	56	4	60	15	0	15	0	0	0	0	0	0
1130 - 1145	49	2	51	7	1	8	76	6	82	13	0	13	0	0	0	0	0	0
1145 - 1200	58	6	64	10	2	12	74	9	83	6	0	6	0	0	0	1	0	1
Hourly Total	**211**	**12**	**223**	**35**	**8**	**43**	**259**	**26**	**285**	**45**	**0**	**45**	**0**	**0**	**0**	**1**	**0**	**1**
1200 - 1215	61	3	64	15	4	19	54	1	55	11	1	12	0	0	0	0	0	0
1215 - 1230	56	0	56	14	0	14	67	8	75	14	0	14	0	0	0	0	0	0
1230 - 1245	44	1	45	9	3	12	64	1	65	10	0	10	0	0	0	0	0	0
1245 - 1300	51	2	53	16	2	18	61	6	67	17	1	18	0	0	0	2	0	2
Hourly Total	**212**	**6**	**218**	**54**	**9**	**63**	**246**	**16**	**262**	**52**	**2**	**54**	**0**	**0**	**0**	**2**	**0**	**2**
1300 - 1315	65	3	68	18	1	19	53	5	58	14	1	15	0	0	0	0	0	0
1315 - 1330	50	3	53	12	1	13	58	1	59	13	0	13	0	0	0	0	0	0
1330 - 1345	51	3	54	17	0	17	63	7	70	10	3	13	0	0	0	0	0	0
1345 - 1400	64	1	65	17	0	17	54	5	59	18	0	18	0	0	0	0	0	0
Hourly Total	**230**	**10**	**240**	**64**	**2**	**66**	**228**	**18**	**246**	**55**	**4**	**59**	**0**	**0**	**0**	**0**	**0**	**0**
1400 - 1415	60	5	65	12	1	13	49	3	52	9	0	9	0	0	0	0	0	0
1415 - 1430	50	5	55	14	2	16	65	2	67	14	0	14	0	0	0	2	0	2
1430 - 1445	50	5	55	13	1	14	55	9	64	13	0	13	0	0	0	0	0	0
1445 - 1500	62	3	65	11	2	13	54	10	64	12	0	12	0	0	0	0	0	0
Hourly Total	**222**	**18**	**240**	**50**	**6**	**56**	**223**	**24**	**247**	**48**	**0**	**48**	**0**	**0**	**0**	**2**	**0**	**2**
1500 - 1515	77	4	81	15	0	15	46	5	51	11	2	13	0	0	0	0	0	0
1515 - 1530	53	3	56	18	3	21	56	2	58	9	0	9	0	0	0	0	0	0
1530 - 1545	62	5	67	21	2	23	75	3	78	10	2	12	0	0	0	0	0	0
1545 - 1600	54	2	56	13	1	14	53	1	54	13	0	13	0	0	0	0	0	0
Hourly Total	**246**	**14**	**260**	**67**	**6**	**73**	**230**	**11**	**241**	**43**	**4**	**47**	**0**	**0**	**0**	**0**	**0**	**0**
1600 - 1615	51	3	54	19	2	21	61	4	65	19	0	19	0	0	0	0	0	0
1615 - 1630	49	6	55	20	2	22	46	7	53	11	2	13	0	0	0	0	0	0
1630 - 1645	52	1	53	26	2	28	68	3	71	18	1	19	0	0	0	0	0	0
1645 - 1700	49	2	51	26	4	30	74	4	78	21	0	21	0	0	0	1	0	1
Hourly Total	**201**	**12**	**213**	**91**	**10**	**101**	**249**	**18**	**267**	**69**	**3**	**72**	**0**	**0**	**0**	**1**	**0**	**1**
1700 - 1715	60	3	63	39	2	41	68	3	71	19	0	19	0	0	0	0	0	0
1715 - 1730	34	0	34	31	2	33	83	3	86	26	0	26	0	0	0	0	0	0
1730 - 1745	33	1	34	37	2	39	81	3	84	19	0	19	0	0	0	0	0	0
1745 - 1800	35	1	36	21	0	21	94	3	97	20	0	20	0	0	0	0	0	0
Hourly Total	**162**	**5**	**167**	**128**	**6**	**134**	**326**	**12**	**338**	**84**	**0**	**84**	**0**	**0**	**0**	**0**	**0**	**0**
1800 - 1815	41	2	43	14	0	14	73	2	75	11	1	12	0	0	0	0	0	0
1815 - 1830	28	0	28	10	0	10	53	1	54	11	0	11	0	0	0	0	0	0
1830 - 1845	20	1	21	9	0	9	48	2	50	28	0	28	0	0	0	0	0	0
1845 - 1900	32	0	32	5	0	5	47	1	48	17	0	17	0	0	0	2	0	2
Hourly Total	**121**	**3**	**124**	**38**	**0**	**38**	**221**	**6**	**227**	**67**	**1**	**68**	**0**	**0**	**0**	**2**	**0**	**2**
TOTAL	**2123**	**118**	**2241**	**733**	**65**	**798**	**3698**	**205**	**3903**	**603**	**29**	**632**	**0**	**0**	**0**	**12**	**1**	**13**

Naas - Manual Traffic Survey, Tuesday 7th February 2012

Produced by Streetwise Serv

Junction: (4) A - M7 Off Slip / B [illegible] - Monreal Road / F - M7 On Slip

Approach: E - Monreal Road

	First Left to F - M7 On Slip			Second Left to A - M7 Off Slip			cond Left to B - Unnamed Road E			E/B to C - Plant Access			Right to D - Dublin Road			U-Turns to E - Monreal Road		
TIME	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL
0700 - 0715	10	1	11	101	1	102	10	1	11	0	0	0	5	0	5	1	0	1
0715 - 0730	11	2	13	105	9	114	8	0	8	0	0	0	10	1	11	0	0	0
0730 - 0745	4	0	4	138	3	141	6	0	6	1	1	2	6	3	9	0	0	0
0745 - 0800	25	1	26	139	1	140	10	0	10	0	0	0	24	0	24	0	0	0
Hourly Total	**50**	**4**	**54**	**483**	**14**	**497**	**34**	**1**	**35**	**1**	**1**	**2**	**45**	**4**	**49**	**1**	**0**	**1**
0800 - 0815	23	2	25	131	5	136	4	0	4	0	0	0	19	0	19	0	0	0
0815 - 0830	34	0	34	123	3	126	5	0	5	0	0	0	23	2	25	0	0	0
0830 - 0845	4	6	10	108	5	113	14	1	15	0	0	0	31	5	36	0	0	0
0845 - 0900	10	5	15	96	10	106	16	2	18	1	0	1	36	2	38	0	0	0
Hourly Total	**71**	**13**	**84**	**458**	**23**	**481**	**39**	**3**	**42**	**1**	**0**	**1**	**109**	**9**	**118**	**0**	**0**	**0**
0900 - 0915	9	2	11	101	7	108	26	1	27	0	0	0	31	2	33	0	0	0
0915 - 0930	11	4	15	88	8	96	18	1	19	0	0	0	29	3	32	0	0	0
0930 - 0945	18	4	22	83	8	91	6	0	6	0	0	0	22	3	25	0	0	0
0945 - 1000	14	5	19	72	9	81	7	0	7	0	0	0	32	1	33	0	0	0
Hourly Total	**52**	**15**	**67**	**344**	**32**	**376**	**57**	**2**	**59**	**0**	**0**	**0**	**114**	**9**	**123**	**0**	**0**	**0**
1000 - 1015	12	2	14	62	13	75	6	1	7	0	0	0	30	1	31	0	0	0
1015 - 1030	16	4	20	60	5	65	7	0	7	1	0	1	29	1	30	1	0	1
1030 - 1045	10	2	12	55	7	62	12	2	14	0	0	0	37	1	38	0	0	0
1045 - 1100	16	3	19	56	7	63	7	0	7	0	0	0	31	2	33	0	0	0
Hourly Total	**54**	**11**	**65**	**233**	**32**	**265**	**32**	**3**	**35**	**1**	**0**	**1**	**127**	**5**	**132**	**1**	**0**	**1**
1100 - 1115	14	1	15	41	8	49	11	1	12	0	0	0	32	1	33	0	1	1
1115 - 1130	16	3	19	68	7	75	11	1	12	0	0	0	32	4	36	0	0	0
1130 - 1145	14	2	16	62	5	67	12	1	13	1	0	1	43	0	43	0	0	0
1145 - 1200	14	7	21	61	5	66	13	1	14	0	0	0	44	0	44	0	0	0
Hourly Total	**58**	**13**	**71**	**232**	**25**	**257**	**47**	**4**	**51**	**1**	**0**	**1**	**151**	**5**	**156**	**0**	**1**	**1**
1200 - 1215	13	2	15	63	5	68	19	1	20	0	0	0	44	1	45	0	0	0
1215 - 1230	24	6	30	70	3	73	18	0	18	0	0	0	46	0	46	0	0	0
1230 - 1245	19	6	25	50	9	59	13	0	13	0	0	0	40	0	40	1	0	1
1245 - 1300	11	3	14	55	4	59	20	2	22	0	0	0	39	1	40	0	0	0
Hourly Total	**67**	**17**	**84**	**238**	**21**	**259**	**70**	**3**	**73**	**0**	**0**	**0**	**169**	**2**	**171**	**1**	**0**	**1**
1300 - 1315	15	3	18	52	6	58	20	0	20	0	0	0	43	3	46	1	0	1
1315 - 1330	14	2	16	68	3	71	12	3	15	0	0	0	46	1	47	0	0	0
1330 - 1345	19	4	23	63	8	71	15	1	16	0	0	0	40	0	40	1	0	1
1345 - 1400	24	0	24	61	4	65	10	1	11	1	0	1	45	4	49	2	0	2
Hourly Total	**72**	**9**	**81**	**244**	**21**	**265**	**57**	**5**	**62**	**1**	**0**	**1**	**174**	**8**	**182**	**4**	**0**	**4**
1400 - 1415	17	2	19	51	10	61	12	0	12	0	0	0	32	0	32	0	0	0
1415 - 1430	15	6	21	54	6	60	12	0	12	0	0	0	43	4	47	0	0	0
1430 - 1445	30	6	36	61	8	69	15	1	16	0	1	1	39	4	43	0	0	0
1445 - 1500	29	5	34	44	15	59	9	0	9	0	0	0	32	0	32	1	0	1
Hourly Total	**91**	**19**	**110**	**210**	**39**	**249**	**48**	**1**	**49**	**0**	**1**	**1**	**146**	**8**	**154**	**1**	**0**	**1**
1500 - 1515	27	5	32	54	7	61	12	0	12	0	0	0	39	1	40	0	0	0
1515 - 1530	31	3	34	54	6	60	12	0	12	0	0	0	50	4	54	1	0	1
1530 - 1545	26	0	26	63	8	71	11	0	11	0	0	0	42	5	47	0	0	0
1545 - 1600	21	2	23	62	5	67	13	0	13	0	0	0	37	0	37	0	0	0
Hourly Total	**105**	**10**	**115**	**233**	**26**	**259**	**48**	**0**	**48**	**0**	**0**	**0**	**168**	**10**	**178**	**1**	**0**	**1**
1600 - 1615	25	1	26	64	2	66	9	0	9	0	0	0	42	2	44	1	0	1
1615 - 1630	27	2	29	46	3	49	17	1	18	0	0	0	39	3	42	2	0	2
1630 - 1645	47	1	48	52	8	60	4	0	4	0	0	0	37	4	41	1	0	1
1645 - 1700	36	2	38	63	7	70	10	0	10	0	0	0	52	0	52	0	0	0
Hourly Total	**135**	**6**	**141**	**225**	**20**	**245**	**40**	**1**	**41**	**0**	**0**	**0**	**170**	**9**	**179**	**4**	**0**	**4**
1700 - 1715	46	1	47	76	4	80	17	1	18	0	0	0	46	2	48	1	0	1
1715 - 1730	34	1	35	71	4	75	22	0	22	0	0	0	51	1	52	0	0	0
1730 - 1745	38	0	38	75	5	80	21	1	22	0	0	0	44	1	45	1	0	1
1745 - 1800	30	1	31	71	4	75	14	0	14	0	0	0	41	2	43	1	0	1
Hourly Total	**148**	**3**	**151**	**293**	**17**	**310**	**74**	**2**	**76**	**0**	**0**	**0**	**182**	**6**	**188**	**3**	**0**	**3**
1800 - 1815	45	3	48	67	2	69	19	0	19	0	0	0	34	1	35	0	0	0
1815 - 1830	41	1	42	62	2	64	14	1	15	0	0	0	30	0	30	1	0	1
1830 - 1845	36	2	38	67	3	70	9	0	9	0	0	0	31	1	32	0	0	0
1845 - 1900	44	2	46	64	2	66	12	0	12	0	0	0	30	0	30	0	0	0
Hourly Total	**166**	**8**	**174**	**260**	**9**	**269**	**54**	**1**	**55**	**0**	**0**	**0**	**125**	**2**	**127**	**1**	**0**	**1**
TOTAL	**1069**	**128**	**1197**	**3453**	**279**	**3732**	**600**	**26**	**626**	**5**	**2**	**7**	**1680**	**77**	**1757**	**17**	**1**	**18**

Naas - Manual Traffic Survey, Tuesday 7th February 2012

Produced by Streetwise Serv

Junction: (4) A - M7 Off Slip / B [illegible] - Monreal Road / F - M7 On Slip

Approach: E - Monreal Road

	st Left to A - M7 Off Slip (BANNED)			Left to B - Unnamed Road East (B			E/B to C - Plant Access (BANNED)			Right to D - Dublin Road (BANNED)			Right to E - Monreal Road (BANN			U-Turns to F - M7 On Slip (BANNED)		
TIME	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Naas - Manual Traffic Survey, Tuesday 7th February 2012

Produced by Streetwise Services Ltd streetwise

Junction: (5) A - R407 Salling Road Nort /7 **Salling Road West**

Approach: A - R407 Salling Road North

	Left to B - Mouread Road			S/B to C - R407 Salling Road South			Right to D - R407 Salling Road West			U-Turns to A - R407 Salling Road North		
TIME	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL
0700 - 0715	68	3	71	13	1	14	24	0	24	0	0	0
0715 - 0730	72	6	78	29	3	32	26	3	29	0	0	0
0730 - 0745	81	3	84	39	2	41	30	1	31	0	0	0
0745 - 0800	105	5	110	38	2	40	43	2	45	0	0	0
Hourly Total	**326**	**17**	**343**	**119**	**8**	**127**	**123**	**6**	**129**	**0**	**0**	**0**
0800 - 0815	92	5	97	49	4	53	59	0	59	1	0	1
0815 - 0830	75	5	80	65	1	66	74	2	76	0	0	0
0830 - 0845	60	5	65	55	0	55	85	6	91	0	0	0
0845 - 0900	96	3	99	48	3	51	77	5	82	0	0	0
Hourly Total	**323**	**18**	**341**	**217**	**8**	**225**	**295**	**13**	**308**	**1**	**0**	**1**
0900 - 0915	61	6	67	48	3	51	58	1	59	0	0	0
0915 - 0930	75	4	79	51	1	52	51	4	55	1	0	1
0930 - 0945	81	6	87	61	2	63	43	5	48	0	0	0
0945 - 1000	69	4	73	67	1	68	44	3	47	0	0	0
Hourly Total	**286**	**20**	**306**	**227**	**7**	**234**	**196**	**13**	**209**	**1**	**0**	**1**
1000 - 1015	53	2	55	55	0	55	45	3	48	0	0	0
1015 - 1030	65	5	70	54	1	55	31	2	33	0	0	0
1030 - 1045	62	3	65	58	5	63	32	3	35	0	0	0
1045 - 1100	64	7	71	56	1	57	30	1	31	0	0	0
Hourly Total	**244**	**17**	**261**	**223**	**7**	**230**	**138**	**9**	**147**	**0**	**0**	**0**
1100 - 1115	57	6	63	53	1	54	33	1	34	0	0	0
1115 - 1130	43	6	49	46	1	47	26	2	28	0	0	0
1130 - 1145	49	2	51	56	3	59	19	3	22	0	0	0
1145 - 1200	60	2	62	46	1	47	36	4	40	0	0	0
Hourly Total	**209**	**16**	**225**	**201**	**6**	**207**	**114**	**10**	**124**	**0**	**0**	**0**
1200 - 1215	51	1	52	51	0	51	24	4	28	0	0	0
1215 - 1230	63	4	67	42	0	42	27	3	30	0	0	0
1230 - 1245	72	3	75	63	0	63	38	2	40	0	0	0
1245 - 1300	49	4	53	63	1	64	35	0	35	0	0	0
Hourly Total	**235**	**12**	**247**	**219**	**1**	**220**	**124**	**9**	**133**	**0**	**0**	**0**
1300 - 1315	56	3	59	53	1	54	24	2	26	0	0	0
1315 - 1330	69	4	73	57	2	59	44	3	47	0	0	0
1330 - 1345	46	5	51	54	1	55	45	4	49	0	0	0
1345 - 1400	62	6	68	58	0	58	30	5	35	0	0	0
Hourly Total	**233**	**18**	**251**	**222**	**4**	**226**	**143**	**14**	**157**	**0**	**0**	**0**
1400 - 1415	54	6	60	46	0	46	47	1	48	0	0	0
1415 - 1430	46	1	47	55	0	55	22	4	26	0	0	0
1430 - 1445	46	5	51	48	2	50	30	3	33	0	1	1
1445 - 1500	61	6	67	54	0	54	33	3	36	0	0	0
Hourly Total	**207**	**18**	**225**	**203**	**2**	**205**	**132**	**11**	**143**	**0**	**1**	**1**
1500 - 1515	70	6	76	54	2	56	35	5	40	0	0	0
1515 - 1530	86	5	91	58	3	61	36	6	42	0	0	0
1530 - 1545	69	5	74	79	0	79	50	3	53	0	0	0
1545 - 1600	75	4	79	54	0	54	36	5	41	0	0	0
Hourly Total	**300**	**20**	**320**	**245**	**5**	**250**	**157**	**19**	**176**	**0**	**0**	**0**
1600 - 1615	61	2	63	68	0	68	52	1	53	0	0	0
1615 - 1630	55	3	58	46	1	47	33	1	34	0	0	0
1630 - 1645	76	5	81	61	0	61	41	3	44	0	0	0
1645 - 1700	75	3	78	61	1	62	50	7	57	0	0	0
Hourly Total	**267**	**13**	**280**	**236**	**2**	**238**	**176**	**12**	**188**	**0**	**0**	**0**
1700 - 1715	69	1	70	65	1	66	45	3	48	0	0	0
1715 - 1730	54	4	58	52	0	52	47	2	49	0	0	0
1730 - 1745	66	2	68	63	0	63	49	1	50	0	0	0
1745 - 1800	61	1	62	54	1	55	46	3	49	0	0	0
Hourly Total	**250**	**8**	**258**	**234**	**2**	**236**	**187**	**9**	**196**	**0**	**0**	**0**
1800 - 1815	64	1	65	68	0	68	40	2	42	0	0	0
1815 - 1830	70	2	72	87	1	88	45	1	46	0	0	0
1830 - 1845	46	0	46	52	3	55	44	4	48	0	0	0
1845 - 1900	55	1	56	46	0	46	56	0	56	0	0	0
Hourly Total	**235**	**4**	**239**	**253**	**4**	**257**	**185**	**7**	**192**	**0**	**0**	**0**
TOTAL	**3115**	**181**	**3296**	**2599**	**56**	**2655**	**1970**	**132**	**2102**	**2**	**1**	**3**

Naas - Manual Traffic Survey, Tuesday 7th February 2012

Produced by Streetwise Services Ltd streetwise

Junction: (5) A - R407 Salling Road Nort /7 **Salling Road West**

Approach: B - Mouread Road

	Left to C - R407 Salling Road South			W/B to D - R407 Salling Road West			Right to A - R407 Salling Road North			U-Turns to B - Mouread Road		
TIME	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL
0700 - 0715	7	0	7	10	1	11	30	3	33	0	0	0
0715 - 0730	4	1	5	12	1	13	40	2	42	0	0	0
0730 - 0745	4	0	4	19	1	20	24	1	25	0	0	0
0745 - 0800	6	0	6	37	2	39	36	5	41	0	0	0
Hourly Total	**21**	**1**	**22**	**78**	**5**	**83**	**130**	**11**	**141**	**0**	**0**	**0**
0800 - 0815	11	1	12	41	2	43	36	3	39	0	0	0
0815 - 0830	17	0	17	52	1	53	45	5	50	0	0	0
0830 - 0845	9	0	9	56	3	59	63	3	66	0	0	0
0845 - 0900	24	1	25	79	3	82	67	1	68	0	0	0
Hourly Total	**61**	**2**	**63**	**228**	**9**	**237**	**211**	**12**	**223**	**0**	**0**	**0**
0900 - 0915	8	0	8	68	0	68	53	6	59	0	0	0
0915 - 0930	9	1	10	52	2	54	49	3	52	0	0	0
0930 - 0945	11	0	11	32	2	34	50	1	51	0	0	0
0945 - 1000	12	0	12	47	7	54	43	4	47	0	0	0
Hourly Total	**40**	**1**	**41**	**199**	**11**	**210**	**195**	**14**	**209**	**0**	**0**	**0**
1000 - 1015	13	1	14	32	2	34	37	2	39	0	0	0
1015 - 1030	9	1	10	35	3	38	47	2	49	0	0	0
1030 - 1045	13	0	13	33	4	37	57	10	67	0	0	0
1045 - 1100	15	1	16	35	3	38	53	7	60	0	0	0
Hourly Total	**50**	**3**	**53**	**135**	**12**	**147**	**194**	**21**	**215**	**0**	**0**	**0**
1100 - 1115	17	1	18	38	3	41	50	1	51	0	0	0
1115 - 1130	18	0	18	35	2	37	55	3	58	0	0	0
1130 - 1145	16	0	16	35	1	36	56	6	62	0	0	0
1145 - 1200	16	0	16	42	5	47	65	5	70	0	0	0
Hourly Total	**67**	**1**	**68**	**150**	**11**	**161**	**226**	**15**	**241**	**0**	**0**	**0**
1200 - 1215	24	1	25	30	5	35	56	4	60	0	0	0
1215 - 1230	18	0	18	47	2	49	74	4	78	0	0	0
1230 - 1245	25	1	26	42	0	42	70	6	76	0	0	0
1245 - 1300	21	0	21	50	6	56	63	4	67	0	0	0
Hourly Total	**88**	**2**	**90**	**169**	**13**	**182**	**263**	**18**	**281**	**0**	**0**	**0**
1300 - 1315	25	0	25	49	1	50	81	5	86	0	0	0
1315 - 1330	24	0	24	53	5	58	60	3	63	0	0	0
1330 - 1345	28	0	28	61	1	62	63	5	68	0	0	0
1345 - 1400	23	0	23	76	0	76	65	3	68	0	0	0
Hourly Total	**100**	**0**	**100**	**239**	**7**	**246**	**269**	**16**	**285**	**0**	**0**	**0**
1400 - 1415	22	0	22	50	4	54	77	8	85	0	0	0
1415 - 1430	29	1	30	55	4	59	94	5	99	0	0	0
1430 - 1445	32	0	32	34	0	34	67	6	73	0	0	0
1445 - 1500	25	1	26	43	0	43	79	7	86	0	0	0
Hourly Total	**108**	**2**	**110**	**182**	**8**	**190**	**317**	**26**	**343**	**0**	**0**	**0**
1500 - 1515	26	0	26	45	3	48	95	7	102	0	0	0
1515 - 1530	25	0	25	46	4	50	65	6	71	0	0	0
1530 - 1545	12	0	12	64	6	70	62	3	65	0	0	0
1545 - 1600	27	0	27	57	3	60	90	4	94	0	0	0
Hourly Total	**90**	**0**	**90**	**212**	**16**	**228**	**312**	**20**	**332**	**0**	**0**	**0**
1600 - 1615	20	0	20	50	6	56	110	3	113	0	0	0
1615 - 1630	16	0	16	53	7	60	89	3	92	0	0	0
1630 - 1645	21	0	21	65	3	68	87	2	89	0	0	0
1645 - 1700	38	1	39	48	3	51	95	2	97	0	0	0
Hourly Total	**95**	**1**	**96**	**216**	**19**	**235**	**381**	**10**	**391**	**0**	**0**	**0**
1700 - 1715	20	0	20	56	2	58	95	3	98	0	0	0
1715 - 1730	21	1	22	67	1	68	99	0	99	0	0	0
1730 - 1745	31	0	31	41	2	43	88	1	89	0	0	0
1745 - 1800	20	0	20	57	0	57	94	2	96	0	0	0
Hourly Total	**92**	**1**	**93**	**221**	**5**	**226**	**376**	**6**	**382**	**0**	**0**	**0**
1800 - 1815	13	0	13	57	2	59	79	0	79	0	0	0
1815 - 1830	23	0	23	53	2	55	85	2	87	0	0	0
1830 - 1845	16	0	16	48	0	48	86	2	88	0	0	0
1845 - 1900	31	0	31	45	0	45	77	3	80	0	0	0
Hourly Total	**83**	**0**	**83**	**203**	**4**	**207**	**327**	**7**	**334**	**0**	**0**	**0**
TOTAL	**895**	**14**	**909**	**2232**	**120**	**2352**	**3201**	**176**	**3377**	**0**	**0**	**0**

Naas - Manual Traffic Survey, Tuesday 7th February 2012

Produced by Streetwise Services Ltd streetwise

Junction: (5) A - R407 Salling Road Nort /7 Salling Road West

Approach: C - R407 Salling Road South

	Left to D - R407 Salling Road West			N/B to A - R407 Salling Road North			Right to B - Mouread Road			U-Turns to C - R407 Salling Road South		
TIME	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL
0700 - 0715	6	0	6	35	0	35	18	0	18	0	0	0
0715 - 0730	5	0	5	55	1	56	25	0	25	0	0	0
0730 - 0745	16	1	17	58	0	58	43	0	43	0	0	0
0745 - 0800	26	0	26	74	0	74	34	1	35	0	0	0
Hourly Total	**53**	**1**	**54**	**222**	**1**	**223**	**120**	**1**	**121**	**0**	**0**	**0**
0800 - 0815	25	0	25	74	0	74	34	0	34	0	0	0
0815 - 0830	32	2	34	69	2	71	28	0	28	0	0	0
0830 - 0845	54	1	55	60	1	61	17	0	17	0	0	0
0845 - 0900	54	0	54	51	0	51	18	0	18	0	0	0
Hourly Total	**165**	**3**	**168**	**254**	**3**	**257**	**97**	**0**	**97**	**0**	**0**	**0**
0900 - 0915	47	1	48	73	1	74	43	2	45	0	0	0
0915 - 0930	46	0	46	79	0	79	25	0	25	1	0	1
0930 - 0945	25	1	26	53	2	55	16	2	18	0	0	0
0945 - 1000	22	0	22	45	1	46	18	0	18	0	0	0
Hourly Total	**140**	**2**	**142**	**250**	**4**	**254**	**102**	**4**	**106**	**1**	**0**	**1**
1000 - 1015	19	0	19	41	1	42	17	1	18	0	0	0
1015 - 1030	10	0	10	47	1	48	19	1	20	0	0	0
1030 - 1045	7	0	7	40	1	41	19	0	19	0	0	0
1045 - 1100	23	0	23	50	1	51	25	1	26	0	0	0
Hourly Total	**59**	**0**	**59**	**178**	**4**	**182**	**80**	**3**	**83**	**0**	**0**	**0**
1100 - 1115	24	0	24	64	2	66	20	0	20	0	0	0
1115 - 1130	15	0	15	62	3	65	19	1	20	0	0	0
1130 - 1145	11	0	11	57	1	58	30	1	31	0	0	0
1145 - 1200	19	0	19	50	2	52	23	0	23	0	0	0
Hourly Total	**69**	**0**	**69**	**233**	**8**	**241**	**92**	**2**	**94**	**0**	**0**	**0**
1200 - 1215	15	0	15	64	0	64	23	0	23	0	0	0
1215 - 1230	19	0	19	46	0	46	17	0	17	0	0	0
1230 - 1245	23	1	24	66	2	68	20	1	21	0	0	0
1245 - 1300	17	0	17	59	1	60	18	0	18	0	0	0
Hourly Total	**74**	**1**	**75**	**235**	**3**	**238**	**78**	**1**	**79**	**0**	**0**	**0**
1300 - 1315	23	1	24	56	0	56	18	0	18	1	0	1
1315 - 1330	32	0	32	40	1	41	22	1	23	0	0	0
1330 - 1345	25	0	25	65	1	66	36	1	37	0	0	0
1345 - 1400	34	0	34	57	1	58	21	0	21	0	0	0
Hourly Total	**114**	**1**	**115**	**218**	**3**	**221**	**97**	**2**	**99**	**1**	**0**	**1**
1400 - 1415	29	1	30	46	0	46	24	0	24	0	0	0
1415 - 1430	22	0	22	62	1	63	22	2	24	0	0	0
1430 - 1445	23	1	24	70	2	72	39	0	39	0	0	0
1445 - 1500	28	0	28	47	2	49	26	1	27	0	0	0
Hourly Total	**102**	**2**	**104**	**225**	**5**	**230**	**111**	**3**	**114**	**0**	**0**	**0**
1500 - 1515	23	1	24	71	0	71	20	0	20	0	0	0
1515 - 1530	21	1	22	57	1	58	24	0	24	0	0	0
1530 - 1545	20	0	20	47	1	48	29	0	29	1	0	1
1545 - 1600	19	0	19	77	0	77	30	1	31	1	0	1
Hourly Total	**83**	**2**	**85**	**252**	**2**	**254**	**103**	**1**	**104**	**2**	**0**	**2**
1600 - 1615	24	1	25	64	0	64	18	0	18	0	0	0
1615 - 1630	19	0	19	63	6	69	23	0	23	0	0	0
1630 - 1645	19	1	20	57	1	58	29	0	29	2	0	2
1645 - 1700	16	0	16	64	1	65	9	0	9	1	0	1
Hourly Total	**78**	**2**	**80**	**248**	**8**	**256**	**79**	**0**	**79**	**3**	**0**	**3**
1700 - 1715	33	0	33	81	0	81	19	0	19	1	0	1
1715 - 1730	33	0	33	66	0	66	20	0	20	0	0	0
1730 - 1745	29	1	30	57	0	57	21	0	21	0	0	0
1745 - 1800	14	0	14	72	0	72	18	0	18	0	0	0
Hourly Total	**109**	**1**	**110**	**276**	**0**	**276**	**78**	**0**	**78**	**1**	**0**	**1**
1800 - 1815	22	1	23	68	0	68	11	1	12	0	0	0
1815 - 1830	23	0	23	64	1	65	14	0	14	0	0	0
1830 - 1845	14	0	14	57	1	58	22	0	22	1	0	1
1845 - 1900	27	0	27	60	0	60	21	0	21	0	0	0
Hourly Total	**86**	**1**	**87**	**249**	**2**	**251**	**68**	**1**	**69**	**1**	**0**	**1**
TOTAL	**1132**	**16**	**1148**	**2840**	**43**	**2883**	**1105**	**18**	**1123**	**9**	**0**	**9**

Naas - Manual Traffic Survey, Tuesday 7th February 2012

Produced by Streetwise Services Ltd streetwise

Junction: (5) A - R407 Salling Road Nort /7 Salling Road West

Approach: D - R407 Salling Road West

	Left to A - R407 Salling Road North			E/B to B - Mouread Road			Right to C - R407 Salling Road South			U-Turns to D - R407 Salling Road West		
TIME	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL
0700 - 0715	26	4	30	19	4	23	0	0	0	0	0	0
0715 - 0730	31	1	32	29	3	32	1	0	1	0	0	0
0730 - 0745	29	3	32	36	1	37	2	0	2	0	0	0
0745 - 0800	48	3	51	59	1	60	7	0	7	0	0	0
Hourly Total	**134**	**11**	**145**	**143**	**9**	**152**	**10**	**0**	**10**	**0**	**0**	**0**
0800 - 0815	54	3	57	44	4	48	6	0	6	0	0	0
0815 - 0830	39	2	41	37	4	41	13	0	13	0	0	0
0830 - 0845	48	5	53	64	3	67	9	0	9	0	0	0
0845 - 0900	44	1	45	65	5	70	18	0	18	1	0	1
Hourly Total	**185**	**11**	**196**	**210**	**16**	**226**	**46**	**0**	**46**	**1**	**0**	**1**
0900 - 0915	66	4	70	64	3	67	14	0	14	1	0	1
0915 - 0930	49	1	50	57	4	61	14	0	14	0	1	1
0930 - 0945	39	5	44	48	3	51	14	0	14	0	0	0
0945 - 1000	30	3	33	52	3	55	17	0	17	0	0	0
Hourly Total	**184**	**13**	**197**	**221**	**13**	**234**	**59**	**0**	**59**	**1**	**1**	**2**
1000 - 1015	37	2	39	35	0	35	9	1	10	0	0	0
1015 - 1030	31	1	32	30	2	32	10	0	10	0	0	0
1030 - 1045	19	4	23	45	3	48	10	0	10	1	0	1
1045 - 1100	29	3	32	52	2	54	12	0	12	0	0	0
Hourly Total	**116**	**10**	**126**	**162**	**7**	**169**	**41**	**1**	**42**	**1**	**0**	**1**
1100 - 1115	34	1	35	48	1	49	16	1	17	0	0	0
1115 - 1130	29	2	31	39	2	41	11	0	11	0	1	1
1130 - 1145	27	1	28	47	3	50	9	0	9	0	0	0
1145 - 1200	51	2	53	43	4	47	15	0	15	0	0	0
Hourly Total	**141**	**6**	**147**	**177**	**10**	**187**	**51**	**1**	**52**	**0**	**1**	**1**
1200 - 1215	39	2	41	46	3	49	14	0	14	0	0	0
1215 - 1230	32	4	36	50	3	53	11	1	12	0	0	0
1230 - 1245	43	2	45	48	5	53	28	0	28	0	0	0
1245 - 1300	36	0	36	65	1	66	22	1	23	0	0	0
Hourly Total	**150**	**8**	**158**	**209**	**12**	**221**	**75**	**2**	**77**	**0**	**0**	**0**
1300 - 1315	62	5	67	64	1	65	32	0	32	0	0	0
1315 - 1330	33	5	38	50	0	50	27	0	27	0	0	0
1330 - 1345	37	2	39	53	0	53	13	0	13	0	0	0
1345 - 1400	26	2	28	39	2	41	22	0	22	0	0	0
Hourly Total	**158**	**14**	**172**	**206**	**3**	**209**	**94**	**0**	**94**	**0**	**0**	**0**
1400 - 1415	37	0	37	49	4	53	23	0	23	0	0	0
1415 - 1430	31	3	34	43	7	50	16	2	18	0	0	0
1430 - 1445	33	2	35	33	8	41	12	0	12	0	0	0
1445 - 1500	22	4	26	37	3	40	4	0	4	0	0	0
Hourly Total	**123**	**9**	**132**	**162**	**22**	**184**	**55**	**2**	**57**	**0**	**0**	**0**
1500 - 1515	31	4	35	41	5	46	13	1	14	0	0	0
1515 - 1530	36	3	39	43	5	48	17	1	18	0	0	0
1530 - 1545	32	3	35	46	6	52	10	1	11	0	0	0
1545 - 1600	35	3	38	47	5	52	11	1	12	0	0	0
Hourly Total	**134**	**13**	**147**	**177**	**21**	**198**	**51**	**4**	**55**	**0**	**0**	**0**
1600 - 1615	57	1	58	52	0	52	11	0	11	0	0	0
1615 - 1630	51	3	54	56	3	59	14	0	14	0	0	0
1630 - 1645	55	1	56	48	3	51	13	0	13	0	0	0
1645 - 1700	53	4	57	49	3	52	16	0	16	0	0	0
Hourly Total	**216**	**9**	**225**	**205**	**9**	**214**	**54**	**0**	**54**	**0**	**0**	**0**
1700 - 1715	53	3	56	79	2	81	20	0	20	0	0	0
1715 - 1730	57	4	61	66	3	69	17	0	17	0	0	0
1730 - 1745	83	3	86	68	1	69	22	0	22	0	0	0
1745 - 1800	73	3	76	52	0	52	17	0	17	0	0	0
Hourly Total	**266**	**13**	**279**	**265**	**6**	**271**	**76**	**0**	**76**	**0**	**0**	**0**
1800 - 1815	75	3	78	41	0	41	12	0	12	0	0	0
1815 - 1830	46	3	49	39	2	41	14	0	14	0	0	0
1830 - 1845	44	0	44	23	3	26	13	0	13	1	0	1
1845 - 1900	39	1	40	35	0	35	16	0	16	1	0	1
Hourly Total	**204**	**7**	**211**	**138**	**5**	**143**	**55**	**0**	**55**	**2**	**0**	**2**
TOTAL	**2011**	**124**	**2135**	**2275**	**133**	**2408**	**667**	**10**	**677**	**5**	**2**	**7**

Naas - Manual Traffic Survey, Tuesday 7th February 2012

Produced by Streetwise Services Ltd 

Junction: (6) A - Unnamed Road North /) - R409 New Caragh Court W

Approach: A - Unnamed Road North

	Left to B - R409 New Caragh Court E			S/B to C - Unnamed Road South			Right to D - R409 New Caragh Court W			U-Turns to A - Unnamed Road North		
TIME	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL
0700 - 0715	1	0	1	28	1	29	5	0	5	0	0	0
0715 - 0730	3	0	3	34	2	36	6	1	7	0	0	0
0730 - 0745	1	0	1	39	0	39	7	0	7	0	0	0
0745 - 0800	5	0	5	59	3	62	13	1	14	0	0	0
Hourly Total	**10**	**0**	**10**	**160**	**6**	**166**	**31**	**2**	**33**	**0**	**0**	**0**
0800 - 0815	9	0	9	72	3	75	8	2	10	0	0	0
0815 - 0830	20	1	21	81	2	83	11	0	11	0	0	0
0830 - 0845	38	0	38	90	7	97	14	2	16	0	0	0
0845 - 0900	36	1	37	94	3	97	14	3	17	0	0	0
Hourly Total	**103**	**2**	**105**	**337**	**15**	**352**	**47**	**7**	**54**	**0**	**0**	**0**
0900 - 0915	23	0	23	61	5	66	10	0	10	0	0	0
0915 - 0930	27	0	27	39	3	42	11	2	13	0	0	0
0930 - 0945	18	1	19	51	8	59	13	1	14	1	0	1
0945 - 1000	22	0	22	46	3	49	13	6	19	0	0	0
Hourly Total	**90**	**1**	**91**	**197**	**19**	**216**	**47**	**9**	**56**	**1**	**0**	**1**
1000 - 1015	22	0	22	55	4	59	8	4	12	1	0	1
1015 - 1030	17	0	17	45	3	48	12	3	15	0	0	0
1030 - 1045	10	0	10	34	1	35	9	5	14	0	0	0
1045 - 1100	10	0	10	39	3	42	8	3	11	0	0	0
Hourly Total	**59**	**0**	**59**	**173**	**11**	**184**	**37**	**15**	**52**	**1**	**0**	**1**
1100 - 1115	22	0	22	51	4	55	14	1	15	0	0	0
1115 - 1130	22	0	22	45	3	48	8	0	8	0	0	0
1130 - 1145	9	0	9	44	5	49	8	3	11	0	0	0
1145 - 1200	15	0	15	55	5	60	11	0	11	0	0	0
Hourly Total	**68**	**0**	**68**	**195**	**17**	**212**	**41**	**4**	**45**	**0**	**0**	**0**
1200 - 1215	10	2	12	41	7	48	19	1	20	0	0	0
1215 - 1230	17	0	17	46	3	49	12	1	13	0	0	0
1230 - 1245	22	0	22	76	2	78	11	1	12	0	0	0
1245 - 1300	30	1	31	59	1	60	26	3	29	0	0	0
Hourly Total	**79**	**3**	**82**	**222**	**13**	**235**	**68**	**6**	**74**	**0**	**0**	**0**
1300 - 1315	24	0	24	47	2	49	24	3	27	1	0	1
1315 - 1330	20	1	21	63	3	66	15	2	17	0	0	0
1330 - 1345	25	1	26	64	4	68	13	1	14	0	0	0
1345 - 1400	19	2	21	54	1	55	19	1	20	0	0	0
Hourly Total	**88**	**4**	**92**	**228**	**10**	**238**	**71**	**7**	**78**	**1**	**0**	**1**
1400 - 1415	27	1	28	54	0	54	16	0	16	0	0	0
1415 - 1430	20	0	20	43	6	49	14	1	15	1	0	1
1430 - 1445	22	0	22	57	1	58	12	1	13	0	1	1
1445 - 1500	20	0	20	46	2	48	26	3	29	0	0	0
Hourly Total	**89**	**1**	**90**	**200**	**9**	**209**	**68**	**5**	**73**	**1**	**1**	**2**
1500 - 1515	25	0	25	43	8	51	32	1	33	1	0	1
1515 - 1530	26	1	27	52	8	60	14	1	15	1	0	1
1530 - 1545	25	1	26	73	2	75	17	1	18	0	0	0
1545 - 1600	30	0	30	66	4	70	24	5	29	0	0	0
Hourly Total	**106**	**2**	**108**	**234**	**22**	**256**	**87**	**8**	**95**	**2**	**0**	**2**
1600 - 1615	31	0	31	60	4	64	29	2	31	1	0	1
1615 - 1630	23	0	23	63	3	66	36	2	38	0	0	0
1630 - 1645	33	2	35	72	7	79	24	2	26	0	0	0
1645 - 1700	31	1	32	62	5	67	27	4	31	0	0	0
Hourly Total	**118**	**3**	**121**	**257**	**19**	**276**	**116**	**10**	**126**	**1**	**0**	**1**
1700 - 1715	36	0	36	117	3	120	40	2	42	0	0	0
1715 - 1730	44	0	44	74	3	77	50	2	52	0	0	0
1730 - 1745	34	0	34	97	3	100	40	0	40	0	0	0
1745 - 1800	37	0	37	59	3	62	42	0	42	0	0	0
Hourly Total	**151**	**0**	**151**	**347**	**12**	**359**	**172**	**4**	**176**	**0**	**0**	**0**
1800 - 1815	43	0	43	93	2	95	29	1	30	0	0	0
1815 - 1830	41	0	41	68	0	68	28	3	31	1	0	1
1830 - 1845	28	0	28	53	4	57	28	1	29	0	0	0
1845 - 1900	57	0	57	67	0	67	21	0	21	0	0	0
Hourly Total	**169**	**0**	**169**	**281**	**6**	**287**	**106**	**5**	**111**	**1**	**0**	**1**
TOTAL	**1130**	**16**	**1146**	**2831**	**159**	**2990**	**891**	**82**	**973**	**8**	**1**	**9**

Naas - Manual Traffic Survey, Tuesday 7th February 2012

Produced by Streetwise Services Ltd 

Junction: (6) A - Unnamed Road North /) - R409 New Caragh Court W

Approach: B - R409 New Caragh Court E

	Left to C - Unnamed Road South			W/B to D - R409 New Caragh Court W			Right to A - Unnamed Road North			U-Turns to B - R409 New Caragh Court E		
TIME	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL
0700 - 0715	1	0	1	7	0	7	8	0	8	0	0	0
0715 - 0730	3	1	4	10	0	10	10	0	10	0	0	0
0730 - 0745	3	0	3	8	1	9	16	0	16	0	0	0
0745 - 0800	13	0	13	9	2	11	18	1	19	0	0	0
Hourly Total	**20**	**1**	**21**	**34**	**3**	**37**	**52**	**1**	**53**	**0**	**0**	**0**
0800 - 0815	7	0	7	13	0	13	17	0	17	0	0	0
0815 - 0830	10	0	10	17	0	17	23	2	25	0	0	0
0830 - 0845	8	0	8	11	1	12	40	0	40	0	0	0
0845 - 0900	10	0	10	26	0	26	52	1	53	0	0	0
Hourly Total	**35**	**0**	**35**	**67**	**1**	**68**	**132**	**3**	**135**	**0**	**0**	**0**
0900 - 0915	6	0	6	34	0	34	50	3	53	0	0	0
0915 - 0930	2	0	2	13	2	15	16	2	18	0	0	0
0930 - 0945	6	0	6	10	1	11	18	1	19	0	0	0
0945 - 1000	1	0	1	12	0	12	12	0	12	0	0	0
Hourly Total	**15**	**0**	**15**	**69**	**3**	**72**	**96**	**6**	**102**	**0**	**0**	**0**
1000 - 1015	2	0	2	16	0	16	16	0	16	0	0	0
1015 - 1030	1	0	1	6	0	6	13	0	13	0	0	0
1030 - 1045	3	0	3	9	0	9	15	0	15	0	0	0
1045 - 1100	2	0	2	14	0	14	22	0	22	0	0	0
Hourly Total	**8**	**0**	**8**	**45**	**0**	**45**	**66**	**0**	**66**	**0**	**0**	**0**
1100 - 1115	1	0	1	14	0	14	18	0	18	0	0	0
1115 - 1130	2	0	2	15	0	15	14	0	14	0	0	0
1130 - 1145	3	0	3	15	1	16	18	0	18	0	0	0
1145 - 1200	1	0	1	19	0	19	21	0	21	1	0	1
Hourly Total	**7**	**0**	**7**	**63**	**1**	**64**	**71**	**0**	**71**	**1**	**0**	**1**
1200 - 1215	8	0	8	18	1	19	12	0	12	0	0	0
1215 - 1230	3	0	3	14	0	14	21	0	21	0	0	0
1230 - 1245	1	0	1	15	1	16	24	1	25	1	0	1
1245 - 1300	3	0	3	19	1	20	18	0	18	0	0	0
Hourly Total	**15**	**0**	**15**	**66**	**3**	**69**	**75**	**1**	**76**	**1**	**0**	**1**
1300 - 1315	2	0	2	29	0	29	14	0	14	0	0	0
1315 - 1330	5	0	5	26	0	26	14	0	14	0	0	0
1330 - 1345	1	0	1	20	0	20	29	2	31	0	0	0
1345 - 1400	2	0	2	17	1	18	15	0	15	0	0	0
Hourly Total	**10**	**0**	**10**	**92**	**1**	**93**	**72**	**2**	**74**	**0**	**0**	**0**
1400 - 1415	6	0	6	21	0	21	20	0	20	0	0	0
1415 - 1430	2	0	2	23	0	23	21	2	23	0	0	0
1430 - 1445	3	0	3	30	0	30	12	0	12	0	0	0
1445 - 1500	3	0	3	21	0	21	25	1	26	0	0	0
Hourly Total	**14**	**0**	**14**	**95**	**0**	**95**	**78**	**3**	**81**	**0**	**0**	**0**
1500 - 1515	3	0	3	33	0	33	15	0	15	0	0	0
1515 - 1530	4	1	5	27	0	27	17	0	17	0	0	0
1530 - 1545	3	1	4	19	0	19	14	0	14	0	0	0
1545 - 1600	3	0	3	26	2	28	24	1	25	1	0	1
Hourly Total	**13**	**2**	**15**	**105**	**2**	**107**	**70**	**1**	**71**	**1**	**0**	**1**
1600 - 1615	5	0	5	29	0	29	24	1	25	0	0	0
1615 - 1630	4	0	4	42	3	45	26	2	28	0	0	0
1630 - 1645	7	0	7	40	0	40	23	0	23	0	0	0
1645 - 1700	4	1	5	40	0	40	17	0	17	0	0	0
Hourly Total	**20**	**1**	**21**	**151**	**3**	**154**	**90**	**3**	**93**	**0**	**0**	**0**
1700 - 1715	6	0	6	69	1	70	24	0	24	0	0	0
1715 - 1730	12	0	12	63	1	64	27	0	27	0	0	0
1730 - 1745	10	0	10	65	0	65	33	0	33	0	0	0
1745 - 1800	4	0	4	58	1	59	24	0	24	0	0	0
Hourly Total	**32**	**0**	**32**	**255**	**3**	**258**	**108**	**0**	**108**	**0**	**0**	**0**
1800 - 1815	8	0	8	37	0	37	27	0	27	0	0	0
1815 - 1830	4	0	4	38	1	39	23	1	24	0	0	0
1830 - 1845	1	0	1	34	0	34	17	0	17	0	0	0
1845 - 1900	4	0	4	24	0	24	12	0	12	0	0	0
Hourly Total	**17**	**0**	**17**	**133**	**1**	**134**	**79**	**1**	**80**	**0**	**0**	**0**
TOTAL	**206**	**4**	**210**	**1175**	**21**	**1196**	**989**	**21**	**1010**	**3**	**0**	**3**

Naas - Manual Traffic Survey, Tuesday 7th February 2012

Produced by Streetwise Services Ltd 

Junction: (6) A - Unnamed Road North /) - R409 New Caragh Court W

Approach: C - Unnamed Road South

	Left to D - R409 New Caragh Court W			N/B to A - Unnamed Road North			Right to B - R409 New Caragh Court E			U-Turns to C - Unnamed Road South		
TIME	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL
0700 - 0715	7	1	8	26	4	30	1	0	1	0	0	0
0715 - 0730	8	2	10	30	1	31	1	0	1	0	0	0
0730 - 0745	14	3	17	30	5	35	1	0	1	0	0	0
0745 - 0800	11	6	17	57	3	60	1	0	1	0	0	0
Hourly Total	**40**	**12**	**52**	**143**	**13**	**156**	**4**	**0**	**4**	**0**	**0**	**0**
0800 - 0815	16	4	20	64	3	67	4	0	4	0	0	0
0815 - 0830	13	3	16	62	2	64	3	1	4	1	0	1
0830 - 0845	16	2	18	73	5	78	0	0	0	0	0	0
0845 - 0900	21	2	23	95	2	97	1	0	1	0	0	0
Hourly Total	**66**	**11**	**77**	**294**	**12**	**306**	**8**	**1**	**9**	**1**	**0**	**1**
0900 - 0915	19	3	22	70	3	73	2	0	2	0	0	0
0915 - 0930	18	2	20	64	3	67	2	0	2	0	0	0
0930 - 0945	17	3	20	57	9	66	0	0	0	0	0	0
0945 - 1000	9	6	15	47	3	50	4	0	4	0	0	0
Hourly Total	**63**	**14**	**77**	**238**	**18**	**256**	**8**	**0**	**8**	**0**	**0**	**0**
1000 - 1015	10	4	14	48	1	49	2	0	2	0	0	0
1015 - 1030	8	0	8	34	1	35	2	0	2	0	0	0
1030 - 1045	8	3	11	33	6	39	3	0	3	0	0	0
1045 - 1100	11	1	12	41	5	46	2	0	2	0	0	0
Hourly Total	**37**	**8**	**45**	**156**	**13**	**169**	**9**	**0**	**9**	**0**	**0**	**0**
1100 - 1115	8	4	12	43	3	46	3	0	3	0	0	0
1115 - 1130	12	5	17	45	3	48	1	0	1	0	0	0
1130 - 1145	9	5	14	37	0	37	3	0	3	0	0	0
1145 - 1200	22	5	27	58	4	62	7	0	7	0	0	0
Hourly Total	**51**	**19**	**70**	**183**	**10**	**193**	**14**	**0**	**14**	**0**	**0**	**0**
1200 - 1215	12	5	17	50	8	58	1	0	1	0	0	0
1215 - 1230	6	4	10	46	6	52	2	0	2	0	0	0
1230 - 1245	8	3	11	44	2	46	0	0	0	0	0	0
1245 - 1300	15	6	21	50	4	54	2	0	2	0	0	0
Hourly Total	**41**	**18**	**59**	**190**	**20**	**210**	**5**	**0**	**5**	**0**	**0**	**0**
1300 - 1315	22	8	30	64	3	67	2	0	2	1	0	1
1315 - 1330	14	1	15	35	4	39	0	0	0	0	0	0
1330 - 1345	20	3	23	65	1	66	1	0	1	0	0	0
1345 - 1400	22	3	25	53	5	58	0	0	0	0	0	0
Hourly Total	**78**	**15**	**93**	**217**	**13**	**230**	**3**	**0**	**3**	**1**	**0**	**1**
1400 - 1415	17	3	20	60	1	61	6	0	6	0	0	0
1415 - 1430	20	2	22	39	6	45	0	0	0	0	0	0
1430 - 1445	14	2	16	47	3	50	5	0	5	1	0	1
1445 - 1500	16	5	21	28	8	36	0	0	0	0	0	0
Hourly Total	**67**	**12**	**79**	**174**	**18**	**192**	**11**	**0**	**11**	**1**	**0**	**1**
1500 - 1515	19	7	26	49	6	55	5	0	5	0	0	0
1515 - 1530	23	1	24	54	4	58	4	0	4	0	0	0
1530 - 1545	20	2	22	50	5	55	5	0	5	0	0	0
1545 - 1600	13	6	19	44	5	49	3	0	3	0	0	0
Hourly Total	**75**	**16**	**91**	**197**	**20**	**217**	**17**	**0**	**17**	**0**	**0**	**0**
1600 - 1615	29	2	31	61	3	64	3	0	3	0	0	0
1615 - 1630	27	1	28	67	2	69	2	0	2	0	0	0
1630 - 1645	33	2	35	62	3	65	9	0	9	0	0	0
1645 - 1700	33	6	39	67	5	72	8	0	8	1	0	1
Hourly Total	**122**	**11**	**133**	**257**	**13**	**270**	**22**	**0**	**22**	**1**	**0**	**1**
1700 - 1715	33	5	38	72	5	77	5	0	5	0	0	0
1715 - 1730	31	5	36	67	3	70	6	0	6	0	0	0
1730 - 1745	42	3	45	62	5	67	6	1	7	0	0	0
1745 - 1800	28	3	31	79	5	84	10	0	10	0	0	0
Hourly Total	**134**	**16**	**150**	**280**	**18**	**298**	**27**	**1**	**28**	**0**	**0**	**0**
1800 - 1815	35	2	37	60	2	62	7	0	7	0	0	0
1815 - 1830	24	3	27	56	2	58	5	0	5	1	0	1
1830 - 1845	21	1	22	55	0	55	5	0	5	0	0	0
1845 - 1900	30	4	34	56	1	57	3	0	3	0	0	0
Hourly Total	**110**	**10**	**120**	**227**	**5**	**232**	**20**	**0**	**20**	**1**	**0**	**1**
TOTAL	**884**	**162**	**1046**	**2556**	**173**	**2729**	**148**	**2**	**150**	**5**	**0**	**5**

Naas - Manual Traffic Survey, Tuesday 7th February 2012

Produced by Streetwise Services Ltd 

Junction: (6) A - Unnamed Road North /) - R409 New Caragh Court W

Approach: D - R409 New Caragh Court W

	Left to A - Unnamed Road North			E/B to B - R409 New Caragh Court E			Right to C - Unnamed Road South			U-Turns to D - R409 New Caragh Court W		
TIME	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL
0700 - 0715	18	4	22	6	0	6	21	0	21	0	0	0
0715 - 0730	26	2	28	18	0	18	14	3	17	0	0	0
0730 - 0745	25	3	28	28	0	28	9	2	11	0	0	0
0745 - 0800	50	1	51	30	0	30	22	4	26	0	0	0
Hourly Total	**119**	**10**	**129**	**82**	**0**	**82**	**66**	**9**	**75**	**0**	**0**	**0**
0800 - 0815	42	2	44	24	3	27	27	4	31	0	0	0
0815 - 0830	46	3	49	55	3	58	32	3	35	0	0	0
0830 - 0845	49	4	53	75	2	77	42	2	44	0	0	0
0845 - 0900	59	5	64	59	1	60	30	11	41	0	0	0
Hourly Total	**196**	**14**	**210**	**213**	**9**	**222**	**131**	**20**	**151**	**0**	**0**	**0**
0900 - 0915	49	1	50	72	0	72	24	0	24	0	0	0
0915 - 0930	43	1	44	62	0	62	22	5	27	0	0	0
0930 - 0945	27	2	29	44	0	44	19	3	22	0	0	0
0945 - 1000	24	0	24	39	0	39	12	2	14	0	0	0
Hourly Total	**143**	**4**	**147**	**217**	**0**	**217**	**77**	**10**	**87**	**0**	**0**	**0**
1000 - 1015	14	3	17	28	1	29	11	3	14	0	0	0
1015 - 1030	11	3	14	17	2	19	14	6	20	0	0	0
1030 - 1045	18	1	19	22	1	23	11	3	14	0	0	0
1045 - 1100	11	2	13	22	1	23	9	2	11	0	0	0
Hourly Total	**54**	**9**	**63**	**89**	**5**	**94**	**45**	**14**	**59**	**0**	**0**	**0**
1100 - 1115	12	0	12	26	1	27	9	1	10	1	0	1
1115 - 1130	16	0	16	19	0	19	12	5	17	0	0	0
1130 - 1145	17	3	20	18	0	18	13	2	15	0	0	0
1145 - 1200	12	3	15	22	0	22	7	1	8	0	0	0
Hourly Total	**57**	**6**	**63**	**85**	**1**	**86**	**41**	**9**	**50**	**1**	**0**	**1**
1200 - 1215	9	1	10	20	0	20	11	6	17	0	0	0
1215 - 1230	11	0	11	40	0	40	12	4	16	0	0	0
1230 - 1245	11	2	13	19	0	19	11	3	14	0	0	0
1245 - 1300	13	1	14	22	0	22	7	7	14	0	0	0
Hourly Total	**44**	**4**	**48**	**101**	**0**	**101**	**41**	**20**	**61**	**0**	**0**	**0**
1300 - 1315	17	0	17	21	0	21	6	2	8	0	0	0
1315 - 1330	15	1	16	20	0	20	12	0	12	0	0	0
1330 - 1345	16	0	16	25	1	26	11	6	17	0	0	0
1345 - 1400	24	1	25	25	0	25	12	2	14	0	0	0
Hourly Total	**72**	**2**	**74**	**91**	**1**	**92**	**41**	**10**	**51**	**0**	**0**	**0**
1400 - 1415	11	6	17	26	0	26	13	1	14	0	0	0
1415 - 1430	15	8	23	18	1	19	5	4	9	0	0	0
1430 - 1445	11	3	14	16	0	16	13	2	15	1	0	1
1445 - 1500	13	2	15	13	0	13	19	0	19	0	0	0
Hourly Total	**50**	**19**	**69**	**73**	**1**	**74**	**50**	**7**	**57**	**1**	**0**	**1**
1500 - 1515	22	3	25	36	1	37	17	4	21	0	0	0
1515 - 1530	23	2	25	34	0	34	21	1	22	0	0	0
1530 - 1545	16	2	18	22	2	24	8	4	12	0	0	0
1545 - 1600	14	0	14	34	1	35	9	1	10	0	0	0
Hourly Total	**75**	**7**	**82**	**126**	**4**	**130**	**55**	**10**	**65**	**0**	**0**	**0**
1600 - 1615	15	1	16	30	1	31	10	2	12	1	0	1
1615 - 1630	19	0	19	22	1	23	10	1	11	0	0	0
1630 - 1645	16	2	18	15	0	15	13	5	18	0	0	0
1645 - 1700	21	1	22	30	0	30	13	1	14	0	0	0
Hourly Total	**71**	**4**	**75**	**97**	**2**	**99**	**46**	**9**	**55**	**1**	**0**	**1**
1700 - 1715	19	2	21	28	0	28	15	3	18	0	0	0
1715 - 1730	13	1	14	32	0	32	15	1	16	1	0	1
1730 - 1745	18	0	18	27	0	27	9	1	10	0	0	0
1745 - 1800	11	2	13	45	0	45	15	1	16	1	0	1
Hourly Total	**61**	**5**	**66**	**132**	**0**	**132**	**54**	**6**	**60**	**2**	**0**	**2**
1800 - 1815	12	1	13	36	0	36	14	1	15	3	0	3
1815 - 1830	11	4	15	35	0	35	6	0	6	0	0	0
1830 - 1845	8	0	8	31	0	31	7	1	8	0	0	0
1845 - 1900	15	0	15	34	0	34	20	2	22	1	0	1
Hourly Total	**46**	**5**	**51**	**136**	**0**	**136**	**47**	**4**	**51**	**4**	**0**	**4**
TOTAL	**988**	**89**	**1077**	**1442**	**23**	**1465**	**694**	**128**	**822**	**9**	**0**	**9**

Naas - Manual Traffic Survey, Tuesday 17th April 2012

Produced by Streetwise Services Ltd.

Junction: (7) A - M7 Off Slip / B - R445 East / C - M7 Access

Approach: A - M7 Off Slip (One-Way Southbound)

	Left to B - R445 East						S/B to C - M7 Access Road					
TIME	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	0	5	0	5	1	0	0	0	0	1
0715 - 0730	5	1	0	3	0	9	0	0	0	0	0	0
0730 - 0745	14	0	2	6	0	22	0	0	0	0	0	0
0745 - 0800	6	0	1	2	0	9	1	0	0	0	0	1
Hourly Total	**25**	**1**	**3**	**16**	**0**	**45**	**2**	**0**	**0**	**0**	**0**	**2**
0800 - 0815	7	0	1	5	0	13	0	0	0	0	0	0
0815 - 0830	9	1	1	3	0	14	0	0	0	0	0	0
0830 - 0845	5	2	0	4	0	11	0	0	0	0	0	0
0845 - 0900	9	4	3	2	0	18	0	0	0	0	0	0
Hourly Total	**30**	**7**	**5**	**14**	**0**	**56**	**0**	**0**	**0**	**0**	**0**	**0**
0900 - 0915	12	1	1	3	0	17	0	1	0	0	0	1
0915 - 0930	7	1	1	1	0	10	0	0	0	0	0	0
0930 - 0945	8	2	1	2	0	13	0	0	0	0	0	0
0945 - 1000	18	2	1	6	0	27	0	1	2	0	0	3
Hourly Total	**45**	**6**	**4**	**12**	**0**	**67**	**0**	**2**	**2**	**0**	**0**	**4**
1000 - 1015	8	2	1	4	0	15	0	0	0	0	0	0
1015 - 1030	12	5	0	3	0	20	2	1	1	0	0	4
1030 - 1045	11	3	0	3	0	17	0	1	0	0	0	1
1045 - 1100	8	2	0	0	0	10	1	0	1	0	0	2
Hourly Total	**39**	**12**	**1**	**10**	**0**	**62**	**3**	**2**	**2**	**0**	**0**	**7**
1100 - 1115	12	2	2	4	0	20	1	1	0	0	0	2
1115 - 1130	8	3	3	1	0	15	3	1	0	0	0	4
1130 - 1145	13	2	1	0	0	16	2	1	0	0	0	3
1145 - 1200	6	2	4	2	0	14	2	1	0	1	0	4
Hourly Total	**39**	**9**	**10**	**7**	**0**	**65**	**8**	**4**	**0**	**1**	**0**	**13**
1200 - 1215	13	3	1	1	0	18	2	1	0	0	0	3
1215 - 1230	8	3	3	1	0	15	1	0	0	0	0	1
1230 - 1245	11	2	2	0	0	15	2	0	0	1	0	3
1245 - 1300	9	3	3	3	0	18	0	1	0	0	0	1
Hourly Total	**41**	**11**	**9**	**5**	**0**	**66**	**5**	**2**	**0**	**1**	**0**	**8**
1300 - 1315	10	3	3	0	0	16	0	0	0	0	0	0
1315 - 1330	16	3	2	2	0	23	2	1	0	0	0	3
1330 - 1345	8	3	3	2	0	16	1	1	0	0	0	2
1345 - 1400	4	2	1	3	0	10	0	0	0	0	0	0
Hourly Total	**38**	**11**	**9**	**7**	**0**	**65**	**3**	**2**	**0**	**0**	**0**	**5**
1400 - 1415	3	6	1	1	0	11	0	0	0	0	0	0
1415 - 1430	10	1	0	1	1	13	0	2	0	1	0	3
1430 - 1445	12	2	1	2	0	17	1	0	0	0	0	1
1445 - 1500	14	6	0	3	0	23	2	1	0	0	0	3
Hourly Total	**39**	**15**	**2**	**7**	**1**	**64**	**3**	**3**	**0**	**1**	**0**	**7**
1500 - 1515	10	1	0	0	0	11	2	0	1	0	0	3
1515 - 1530	15	2	0	0	0	17	1	0	0	0	0	1
1530 - 1545	20	5	3	2	1	31	2	0	0	0	0	2
1545 - 1600	26	6	2	2	0	36	5	1	0	0	0	6
Hourly Total	**71**	**14**	**5**	**4**	**1**	**95**	**10**	**1**	**1**	**0**	**0**	**12**
1600 - 1615	17	5	3	1	0	26	3	0	0	1	0	4
1615 - 1630	14	4	1	0	0	19	2	0	0	0	0	2
1630 - 1645	20	3	2	4	0	29	1	1	1	0	0	3
1645 - 1700	26	4	2	2	0	34	1	1	1	0	0	3
Hourly Total	**77**	**16**	**8**	**7**	**0**	**108**	**7**	**2**	**2**	**1**	**0**	**12**
1700 - 1715	20	2	1	1	0	24	0	0	0	0	0	0
1715 - 1730	23	2	0	3	0	28	3	1	0	0	0	4
1730 - 1745	24	2	0	0	0	26	4	2	0	0	0	6
1745 - 1800	25	3	1	1	0	30	2	1	0	0	0	3
Hourly Total	**92**	**9**	**2**	**5**	**0**	**108**	**9**	**4**	**0**	**0**	**0**	**13**
1800 - 1815	22	2	1	0	0	25	5	0	1	0	0	6
1815 - 1830	21	2	1	0	0	24	2	0	0	1	0	3
1830 - 1845	15	0	0	3	0	18	1	0	0	1	0	2
1845 - 1900	14	3	0	6	0	23	1	0	0	0	0	1
Hourly Total	**72**	**7**	**2**	**9**	**0**	**90**	**9**	**0**	**1**	**2**	**0**	**12**
TOTAL	**608**	**118**	**60**	**103**	**2**	**891**	**59**	**22**	**8**	**6**	**0**	**95**

	Right to D - R445 West						Last Right to E - R445 North						U-Turns to A - M7 Off Slip (BANNED)					
TIME	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	12	5	0	2	0	19	2	0	0	1	0	3	0	0	0	0	0	0
0715 - 0730	24	2	3	4	0	33	7	3	0	1	0	11	0	0	0	0	0	0
0730 - 0745	39	7	2	5	0	53	10	3	1	1	0	15	0	0	0	0	0	0
0745 - 0800	68	14	6	5	0	93	14	2	1	1	1	19	0	0	0	0	0	0
Hourly Total	**143**	**28**	**11**	**16**	**0**	**198**	**33**	**8**	**2**	**4**	**1**	**48**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	69	2	1	6	1	79	29	1	0	3	0	33	0	0	0	0	0	0
0815 - 0830	56	7	2	5	0	70	28	6	0	2	1	37	0	0	0	0	0	0
0830 - 0845	61	8	2	4	0	75	27	3	0	0	0	30	0	0	0	0	0	0
0845 - 0900	40	7	7	7	0	61	22	3	0	1	0	26	0	0	0	0	0	0
Hourly Total	**226**	**24**	**12**	**22**	**1**	**285**	**106**	**13**	**0**	**6**	**1**	**126**	**0**	**0**	**0**	**0**	**0**	**0**
0900 - 0915	40	5	2	4	0	51	27	4	1	1	0	33	0	0	0	0	0	0
0915 - 0930	37	5	4	6	0	52	12	3	1	1	0	17	0	0	0	0	0	0
0930 - 0945	48	5	5	10	0	68	18	1	3	0	0	22	0	0	0	0	0	0
0945 - 1000	42	3	1	6	0	52	9	4	2	1	0	16	0	0	0	0	0	0
Hourly Total	**167**	**18**	**12**	**26**	**0**	**223**	**66**	**12**	**7**	**3**	**0**	**88**	**0**	**0**	**0**	**0**	**0**	**0**
1000 - 1015	40	8	1	3	0	52	12	5	2	4	0	23	0	0	0	0	0	0
1015 - 1030	30	5	3	4	0	42	9	3	1	2	0	15	0	0	0	0	0	0
1030 - 1045	32	3	5	5	1	46	8	2	2	1	0	13	0	0	0	0	0	0
1045 - 1100	38	6	1	4	0	49	14	1	1	0	0	16	0	0	0	0	0	0
Hourly Total	**140**	**22**	**10**	**16**	**1**	**189**	**43**	**11**	**6**	**7**	**0**	**67**	**0**	**0**	**0**	**0**	**0**	**0**
1100 - 1115	32	5	3	7	0	47	11	2	0	4	0	17	0	0	0	0	0	0
1115 - 1130	29	5	3	2	0	39	8	5	1	3	0	17	0	0	0	0	0	0
1130 - 1145	28	1	3	5	0	37	12	3	2	2	0	19	0	0	0	0	0	0
1145 - 1200	31	3	3	6	0	43	22	6	2	3	0	33	0	0	0	0	0	0
Hourly Total	**120**	**14**	**12**	**20**	**0**	**166**	**53**	**16**	**5**	**12**	**0**	**86**	**0**	**0**	**0**	**0**	**0**	**0**
1200 - 1215	30	9	6	3	1	49	14	6	0	2	0	22	0	0	0	0	0	0
1215 - 1230	31	4	2	3	0	40	11	2	1	5	0	19	0	0	0	0	0	0
1230 - 1245	43	7	2	3	0	55	19	5	2	1	0	27	0	0	0	0	0	0
1245 - 1300	34	11	4	0	0	49	20	1	2	3	0	26	0	0	0	0	0	0
Hourly Total	**138**	**31**	**14**	**9**	**1**	**193**	**64**	**14**	**5**	**11**	**0**	**94**	**0**	**0**	**0**	**0**	**0**	**0**
1300 - 1315	43	7	3	6	0	59	17	2	5	3	0	27	0	0	0	0	0	0
1315 - 1330	39	7	4	1	0	51	22	5	3	1	0	31	0	0	0	0	0	0
1330 - 1345	38	5	3	3	1	50	10	1	0	3	0	14	0	0	0	0	0	0
1345 - 1400	29	5	1	1	0	36	17	8	2	0	0	27	0	0	0	0	0	0
Hourly Total	**149**	**24**	**11**	**11**	**1**	**196**	**66**	**16**	**10**	**7**	**0**	**99**	**0**	**0**	**0**	**0**	**0**	**0**
1400 - 1415	46	4	1	4	0	55	15	2	1	0	0	18	0	0	0	0	0	0
1415 - 1430	45	7	2	1	0	55	14	3	6	4	0	27	0	0	0	0	0	0
1430 - 1445	41	8	4	3	0	56	12	1	2	2	0	17	0	0	0	0	0	0
1445 - 1500	34	9	2	1	0	46	18	1	1	4	0	24	0	0	0	0	0	0
Hourly Total	**166**	**28**	**9**	**9**	**0**	**212**	**59**	**7**	**10**	**10**	**0**	**86**	**0**	**0**	**0**	**0**	**0**	**0**
1500 - 1515	29	7	2	1	1	40	23	4	1	2	0	30	0	0	0	0	0	0
1515 - 1530	41	8	2	3	0	54	17	7	2	3	0	29	0	0	0	0	0	0
1530 - 1545	47	9	6	1	0	63	22	11	3	4	0	40	0	0	0	0	0	0
1545 - 1600	37	5	6	1	0	49	28	6	0	3	0	37	0	0	0	0	0	0
Hourly Total	**154**	**29**	**16**	**6**	**1**	**206**	**90**	**28**	**6**	**12**	**0**	**136**	**0**	**0**	**0**	**0**	**0**	**0**
1600 - 1615	31	8	3	1	0	43	28	5	1	4	0	38	0	0	0	0	0	0
1615 - 1630	36	10	0	0	0	46	36	3	1	4	0	44	0	0	0	0	0	0
1630 - 1645	40	7	1	2	0	50	37	8	4	3	0	52	0	0	0	0	0	0
1645 - 1700	48	1	5	3	0	57	38	6	0	0	0	44	0	0	0	0	0	0
Hourly Total	**155**	**26**	**9**	**6**	**0**	**196**	**139**	**22**	**6**	**11**	**0**	**178**	**0**	**0**	**0**	**0**	**0**	**0**
1700 - 1715	42	8	0	6	0	56	39	7	1	3	0	50	0	0	0	0	0	0
1715 - 1730	60	2	2	5	0	69	41	5	0	0	1	47	0	0	0	0	0	0
1730 - 1745	65	7	4	1	1	78	46	5	3	0	0	54	0	0	0	0	0	0
1745 - 1800	69	7	2	3	0	81	49	8	1	0	0	58	0	0	0	0	0	0
Hourly Total	**236**	**24**	**8**	**15**	**1**	**284**	**175**	**25**	**5**	**3**	**1**	**209**	**0**	**0**	**0**	**0**	**0**	**0**
1800 - 1815	68	5	2	3	1	79	47	4	1	0	0	52	0	0	0	0	0	0
1815 - 1830	57	7	0	2	1	67	43	8	2	1	0	54	0	0	0	0	0	0
1830 - 1845	65	11	2	3	0	81	51	2	1	0	0	54	0	0	0	0	0	0
1845 - 1900	60	7	3	2	0	72	48	3	2	0	0	53	0	0	0	0	0	0
Hourly Total	**250**	**30**	**7**	**10**	**2**	**299**	**189**	**17**	**6**	**1**	**0**	**213**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**2044**	**298**	**131**	**166**	**8**	**2647**	**1083**	**189**	**68**	**87**	**3**	**1430**	**0**	**0**	**0**	**0**	**0**	**0**

Naas - Manual Traffic Survey, Tuesday 17th April 2012

Produced by Streetwise Services Ltd.

Junction: (7) A - M7 Off Slip / B - R445 East / C - M7 Access

Approach: B - R445 East

	Left to C - M7 Access Road						W/B to D - R445 West					
TIME	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	17	8	1	2	1	29	17	3	0	3	0	23
0715 - 0730	35	9	5	3	0	52	21	2	0	3	1	27
0730 - 0745	53	7	4	1	0	65	65	10	0	1	0	76
0745 - 0800	46	5	3	3	0	57	73	5	2	4	1	85
Hourly Total	**151**	**29**	**13**	**9**	**1**	**203**	**176**	**20**	**2**	**11**	**2**	**211**
0800 - 0815	83	6	2	2	0	93	66	7	1	0	0	74
0815 - 0830	94	5	3	1	0	103	70	5	0	2	3	80
0830 - 0845	81	6	2	1	0	90	69	6	2	2	1	80
0845 - 0900	93	5	1	3	0	102	62	8	1	2	1	74
Hourly Total	**351**	**22**	**8**	**7**	**0**	**388**	**267**	**26**	**4**	**6**	**5**	**308**
0900 - 0915	48	6	1	2	0	57	49	7	1	1	0	58
0915 - 0930	48	4	3	3	0	58	57	17	3	0	0	77
0930 - 0945	58	7	1	4	0	70	60	16	0	1	3	80
0945 - 1000	36	4	3	1	0	44	91	6	4	4	1	106
Hourly Total	**190**	**21**	**8**	**10**	**0**	**229**	**257**	**46**	**8**	**6**	**4**	**321**
1000 - 1015	43	10	3	5	0	61	55	8	1	1	0	65
1015 - 1030	43	12	3	2	0	60	65	5	0	2	1	73
1030 - 1045	39	7	5	5	0	56	57	4	4	5	1	71
1045 - 1100	36	9	1	7	0	53	63	16	3	2	2	86
Hourly Total	**161**	**38**	**12**	**19**	**0**	**230**	**240**	**33**	**8**	**10**	**4**	**295**
1100 - 1115	31	6	1	3	0	41	65	8	2	2	1	78
1115 - 1130	33	5	4	4	0	46	57	6	7	0	1	71
1130 - 1145	31	8	0	1	0	40	61	12	3	1	1	78
1145 - 1200	37	3	1	2	0	43	69	6	2	0	1	78
Hourly Total	**132**	**22**	**6**	**10**	**0**	**170**	**252**	**32**	**14**	**3**	**4**	**305**
1200 - 1215	40	10	2	1	0	53	70	8	2	1	1	82
1215 - 1230	36	6	1	2	0	45	76	12	2	2	2	94
1230 - 1245	40	6	2	1	0	49	78	13	0	1	1	93
1245 - 1300	53	1	0	4	0	58	78	14	2	1	0	95
Hourly Total	**169**	**23**	**5**	**8**	**0**	**205**	**302**	**47**	**6**	**5**	**4**	**364**
1300 - 1315	59	7	1	2	0	69	75	16	5	1	1	98
1315 - 1330	44	4	4	0	1	53	75	7	4	0	2	88
1330 - 1345	52	8	1	2	1	64	76	8	3	2	2	91
1345 - 1400	46	4	1	1	0	52	68	12	1	1	1	83
Hourly Total	**201**	**23**	**7**	**5**	**2**	**238**	**294**	**43**	**13**	**4**	**6**	**360**
1400 - 1415	53	9	3	1	1	67	77	8	1	1	1	88
1415 - 1430	46	10	1	2	0	59	70	11	1	1	2	85
1430 - 1445	48	8	3	1	0	60	82	10	2	1	1	96
1445 - 1500	48	12	1	2	0	63	63	12	1	1	0	77
Hourly Total	**195**	**39**	**8**	**6**	**1**	**249**	**292**	**41**	**5**	**4**	**4**	**346**
1500 - 1515	49	4	3	1	0	57	47	13	3	1	0	64
1515 - 1530	50	14	1	1	0	66	67	5	2	3	2	79
1530 - 1545	69	7	0	1	0	77	77	6	4	1	1	89
1545 - 1600	76	12	3	2	0	93	70	7	1	0	3	81
Hourly Total	**244**	**37**	**7**	**5**	**0**	**293**	**261**	**31**	**10**	**5**	**6**	**313**
1600 - 1615	67	6	1	0	0	74	61	7	1	0	0	69
1615 - 1630	89	12	2	2	0	105	64	11	5	1	0	81
1630 - 1645	100	8	2	5	0	115	69	7	1	3	2	82
1645 - 1700	110	15	0	2	0	127	56	6	2	1	3	68
Hourly Total	**366**	**41**	**5**	**9**	**0**	**421**	**250**	**31**	**9**	**5**	**5**	**300**
1700 - 1715	133	11	0	6	0	150	62	2	1	0	1	66
1715 - 1730	112	15	1	0	0	128	67	4	2	1	1	75
1730 - 1745	105	15	1	3	0	124	57	3	0	1	2	63
1745 - 1800	111	10	2	1	0	124	61	5	0	0	1	67
Hourly Total	**461**	**51**	**4**	**10**	**0**	**526**	**247**	**14**	**3**	**2**	**5**	**271**
1800 - 1815	115	12	1	1	0	129	64	5	1	1	0	71
1815 - 1830	102	11	0	1	0	114	75	3	0	0	0	78
1830 - 1845	66	3	2	1	1	73	58	3	0	0	4	65
1845 - 1900	61	9	2	0	0	72	53	2	0	1	2	58
Hourly Total	**344**	**35**	**5**	**3**	**1**	**388**	**250**	**13**	**1**	**2**	**6**	**272**
TOTAL	**2965**	**381**	**88**	**101**	**5**	**3540**	**3088**	**377**	**83**	**63**	**55**	**3666**

	Right to E - R445 North						Last Right to A - M7 Off Slip (BANNED)						U-Turns to B - R445 East					
TIME	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	8	2	2	1	0	13	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	15	1	1	1	0	18	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	9	8	1	2	0	20	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	31	7	0	6	0	44	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**63**	**18**	**4**	**10**	**0**	**95**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	15	11	6	4	0	36	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	37	2	2	2	0	43	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	35	12	4	1	0	52	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	55	6	1	6	1	69	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**142**	**31**	**13**	**13**	**1**	**200**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900 - 0915	39	7	0	2	0	48	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	36	5	2	9	1	53	0	0	0	0	0	0	0	0	1	1	0	2
0930 - 0945	8	9	0	1	2	20	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	41	1	0	1	1	44	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**124**	**22**	**2**	**13**	**4**	**165**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**2**
1000 - 1015	22	5	1	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	21	2	3	6	0	32	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	14	2	3	3	0	22	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	16	5	4	3	0	28	0	0	0	0	0	0	0	0	0	1	0	1
Hourly Total	**73**	**14**	**11**	**12**	**0**	**110**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**
1100 - 1115	29	15	4	1	0	49	0	0	0	0	0	0	1	0	0	0	0	1
1115 - 1130	27	12	3	4	0	46	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	31	13	4	2	0	50	0	0	0	0	0	0	1	1	0	0	0	2
1145 - 1200	23	8	2	3	0	36	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**110**	**48**	**13**	**10**	**0**	**181**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**
1200 - 1215	34	7	2	2	0	45	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	37	8	4	2	0	51	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	29	3	1	5	0	38	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	26	9	0	2	0	37	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**126**	**27**	**7**	**11**	**0**	**171**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300 - 1315	44	10	0	1	0	55	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	42	5	0	2	2	51	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	25	5	3	2	0	35	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	17	2	0	3	0	22	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**128**	**22**	**3**	**8**	**2**	**163**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1400 - 1415	37	9	2	3	0	51	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	31	7	1	1	0	40	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	25	11	2	1	0	39	0	0	0	0	0	0	41	0	0	0	0	41
1445 - 1500	40	9	7	4	0	60	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**133**	**36**	**12**	**9**	**0**	**190**	**0**	**0**	**0**	**0**	**0**	**0**	**41**	**0**	**0**	**0**	**0**	**41**
1500 - 1515	27	6	2	1	0	36	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	51	5	1	2	0	59	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	25	0	0	4	0	29	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	46	1	0	0	0	47	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**149**	**12**	**3**	**7**	**0**	**171**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1600 - 1615	49	12	0	0	0	61	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	36	8	0	1	0	45	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	42	3	3	3	0	51	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	39	2	3	8	0	52	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**166**	**25**	**6**	**12**	**0**	**209**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700 - 1715	20	2	1	3	0	26	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	50	2	3	1	0	56	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	19	8	0	3	0	30	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	39	8	1	0	0	48	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**128**	**20**	**5**	**7**	**0**	**160**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800 - 1815	36	5	1	1	0	43	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	55	3	0	3	0	61	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	13	6	0	3	0	22	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	19	4	0	5	0	28	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**123**	**18**	**1**	**12**	**0**	**154**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**1465**	**293**	**80**	**124**	**7**	**1969**	**0**	**0**	**0**	**0**	**0**	**0**	**43**	**1**	**1**	**2**	**0**	**47**

Naas - Manual Traffic Survey, Tuesday 17th April 2012

Produced by Streetwise Services Ltd.

Junction: (7) A - M7 Off Slip / B - R445 East / C - M7 Access

Approach: C - M7 Access Road

	First Left to D - R445 West						Second Left to E - R445 North						N/B to A - M7 Off Slip (BANNED)						Right to B - R445 East						U-Turns to C - M7 Access Road					
TIME	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0
0730 - 0745	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	1	0	0	0	1	2	0	0	0	0	2	0	0	0	0	0	0	1	2	0	0	0	3	0	0	0	0	0	0
Hourly Total	1	1	0	0	0	2	3	0	0	0	0	3	0	0	0	0	0	0	4	2	0	0	1	7	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0
0815 - 0830	2	0	0	0	0	2	6	0	0	0	0	6	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0
0830 - 0845	2	0	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0	0
0845 - 0900	2	0	0	0	0	2	4	1	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0	0
Hourly Total	6	0	0	0	0	6	14	1	0	0	0	15	0	0	0	0	0	0	16	0	0	0	0	16	0	0	0	0	0	0
0900 - 0915	0	0	0	0	0	0	1	2	1	0	0	4	0	0	0	0	0	0	6	2	0	0	0	8	0	0	0	0	0	0
0915 - 0930	1	0	1	0	0	2	2	2	0	0	0	4	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0
0930 - 0945	1	0	1	0	0	2	1	0	1	0	0	2	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0
0945 - 1000	2	0	0	0	0	2	0	2	0	1	0	3	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0
Hourly Total	4	0	2	0	0	6	4	6	2	1	0	13	0	0	0	0	0	0	14	2	0	0	0	16	0	0	0	0	0	0
1000 - 1015	3	1	0	0	0	4	0	1	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	3	1	1	0	0	5	0	0	0	0	0	0
1030 - 1045	1	1	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	2	1	0	0	0	3	0	0	0	0	0	0
1045 - 1100	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	0	0	0	0	0	0
Hourly Total	6	2	0	0	0	8	2	1	0	0	0	3	0	0	0	0	0	0	14	5	1	0	0	20	0	0	0	0	0	0
1100 - 1115	2	0	0	0	0	2	1	1	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	3	0	0	0	0	0	0
1115 - 1130	3	1	0	0	0	4	5	1	1	0	0	7	0	0	0	0	0	0	2	2	1	0	0	5	0	0	0	0	0	0
1130 - 1145	2	0	0	0	0	2	2	1	0	1	0	4	0	0	0	0	0	0	3	1	0	0	0	4	0	0	0	0	0	0
1145 - 1200	1	1	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	3	0	1	0	0	4	0	0	0	0	0	0
Hourly Total	8	2	0	0	0	10	8	3	2	1	0	14	0	0	0	0	0	0	10	4	2	0	0	16	0	0	0	0	0	0
1200 - 1215	2	0	0	0	0	2	1	1	1	0	0	3	0	0	0	0	0	0	4	1	0	0	0	5	0	0	0	0	0	0
1215 - 1230	0	0	1	0	0	1	2	1	1	0	0	4	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0
1230 - 1245	2	0	0	0	0	2	6	1	0	0	0	7	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0
1245 - 1300	0	1	1	0	0	2	3	0	0	0	0	3	0	0	0	0	0	0	2	2	0	0	0	4	0	0	0	0	0	0
Hourly Total	4	1	2	0	0	7	12	3	2	0	0	17	0	0	0	0	0	0	9	6	0	0	0	15	0	0	0	0	0	0
1300 - 1315	4	1	0	0	0	5	2	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
1315 - 1330	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	0	0	0	0	0	0
1330 - 1345	2	0	0	0	0	2	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0
1345 - 1400	2	0	0	0	0	2	8	0	2	0	0	10	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
Hourly Total	9	1	0	0	0	10	12	0	2	0	0	14	0	0	0	0	0	0	5	1	1	0	0	7	0	0	0	0	0	0
1400 - 1415	0	1	0	0	0	1	3	1	0	0	0	4	0	0	0	0	0	0	4	1	0	0	0	5	0	0	0	0	0	0
1415 - 1430	2	2	0	0	0	4	4	0	0	0	0	4	0	0	0	0	0	0	1	2	0	0	0	3	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	3	2	0	0	0	5	0	0	0	0	0	0	5	1	0	0	0	6	1	0	0	0	0	1
1445 - 1500	1	0	0	0	0	1	5	1	1	0	0	7	0	0	0	0	0	0	5	1	0	0	0	6	0	0	0	0	0	0
Hourly Total	3	3	0	0	0	6	15	4	1	0	0	20	0	0	0	0	0	0	15	5	0	0	0	20	1	0	0	0	0	1
1500 - 1515	2	0	0	0	0	2	4	0	0	0	0	4	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
1515 - 1530	1	1	0	0	0	2	3	0	0	0	0	3	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0
1530 - 1545	0	0	1	0	0	1	4	1	0	0	0	5	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0
1545 - 1600	2	0	1	0	0	3	0	3	1	0	0	4	0	0	0	0	0	0	7	0	0	0	0	7	0	0	0	0	0	0
Hourly Total	5	1	2	0	0	8	11	4	1	0	0	16	0	0	0	0	0	0	15	0	0	0	0	15	0	0	0	0	0	0
1600 - 1615	0	1	0	0	0	1	4	0	2	0	0	6	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0
1615 - 1630	3	0	0	0	0	3	3	1	0	0	0	4	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0
1630 - 1645	1	0	0	0	0	1	6	0	0	0	0	6	0	0	0	0	0	0	4	1	0	0	0	5	1	0	0	0	0	1
1645 - 1700	1	0	0	0	0	1	4	0	0	0	0	4	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0
Hourly Total	5	1	0	0	0	6	17	1	2	0	0	20	0	0	0	0	0	0	11	1	0	0	0	12	1	0	0	0	0	1
1700 - 1715	2	1	0	0	0	3	4	0	0	0	0	4	0	0	0	0	0	0	2	2	0	0	0	4	0	0	0	0	0	0
1715 - 1730	3	0	0	0	0	3	1	2	0	1	0	4	0	0	0	0	0	0	7	1	0	0	0	8	1	0	0	0	0	1
1730 - 1745	2	0	0	0	0	2	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	1	0	0	0	1	3	0	0	0	0	3	0	0	0	0	0	0	2	1	0	0	0	3	0	0	0	0	0	0
Hourly Total	7	2	0	0	0	9	12	2	0	1	0	15	0	0	0	0	0	0	11	4	0	0	0	15	1	0	0	0	0	1
1800 - 1815	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	3	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	3	1	1	0	0	5	0	0	0	0	0	0	3	0	1	0	0	4	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
1845 - 1900	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
Hourly Total	0	2	0	0	0	2	5	1	1	0	0	7	0	0	0	0	0	0	6	2	1	0	0	9	0	0	0	0	0	0
TOTAL	58	16	6	0	0	80	115	26	13	3	0	157	0	0	0	0	0	0	130	32	5	0	1	168	3	0	0	0	0	3

Naas - Manual Traffic Survey, Tuesday 17th April 2012

Produced by Streetwise Services Ltd.

Junction: (7) A - M7 Off Slip / B - R445 East / C - M7 Access

Approach: D - R445 West

	First Left to E - R445 North						Second Left to A - M7 Off Slip (BANNED)						E/B to B - R445 East						Right to C - M7 Access Road						U-Turns to D - R445 West					
TIME	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	54	11	1	2	0	68	0	0	0	0	0	0	19	3	2	3	0	27	2	0	1	0	0	3	0	0	0	0	0	0
0715 - 0730	61	13	2	5	2	83	0	0	0	0	0	0	30	1	2	1	5	39	3	0	1	1	0	5	0	0	0	0	0	0
0730 - 0745	72	6	3	3	1	85	0	0	0	0	0	0	40	4	4	3	1	52	2	0	0	2	1	5	0	0	0	0	0	0
0745 - 0800	80	8	3	4	0	95	0	0	0	0	0	0	41	1	1	2	2	47	3	1	0	3	0	7	0	0	0	0	0	0
Hourly Total	267	38	9	14	3	331	0	0	0	0	0	0	130	9	9	9	8	165	10	1	2	6	1	20	0	0	0	0	0	0
0800 - 0815	71	8	2	3	0	84	0	0	0	0	0	0	64	7	3	4	0	78	4	0	1	1	0	6	0	0	0	0	0	0
0815 - 0830	73	14	3	1	0	91	0	0	0	0	0	0	72	5	0	4	0	81	6	3	2	1	1	13	1	0	0	0	0	1
0830 - 0845	46	6	3	4	0	59	0	0	0	0	0	0	82	10	2	2	3	99	13	4	1	3	0	21	1	0	0	0	0	1
0845 - 0900	38	9	4	1	0	52	0	0	0	0	0	0	68	6	2	1	1	78	17	5	1	1	0	24	1	0	0	0	0	1
Hourly Total	228	37	12	9	0	286	0	0	0	0	0	0	286	28	7	11	4	336	40	12	5	6	1	64	3	0	0	0	0	3
0900 - 0915	32	7	2	3	0	44	0	0	0	0	0	0	53	7	2	3	1	66	2	2	0	2	0	6	0	0	0	0	0	0
0915 - 0930	31	8	4	5	0	48	0	0	0	0	0	0	50	7	1	1	2	61	5	4	1	3	1	14	0	0	0	1	0	1
0930 - 0945	55	8	3	1	0	67	0	0	0	0	0	0	58	13	4	2	2	79	5	0	0	0	0	5	1	0	0	0	0	1
0945 - 1000	27	14	4	3	0	48	0	0	0	0	0	0	50	11	2	0	0	63	3	1	1	4	0	9	0	0	0	0	0	0
Hourly Total	145	37	13	12	0	207	0	0	0	0	0	0	211	38	9	6	5	269	15	7	2	9	1	34	1	0	0	1	0	2
1000 - 1015	34	11	2	5	0	52	0	0	0	0	0	0	49	7	2	2	1	61	4	2	0	1	0	7	1	0	0	1	0	2
1015 - 1030	33	11	5	7	0	56	0	0	0	0	0	0	46	5	3	2	2	58	6	1	1	1	0	9	0	0	0	0	0	0
1030 - 1045	45	10	3	7	0	65	0	0	0	0	0	0	55	8	1	1	2	67	0	2	0	2	0	4	0	0	0	0	0	0
1045 - 1100	35	13	1	2	0	51	0	0	0	0	0	0	53	10	1	1	1	66	3	3	1	1	0	8	0	0	0	0	0	0
Hourly Total	147	45	11	21	0	224	0	0	0	0	0	0	203	30	7	6	6	252	13	8	2	5	0	28	1	0	0	1	0	2
1100 - 1115	40	7	1	5	0	53	0	0	0	0	0	0	55	18	3	1	2	79	7	1	0	3	0	11	0	0	0	0	0	0
1115 - 1130	27	8	5	5	0	45	0	0	0	0	0	0	44	3	2	1	2	52	3	1	1	1	0	6	0	0	0	0	0	0
1130 - 1145	37	6	1	2	0	46	0	0	0	0	0	0	64	4	2	0	1	71	8	3	2	1	0	14	0	0	0	0	0	0
1145 - 1200	30	4	3	7	0	44	0	0	0	0	0	0	61	12	5	1	1	80	3	1	1	0	0	5	0	0	0	0	0	0
Hourly Total	134	25	10	19	0	188	0	0	0	0	0	0	224	37	12	3	6	282	21	6	4	5	0	36	0	0	0	0	0	0
1200 - 1215	34	7	4	3	0	48	0	0	0	0	0	0	74	12	3	1	1	91	3	2	1	1	0	7	0	0	0	0	0	0
1215 - 1230	32	7	5	5	0	49	0	0	0	0	0	0	65	7	2	1	2	77	5	1	0	1	0	7	1	1	0	0	0	2
1230 - 1245	33	5	4	4	0	46	0	0	0	0	0	0	75	8	2	1	1	87	12	2	3	2	0	19	1	0	0	0	0	1
1245 - 1300	48	3	4	3	0	58	0	0	0	0	0	0	59	8	2	2	0	71	5	3	1	2	0	11	0	0	0	0	0	0
Hourly Total	147	22	17	15	0	201	0	0	0	0	0	0	273	35	9	5	4	326	25	8	5	6	0	44	2	1	0	0	0	3
1300 - 1315	43	6	6	5	0	60	0	0	0	0	0	0	67	2	2	1	0	72	7	2	0	1	1	11	0	0	0	0	0	0
1315 - 1330	39	8	3	1	0	51	0	0	0	0	0	0	70	10	0	0	2	82	5	2	1	1	0	9	0	0	0	0	0	0
1330 - 1345	59	14	4	5	0	82	0	0	0	0	0	0	77	11	0	2	2	92	5	3	0	1	0	9	0	0	0	1	0	1
1345 - 1400	56	7	3	3	0	69	0	0	0	0	0	0	78	10	2	2	1	93	4	2	1	1	0	8	0	0	0	0	0	0
Hourly Total	197	35	16	14	0	262	0	0	0	0	0	0	292	33	4	5	5	339	21	9	2	4	1	37	0	0	0	1	0	1
1400 - 1415	38	7	2	5	0	52	0	0	0	0	0	0	58	12	4	0	2	76	7	2	2	0	0	11	0	0	0	0	0	0
1415 - 1430	48	9	6	7	0	70	0	0	0	0	0	0	70	11	3	1	2	87	12	1	0	1	0	14	0	0	0	0	0	0
1430 - 1445	55	5	2	1	0	63	0	0	0	0	0	0	60	4	4	0	1	69	8	3	1	3	0	15	0	0	0	0	0	0
1445 - 1500	30	1	3	4	0	38	0	0	0	0	0	0	65	4	3	2	1	75	15	4	0	1	0	20	1	0	0	0	0	1
Hourly Total	171	22	13	17	0	223	0	0	0	0	0	0	253	31	14	3	6	307	42	10	3	5	0	60	1	0	0	0	0	1
1500 - 1515	40	10	5	1	0	56	0	0	0	0	0	0	97	14	2	0	1	114	4	1	1	0	0	6	0	0	0	0	0	0
1515 - 1530	35	8	5	1	0	49	0	0	0	0	0	0	53	7	0	1	2	63	5	1	0	0	1	7	0	0	0	1	0	1
1530 - 1545	43	12	5	1	1	62	0	0	0	0	0	0	64	7	1	3	1	76	10	2	1	1	0	14	0	0	0	0	0	0
1545 - 1600	26	18	2	6	0	52	0	0	0	0	0	0	57	8	2	0	1	68	12	2	0	0	0	14	0	0	0	0	0	0
Hourly Total	144	48	17	9	1	219	0	0	0	0	0	0	271	36	5	4	5	321	31	6	2	1	1	41	0	0	0	1	0	1
1600 - 1615	41	6	3	5	0	55	0	0	0	0	0	0	75	3	1	2	0	81	13	3	1	2	0	19	0	0	0	0	0	0
1615 - 1630	47	8	8	2	1	66	0	0	0	0	0	0	81	6	1	1	1	90	13	2	1	2	0	18	0	0	0	0	0	0
1630 - 1645	64	12	1	2	0	79	0	0	0	0	0	0	92	11	1	2	1	107	13	3	0	1	0	17	0	0	0	0	0	0
1645 - 1700	42	10	6	2	1	61	0	0	0	0	0	0	59	5	1	3	2	70	18	4	0	2	0	24	0	0	0	0	0	0
Hourly Total	194	36	18	11	2	261	0	0	0	0	0	0	307	25	4	8	4	348	57	12	2	7	0	78	0	0	0	0	0	0
1700 - 1715	78	22	2	2	0	104	0	0	0	0	0	0	106	5	2	0	2	115	35	6	0	0	0	41	0	0	0	0	0	0
1715 - 1730	76	8	3	1	0	88	0	0	0	0	0	0	61	6	0	0	2	69	18	2	0	0	0	20	1	1	0	0	0	2
1730 - 1745	87	6	3	6	0	102	0	0	0	0	0	0	88	6	0	1	1	96	27	4	0	2	0	33	0	0	0	0	0	0
1745 - 1800	52	5	0	4	0	61	0	0	0	0	0	0	81	2	0	0	0	83	13	0	0	1	0	14	1	0	0	0	0	1
Hourly Total	293	41	8	13	0	355	0	0	0	0	0	0	336	19	2	1	5	363	93	12	0	3	0	108	2	1	0	0	0	3
1800 - 1815	65	3	1	1	0	70	0	0	0	0	0	0	85	2	0	1	0	88	13	4	0	1	0	18	0	0	0	0	0	0
1815 - 1830	52	5	2	1	0	60	0	0	0	0	0	0	70	10	0	1	3	84	12	2	0	0	0	14	0	0	0	0	0	0
1830 - 1845	45	3	2	2	0	52	0	0	0	0	0	0	50	10	0	0	0	60	7	3	0	1	0	11	0	0	0	0	0	0
1845 - 1900	35	5	2	3	0	45	0	0	0	0	0	0	50	7	1	0	1	59	3	2	0	2	0	7	0	0	0	0	0	0
Hourly Total	197	16	7	7	0	227	0	0	0	0	0	0	255	29	1	2	4	291	35	11	0	4	0	50	0	0	0	0	0	0
TOTAL	2264	402	151	161	6	2984	0	0	0	0	0	0	3041	350	83	63	62	3599	403	102	29	61	5	600	10	2	0	4	0	16

Naas - Manual Traffic Survey, Tuesday 17th April 2012

Produced by Streetwise Services Ltd.

Junction: (7) A - M7 Off Slip / B - R445 East / C - M7 Access

Approach: E - R445 North

	First Left to A - M7 Off Slip (BANNED)						Second Left to B - R445 East						Right to C - M7 Access Road						Last Right to D - R445 West						U-Turns to E - R445 North					
TIME	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	0	0	0	0	31	4	3	0	0	38	8	2	0	1	0	11	2	2	1	0	0	5	1	0	0	0	0	1
0715 - 0730	0	0	0	0	0	0	56	5	0	2	0	63	10	4	1	0	0	15	3	0	0	2	0	5	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	60	7	3	3	0	73	3	2	0	0	0	5	7	1	1	1	0	10	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	70	7	2	1	0	80	7	2	0	0	0	9	9	5	0	1	0	15	1	0	0	0	0	1
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**217**	**23**	**8**	**6**	**0**	**254**	**28**	**10**	**1**	**1**	**0**	**40**	**21**	**8**	**2**	**4**	**0**	**35**	**2**	**0**	**0**	**0**	**0**	**2**
0800 - 0815	0	0	0	0	0	0	86	15	5	2	0	108	8	4	1	0	0	13	21	9	2	1	0	33	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	109	14	1	2	1	127	10	2	0	0	0	12	22	12	0	1	0	35	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	111	8	1	2	1	123	7	3	0	0	0	10	26	8	2	0	0	36	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	85	9	1	0	0	95	11	0	0	0	0	11	31	8	1	3	0	43	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**391**	**46**	**8**	**6**	**2**	**453**	**36**	**9**	**1**	**0**	**0**	**46**	**100**	**37**	**5**	**5**	**0**	**147**	**0**	**0**	**0**	**0**	**0**	**0**
0900 - 0915	0	0	0	0	0	0	92	9	3	6	0	110	2	1	1	1	0	5	23	7	1	0	0	31	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	84	15	4	2	0	105	5	1	2	1	0	9	17	7	2	0	0	26	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	88	15	0	4	0	107	7	5	1	1	0	14	17	7	1	5	0	30	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	80	12	2	2	0	96	6	6	0	0	0	12	14	5	0	0	0	19	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**344**	**51**	**9**	**14**	**0**	**418**	**20**	**13**	**4**	**3**	**0**	**40**	**71**	**26**	**4**	**5**	**0**	**106**	**0**	**0**	**0**	**0**	**0**	**0**
1000 - 1015	0	0	0	0	0	0	54	16	1	1	0	72	4	6	3	1	0	14	17	7	0	2	0	26	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	69	11	1	4	0	85	7	4	0	1	0	12	17	6	0	1	0	24	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	56	7	4	5	0	72	3	3	0	2	0	8	15	4	1	2	0	22	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	57	10	4	4	0	75	6	0	2	2	0	10	20	5	0	2	0	27	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**236**	**44**	**10**	**14**	**0**	**304**	**20**	**13**	**5**	**6**	**0**	**44**	**69**	**22**	**1**	**7**	**0**	**99**	**0**	**0**	**0**	**0**	**0**	**0**
1100 - 1115	0	0	0	0	0	0	53	5	2	6	0	66	5	1	0	0	0	6	19	6	2	1	0	28	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	50	6	1	1	0	58	8	3	0	1	0	12	16	6	1	0	0	23	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	53	5	3	4	0	65	4	1	1	1	0	7	17	6	1	2	0	26	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	63	12	3	0	0	78	7	2	0	0	0	9	15	4	0	1	0	20	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**219**	**28**	**9**	**11**	**0**	**267**	**24**	**7**	**1**	**2**	**0**	**34**	**67**	**22**	**4**	**4**	**0**	**97**	**0**	**0**	**0**	**0**	**0**	**0**
1200 - 1215	0	0	0	0	0	0	39	13	1	1	0	54	6	0	2	1	0	9	21	6	0	2	0	29	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	58	5	3	1	0	67	6	2	0	4	0	12	28	9	1	2	0	40	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	60	6	1	2	0	69	7	3	0	0	0	10	17	8	0	1	0	26	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	55	11	3	2	0	71	6	0	2	1	0	9	20	9	2	0	0	31	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**212**	**35**	**8**	**6**	**0**	**261**	**25**	**5**	**4**	**6**	**0**	**40**	**86**	**32**	**3**	**5**	**0**	**126**	**0**	**0**	**0**	**0**	**0**	**0**
1300 - 1315	0	0	0	0	0	0	60	4	0	0	0	64	9	1	0	2	0	12	33	5	3	1	0	42	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	61	7	0	3	1	72	8	1	0	0	0	9	23	9	1	1	0	34	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	54	10	1	2	0	67	3	3	0	1	0	7	15	5	2	2	0	24	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	53	7	0	4	0	64	3	0	1	1	0	5	12	5	1	4	0	22	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**228**	**28**	**1**	**9**	**1**	**267**	**23**	**5**	**1**	**4**	**0**	**33**	**83**	**24**	**7**	**8**	**0**	**122**	**0**	**0**	**0**	**0**	**0**	**0**
1400 - 1415	0	0	0	0	0	0	39	7	1	1	0	48	2	0	0	0	0	2	17	7	2	6	0	32	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	52	11	2	2	2	69	4	1	0	1	0	6	18	7	0	2	0	27	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	63	8	3	1	0	75	5	1	0	1	0	7	14	9	1	1	0	25	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	55	16	3	2	0	76	9	1	0	3	0	13	16	5	1	1	0	23	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**209**	**42**	**9**	**6**	**2**	**268**	**20**	**3**	**0**	**5**	**0**	**28**	**65**	**28**	**4**	**10**	**0**	**107**	**0**	**0**	**0**	**0**	**0**	**0**
1500 - 1515	0	0	0	0	0	0	65	9	2	3	0	79	13	0	0	0	0	13	19	4	1	1	0	25	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	80	9	3	2	1	95	12	2	1	0	0	15	19	4	4	1	0	28	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	70	15	2	6	0	93	11	5	0	1	0	17	21	8	2	4	0	35	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	73	8	3	6	0	90	15	3	2	0	0	20	24	6	1	2	0	33	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**288**	**41**	**10**	**17**	**1**	**357**	**51**	**10**	**3**	**1**	**0**	**65**	**83**	**22**	**8**	**8**	**0**	**121**	**0**	**0**	**0**	**0**	**0**	**0**
1600 - 1615	0	0	0	0	0	0	86	6	2	3	0	97	16	4	0	0	0	20	20	5	3	4	0	32	2	1	0	0	0	3
1615 - 1630	0	0	0	0	0	0	76	8	5	3	0	92	12	4	1	1	0	18	18	7	0	2	0	27	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	51	5	2	3	0	61	14	3	2	2	0	21	23	6	0	2	0	31	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	64	11	1	1	0	77	17	4	2	1	0	24	19	8	1	2	0	30	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**277**	**30**	**10**	**10**	**0**	**327**	**59**	**15**	**5**	**4**	**0**	**83**	**80**	**26**	**4**	**10**	**0**	**120**	**2**	**1**	**0**	**0**	**0**	**3**
1700 - 1715	0	0	0	0	0	0	84	8	3	2	0	97	12	3	0	0	0	15	26	5	1	1	0	33	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	83	11	2	2	0	98	20	4	2	0	0	26	22	4	0	2	0	28	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	72	7	2	3	0	84	35	4	0	1	0	40	21	6	0	2	0	29	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	85	8	4	1	0	98	15	1	0	0	0	16	21	7	0	1	0	29	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**324**	**34**	**11**	**8**	**0**	**377**	**82**	**12**	**2**	**1**	**0**	**97**	**90**	**22**	**1**	**6**	**0**	**119**	**0**	**0**	**0**	**0**	**0**	**0**
1800 - 1815	0	0	0	0	0	0	78	14	1	2	0	95	8	4	0	1	0	13	20	4	1	1	0	26	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	69	4	0	3	0	76	9	6	0	0	0	15	14	6	1	2	0	23	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	65	10	0	3	0	78	8	2	0	0	0	10	19	6	0	0	0	25	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	66	4	0	2	0	72	6	3	0	0	0	9	17	4	0	0	0	21	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**278**	**32**	**1**	**10**	**0**	**321**	**31**	**15**	**0**	**1**	**0**	**47**	**70**	**20**	**2**	**3**	**0**	**95**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**3223**	**434**	**94**	**117**	**6**	**3874**	**419**	**117**	**27**	**34**	**0**	**597**	**885**	**289**	**45**	**75**	**0**	**1294**	**4**	**1**	**0**	**0**	**0**	**5**

Naas - Manual Traffic Survey, Tuesday 17th April 2012

Produced by Streetwise Services Ltd.

Junction: (8) A - Business Park Access / B - M7 On Slip / C -

Approach: A - Business Park Access

	Left to B - M7 On Slip						S/B to C - R445						Right to D - M7 Off Slip (BANNED)						Last Right to E - Unnamed Road						U-Turns to A - Business Park Access					
TIME	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	1	0	0	0	0	1	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	1	0	0	0	0	1	0	1	0	1	0	2	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0
0745 - 0800	3	3	0	0	0	6	1	1	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
Hourly Total	**5**	**3**	**0**	**0**	**0**	**8**	**3**	**3**	**0**	**1**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	1	1	0	0	0	2	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	2	4	1	0	0	7	3	4	0	0	0	7	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
0830 - 0845	4	1	0	0	0	5	6	3	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	4	1	1	1	0	7	5	2	0	0	0	7	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
Hourly Total	**11**	**7**	**2**	**1**	**0**	**21**	**14**	**11**	**0**	**0**	**0**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**
0900 - 0915	4	3	2	1	0	10	2	3	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	2	1	1	2	0	6	4	3	1	0	0	8	0	0	0	0	0	0	3	1	0	0	0	4	0	0	0	0	0	0
0930 - 0945	3	2	1	0	0	6	7	3	3	0	0	13	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
0945 - 1000	6	1	0	1	0	8	10	4	0	0	0	14	0	0	0	0	0	0	3	1	0	0	0	4	1	0	0	0	0	1
Hourly Total	**15**	**7**	**4**	**4**	**0**	**30**	**23**	**13**	**4**	**0**	**0**	**40**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**3**	**0**	**0**	**0**	**9**	**1**	**0**	**0**	**0**	**0**	**1**
1000 - 1015	8	1	1	1	0	11	7	1	0	1	0	9	0	0	0	0	0	0	2	1	0	0	0	3	0	0	0	0	0	0
1015 - 1030	2	3	1	0	0	6	9	3	2	1	0	15	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
1030 - 1045	2	2	0	0	0	4	7	1	0	0	0	8	0	0	0	0	0	0	2	0	0	0	0	2	1	0	0	0	0	1
1045 - 1100	0	1	1	0	0	2	12	2	1	0	0	15	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
Hourly Total	**12**	**7**	**3**	**1**	**0**	**23**	**35**	**7**	**3**	**2**	**0**	**47**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**7**	**1**	**0**	**0**	**0**	**0**	**1**
1100 - 1115	3	4	2	0	0	9	9	4	1	1	0	15	0	0	0	0	0	0	2	2	1	0	0	5	0	1	0	0	0	1
1115 - 1130	3	3	1	0	0	7	12	4	3	1	0	20	0	0	0	0	0	0	0	2	0	0	0	2	0	1	0	0	0	1
1130 - 1145	4	1	0	2	0	7	6	5	1	0	0	12	0	0	0	0	0	0	3	1	0	0	0	4	0	0	0	0	0	0
1145 - 1200	1	3	1	0	0	5	19	4	1	1	0	25	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
Hourly Total	**11**	**11**	**4**	**2**	**0**	**28**	**46**	**17**	**6**	**3**	**0**	**72**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**5**	**1**	**0**	**0**	**12**	**0**	**2**	**0**	**0**	**0**	**2**
1200 - 1215	10	3	1	0	0	14	15	6	1	0	0	22	0	0	0	0	0	0	3	1	1	0	0	5	0	0	0	0	0	0
1215 - 1230	4	2	1	0	0	7	11	8	0	0	0	19	0	0	0	0	0	0	1	2	0	0	0	3	0	0	0	0	0	0
1230 - 1245	6	1	2	0	0	9	17	1	1	0	0	19	0	0	0	0	0	0	5	3	0	0	0	8	0	1	0	0	0	1
1245 - 1300	5	0	0	0	0	5	22	6	0	0	0	28	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0	0
Hourly Total	**25**	**6**	**4**	**0**	**0**	**35**	**65**	**21**	**2**	**0**	**0**	**88**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**6**	**1**	**0**	**0**	**21**	**0**	**1**	**0**	**0**	**0**	**1**
1300 - 1315	8	2	0	0	0	10	33	2	0	1	0	36	0	0	0	0	0	0	3	1	0	0	0	4	0	0	0	0	0	0
1315 - 1330	0	2	0	0	0	2	17	1	2	3	0	23	0	0	0	0	0	0	6	0	0	0	0	6	0	0	0	0	0	0
1330 - 1345	1	0	1	1	0	3	11	3	0	1	0	15	0	0	0	0	0	0	2	1	0	0	0	3	0	0	0	0	0	0
1345 - 1400	4	2	1	0	0	7	13	2	0	1	0	16	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0
Hourly Total	**13**	**6**	**2**	**1**	**0**	**22**	**74**	**8**	**2**	**6**	**0**	**90**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**2**	**0**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**
1400 - 1415	3	2	0	0	0	5	12	5	0	0	0	17	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0
1415 - 1430	6	3	0	1	0	10	14	6	0	0	0	20	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0
1430 - 1445	7	4	0	0	0	11	11	2	1	0	0	14	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0
1445 - 1500	8	1	3	1	0	13	15	4	2	0	0	21	0	0	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0	0
Hourly Total	**24**	**10**	**3**	**2**	**0**	**39**	**52**	**17**	**3**	**0**	**0**	**72**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**2**	**0**	**1**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**
1500 - 1515	6	1	1	1	0	9	16	2	0	2	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	6	3	3	0	0	12	12	2	1	0	0	15	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
1530 - 1545	0	2	1	0	0	3	19	5	1	0	0	25	0	0	0	0	0	0	2	1	0	0	0	3	0	0	0	0	0	0
1545 - 1600	4	1	2	0	0	7	22	3	0	0	0	25	0	0	0	0	0	0	4	2	0	0	0	6	0	0	0	0	0	0
Hourly Total	**16**	**7**	**7**	**1**	**0**	**31**	**69**	**12**	**2**	**2**	**0**	**85**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**3**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**
1600 - 1615	5	2	0	1	0	8	13	9	1	1	0	24	0	0	0	0	0	0	2	2	2	0	0	6	0	0	0	0	0	0
1615 - 1630	7	3	0	1	0	11	10	4	2	0	0	16	0	0	0	0	0	0	5	2	0	0	0	7	0	0	0	0	0	0
1630 - 1645	7	3	0	1	0	11	29	3	1	1	0	34	0	0	0	0	0	0	9	1	0	0	0	10	0	0	0	0	0	0
1645 - 1700	2	3	2	0	0	7	23	8	1	0	0	32	0	0	0	0	0	0	6	3	0	0	0	9	0	0	0	0	0	0
Hourly Total	**21**	**11**	**2**	**3**	**0**	**37**	**75**	**24**	**5**	**2**	**0**	**106**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**8**	**2**	**0**	**0**	**32**	**0**	**0**	**0**	**0**	**0**	**0**
1700 - 1715	10	2	1	0	0	13	44	2	2	0	0	48	0	0	0	0	0	0	15	4	0	0	0	19	0	0	0	0	0	0
1715 - 1730	9	1	0	0	0	10	26	6	1	0	0	33	0	0	0	0	0	0	7	4	0	0	0	11	0	0	0	0	0	0
1730 - 1745	10	0	0	0	0	10	43	3	0	1	0	47	0	0	0	0	0	0	11	1	0	0	0	12	0	0	0	0	0	0
1745 - 1800	12	1	0	0	0	13	13	5	0	0	0	18	0	0	0	0	0	0	5	1	0	0	0	6	0	0	0	0	0	0
Hourly Total	**41**	**4**	**1**	**0**	**0**	**46**	**126**	**16**	**3**	**1**	**0**	**146**	**0**	**0**	**0**	**0**	**0**	**0**	**38**	**10**	**0**	**0**	**0**	**48**	**0**	**0**	**0**	**0**	**0**	**0**
1800 - 1815	13	1	0	0	0	14	13	2	1	1	0	17	0	0	0	0	0	0	5	2	0	0	0	7	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	12	3	1	0	0	16	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0
1830 - 1845	1	1	0	0	0	2	13	2	0	0	0	15	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
1845 - 1900	4	1	0	0	0	5	11	1	0	0	0	12	0	0	0	0	0	0	1	2	0	0	0	3	0	0	0	0	0	0
Hourly Total	**18**	**3**	**0**	**0**	**0**	**21**	**49**	**8**	**2**	**1**	**0**	**60**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**5**	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**212**	**82**	**32**	**15**	**0**	**341**	**631**	**157**	**32**	**18**	**0**	**838**	**0**	**0**	**0**	**0**	**0**	**0**	**132**	**46**	**4**	**1**	**0**	**183**	**2**	**3**	**0**	**0**	**0**	**5**

Naas - Manual Traffic Survey, Tuesday 17th April 2012

Produced by Streetwise Services Ltd.

Junction: (8) A - Business Park Access / B - M7 On Slip / C -

Approach: B - M7 On Slip (One-Way Eastbound)

	First Left to C - R445 (BANNED)						Second Left to D - M7 Off Slip (BANNED)						W/B to E - Unnamed Road (BANNED)						Right to A - Business Park Access (BANNED)						U-Turns to B - M7 On Slip (BANNED)					
TIME	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Naas - Manual Traffic Survey, Tuesday 17th April 2012

Produced by Streetwise Services Ltd.

Junction: (8) A - Business Park Access / B - M7 On Slip / C -

Approach: C - R445

	First Left to D - M7 Off Slip (BANNED)						Second Left to E - Unnamed Road						N/B to A - Business Park Access						Right to B - M7 On Slip						U-Turns to C - R445					
TIME	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	0	0	0	0	9	1	0	0	0	10	4	2	0	0	0	6	56	9	2	3	0	70	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	12	2	1	0	0	15	6	1	0	0	0	7	65	13	3	4	1	86	1	0	0	0	0	1
0730 - 0745	0	0	0	0	0	0	8	2	0	1	0	11	6	1	1	0	0	8	76	12	3	7	1	99	1	1	0	0	0	2
0745 - 0800	0	0	0	0	0	0	12	3	1	1	0	17	19	3	0	0	0	22	98	13	3	1	0	115	1	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	41	8	2	2	0	53	35	7	1	0	0	43	295	47	11	15	2	370	3	1	0	0	0	4
0800 - 0815	0	0	0	0	0	0	24	2	6	1	0	33	15	3	0	0	0	18	71	19	5	15	0	110	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	35	1	1	1	0	38	26	4	2	0	0	32	81	12	3	10	0	106	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	25	4	3	2	0	34	18	10	1	0	0	29	69	9	5	7	0	90	3	0	0	0	0	3
0845 - 0900	0	0	0	0	0	0	26	2	0	1	0	29	36	5	1	1	0	43	57	10	5	7	0	79	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	110	9	10	5	0	134	95	22	4	1	0	122	278	50	18	39	0	385	3	0	0	0	0	3
0900 - 0915	0	0	0	0	0	0	30	2	1	3	0	36	13	5	0	0	0	18	59	12	2	1	0	74	0	1	0	0	0	1
0915 - 0930	0	0	0	0	0	0	19	2	3	3	0	27	14	4	2	1	0	21	46	14	1	11	1	73	1	0	0	0	0	1
0930 - 0945	0	0	0	0	0	0	16	5	1	0	0	22	13	1	0	0	0	14	43	15	5	6	1	70	1	0	0	0	0	1
0945 - 1000	0	0	0	0	0	0	24	2	1	6	0	33	15	6	0	1	0	22	52	12	2	7	0	73	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	89	11	6	12	0	118	55	16	2	2	0	75	200	53	10	25	2	290	2	1	0	0	0	3
1000 - 1015	0	0	0	0	0	0	15	1	2	2	0	20	7	3	1	0	0	11	51	13	3	11	0	78	0	1	0	0	0	1
1015 - 1030	0	0	0	0	0	0	17	4	1	0	0	22	9	5	1	0	0	15	37	7	5	5	0	54	1	0	0	0	0	1
1030 - 1045	0	0	0	0	0	0	16	2	1	1	0	20	5	4	0	0	0	9	37	6	9	2	0	54	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	22	1	3	0	0	26	8	7	1	2	0	18	24	7	4	6	0	41	1	1	0	0	0	2
Hourly Total	0	0	0	0	0	0	70	8	7	3	0	88	29	19	3	2	0	53	149	33	21	24	0	227	2	2	0	0	0	4
1100 - 1115	0	0	0	0	0	0	22	5	2	1	0	30	12	13	3	0	0	28	46	15	2	10	1	74	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	17	5	2	1	0	25	12	9	2	1	0	24	42	15	6	6	0	69	0	0	1	0	0	1
1130 - 1145	0	0	0	0	0	0	20	8	2	2	0	32	11	7	1	0	0	19	48	12	5	11	1	77	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	21	3	4	3	0	31	10	7	1	2	0	20	40	8	3	8	0	59	1	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	80	21	10	7	0	118	45	36	7	3	0	91	176	50	16	35	2	279	1	0	1	0	0	2
1200 - 1215	0	0	0	0	0	0	28	8	2	2	0	40	12	11	3	0	0	26	43	6	3	4	0	56	1	0	0	0	0	1
1215 - 1230	0	0	0	0	0	0	31	3	3	0	0	37	14	3	2	1	0	20	38	13	4	7	0	62	1	1	0	0	0	2
1230 - 1245	0	0	0	0	0	0	29	3	3	0	0	35	13	1	0	1	0	15	40	10	3	2	0	55	1	0	0	0	0	1
1245 - 1300	0	0	0	0	0	0	42	9	1	0	0	52	9	1	1	0	0	11	38	7	2	6	0	53	2	0	0	0	0	2
Hourly Total	0	0	0	0	0	0	130	23	9	2	0	164	48	16	6	2	0	72	159	36	12	19	0	226	5	1	0	0	0	6
1300 - 1315	0	0	0	0	0	0	36	5	0	2	0	43	11	7	2	0	0	20	53	8	2	9	0	72	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	40	4	1	1	0	46	8	3	1	1	0	13	52	9	4	6	0	71	1	0	0	0	0	1
1330 - 1345	0	0	0	0	0	0	28	3	1	0	0	32	21	8	0	0	0	29	41	8	7	1	0	57	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	30	5	0	3	0	38	19	1	0	0	0	20	43	9	5	7	0	64	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	134	17	2	6	0	159	59	19	3	1	0	82	189	34	18	23	0	264	1	0	0	0	0	1
1400 - 1415	0	0	0	0	0	0	33	2	0	1	1	37	29	4	0	0	0	33	41	12	5	3	1	62	1	1	0	0	0	2
1415 - 1430	0	0	0	0	0	0	32	3	3	3	0	41	18	6	2	0	0	26	44	12	8	6	0	70	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	36	4	3	6	0	49	14	6	3	1	0	24	40	13	2	7	0	62	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	32	3	4	2	0	41	20	3	2	1	0	26	43	8	9	7	0	67	1	1	0	0	0	2
Hourly Total	0	0	0	0	0	0	133	12	10	12	1	168	81	19	7	2	0	109	168	45	24	23	1	261	2	2	0	0	0	4
1500 - 1515	0	0	0	0	0	0	37	9	1	2	0	49	10	3	2	0	0	15	42	8	5	7	1	63	2	0	0	0	0	2
1515 - 1530	0	0	0	0	0	0	43	8	0	1	0	52	10	2	0	0	0	12	51	5	8	4	0	68	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	37	4	3	1	0	45	8	6	0	0	0	14	41	11	2	3	2	59	0	0	0	1	0	1
1545 - 1600	0	0	0	0	0	0	45	5	1	2	0	53	17	10	0	3	0	30	50	10	2	3	0	65	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	162	26	5	6	0	199	45	21	2	3	0	71	184	34	17	17	3	255	2	0	0	1	0	3
1600 - 1615	0	0	0	0	0	0	57	9	1	2	0	69	8	8	2	2	0	20	65	11	0	3	0	79	1	1	0	0	0	2
1615 - 1630	0	0	0	0	0	0	50	8	4	1	0	63	8	3	2	1	0	14	60	11	3	6	1	81	2	0	0	0	0	2
1630 - 1645	0	0	0	0	0	0	62	7	1	0	0	70	15	7	3	0	0	25	68	5	3	2	1	79	2	0	0	0	0	2
1645 - 1700	0	0	0	0	0	0	59	9	2	1	1	72	15	5	2	0	0	22	49	7	5	6	0	67	2	0	0	0	0	2
Hourly Total	0	0	0	0	0	0	228	33	8	4	1	274	46	23	9	3	0	81	242	34	11	17	2	306	7	1	0	0	0	8
1700 - 1715	0	0	0	0	0	0	54	4	2	1	0	61	15	4	0	1	0	20	62	10	1	5	0	78	2	0	0	0	0	2
1715 - 1730	0	0	0	0	0	0	72	3	1	0	0	76	5	2	0	2	0	9	95	13	5	7	0	120	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	68	9	2	3	0	82	4	0	0	0	0	4	76	13	1	3	1	94	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	61	12	1	1	0	75	3	1	0	1	0	5	95	8	3	1	0	107	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	255	28	6	5	0	294	27	7	0	4	0	38	328	44	10	16	1	399	2	0	0	0	0	2
1800 - 1815	0	0	0	0	0	0	75	12	5	1	0	93	1	0	1	1	0	3	66	5	0	4	0	75	1	0	0	0	0	1
1815 - 1830	0	0	0	0	0	0	66	6	0	0	0	72	3	0	0	0	0	3	95	3	0	5	0	103	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	50	11	0	1	0	62	2	3	0	0	0	5	49	6	3	7	0	65	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	41	7	2	0	0	50	2	1	0	0	0	3	59	5	2	4	0	70	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	232	36	7	2	0	277	8	4	1	1	0	14	269	19	5	20	0	313	1	0	0	0	0	1
TOTAL	0	0	0	0	0	0	1664	232	82	66	2	2046	573	209	45	24	0	851	2637	479	173	273	13	3575	31	8	1	1	0	41

Naas - Manual Traffic Survey, Tuesday 17th April 2012

Produced by Streetwise Services Ltd.

Junction: (8) A - Business Park Access / B - M7 On Slip / C -

Approach: D - M7 Off Slip (One-Way Northeastbound)

	First Left to E - Unnamed Road						Second Left to A - Business Park Access						Right to B - M7 On Slip						Last Right to C - R445						U-Turns to D - M7 Off Slip (BANNED)					
TIME	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	2	0	0	0	0	2	2	2	0	0	0	4	0	0	0	0	0	0	36	3	1	0	0	40	0	0	0	0	0	0
0715 - 0730	2	1	0	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0	42	5	2	1	0	50	0	0	0	0	0	0
0730 - 0745	3	2	0	0	0	5	3	3	0	0	0	6	0	0	0	0	0	0	55	6	1	1	0	63	0	0	0	0	0	0
0745 - 0800	3	2	0	1	0	6	3	1	0	0	0	4	0	0	0	0	0	0	99	16	1	3	0	119	0	0	0	0	0	0
Hourly Total	**10**	**5**	**0**	**1**	**0**	**16**	**9**	**6**	**0**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**232**	**30**	**5**	**5**	**0**	**272**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	6	3	1	2	0	12	1	3	0	0	0	4	2	1	0	0	0	3	90	11	2	1	0	104	0	0	0	0	0	0
0815 - 0830	7	4	2	1	0	14	15	3	0	0	0	18	0	0	0	0	0	0	102	12	1	4	0	119	0	0	0	0	0	0
0830 - 0845	23	4	0	1	0	28	13	4	0	1	0	18	0	0	0	0	0	0	120	9	0	2	0	131	0	0	0	0	0	0
0845 - 0900	21	4	1	1	0	27	17	2	0	1	0	20	0	0	0	0	0	0	124	12	3	4	0	143	0	0	0	0	0	0
Hourly Total	**57**	**15**	**4**	**5**	**0**	**81**	**46**	**12**	**0**	**2**	**0**	**60**	**2**	**1**	**0**	**0**	**0**	**3**	**436**	**44**	**6**	**11**	**0**	**497**	**0**	**0**	**0**	**0**	**0**	**0**
0900 - 0915	9	2	2	2	0	15	11	3	0	0	0	14	0	0	0	0	0	0	94	11	1	2	0	108	0	0	0	0	0	0
0915 - 0930	6	0	1	0	0	7	4	0	1	0	0	5	0	0	0	0	0	0	80	12	1	4	0	97	0	0	0	0	0	0
0930 - 0945	4	1	1	2	1	9	6	1	1	0	0	8	0	0	0	0	0	0	84	8	2	10	0	104	0	0	0	0	0	0
0945 - 1000	8	1	2	1	0	12	3	1	0	2	0	6	0	0	0	0	0	0	51	9	2	5	0	67	0	0	0	0	0	0
Hourly Total	**27**	**4**	**6**	**5**	**1**	**43**	**24**	**5**	**2**	**2**	**0**	**33**	**0**	**0**	**0**	**0**	**0**	**0**	**309**	**40**	**6**	**21**	**0**	**376**	**0**	**0**	**0**	**0**	**0**	**0**
1000 - 1015	4	2	0	0	0	6	4	0	1	0	0	5	1	0	0	0	0	1	67	12	3	4	0	86	0	0	0	0	0	0
1015 - 1030	6	0	0	0	0	6	3	0	0	0	0	3	0	0	0	0	0	0	49	1	5	3	0	58	0	0	0	0	0	0
1030 - 1045	0	1	1	0	0	2	4	1	0	0	0	5	0	0	0	0	0	0	60	12	2	6	0	80	0	0	0	0	0	0
1045 - 1100	4	3	0	0	0	7	2	4	1	0	0	7	0	0	0	0	0	0	54	5	2	8	0	69	0	0	0	0	0	0
Hourly Total	**14**	**6**	**1**	**0**	**0**	**21**	**13**	**5**	**2**	**0**	**0**	**20**	**1**	**0**	**0**	**0**	**0**	**1**	**230**	**30**	**12**	**21**	**0**	**293**	**0**	**0**	**0**	**0**	**0**	**0**
1100 - 1115	2	1	0	1	0	4	3	0	0	0	0	3	0	0	0	0	0	0	43	8	1	3	0	55	0	0	0	0	0	0
1115 - 1130	3	0	1	1	0	5	2	0	1	1	0	4	1	0	0	0	0	1	43	7	1	3	1	55	0	0	0	0	0	0
1130 - 1145	6	2	3	0	0	11	2	0	0	0	0	2	0	0	0	0	0	0	50	11	4	2	0	67	0	0	0	0	0	0
1145 - 1200	4	3	1	2	0	10	2	2	0	0	0	4	0	0	1	0	0	1	42	9	2	2	1	56	0	0	0	0	0	0
Hourly Total	**15**	**6**	**5**	**4**	**0**	**30**	**9**	**2**	**1**	**1**	**0**	**13**	**1**	**0**	**1**	**0**	**0**	**2**	**178**	**35**	**8**	**10**	**2**	**233**	**0**	**0**	**0**	**0**	**0**	**0**
1200 - 1215	6	3	1	1	0	11	2	0	1	0	0	3	1	0	0	0	0	1	37	4	1	3	0	45	0	0	0	0	0	0
1215 - 1230	3	0	0	0	0	3	3	0	0	0	0	3	3	0	0	0	0	3	59	6	3	3	0	71	0	0	0	0	0	0
1230 - 1245	4	3	2	0	0	9	2	0	0	1	0	3	0	0	0	0	0	0	51	5	2	4	0	62	0	0	0	0	0	0
1245 - 1300	9	1	1	0	0	11	2	0	0	0	0	2	0	0	0	0	0	0	45	7	3	3	0	58	0	0	0	0	0	0
Hourly Total	**22**	**7**	**4**	**1**	**0**	**34**	**9**	**0**	**1**	**1**	**0**	**11**	**4**	**0**	**0**	**0**	**0**	**4**	**192**	**22**	**9**	**13**	**0**	**236**	**0**	**0**	**0**	**0**	**0**	**0**
1300 - 1315	2	1	1	1	0	5	3	0	0	0	0	3	1	0	0	0	0	1	40	6	2	2	1	51	0	0	0	0	0	0
1315 - 1330	1	4	2	1	0	8	2	1	0	0	0	3	0	0	0	0	0	0	49	4	2	5	0	60	0	0	0	0	0	0
1330 - 1345	5	3	2	1	0	11	1	0	1	0	0	2	1	0	0	0	0	1	54	3	0	2	0	59	0	0	0	0	0	0
1345 - 1400	8	0	1	0	0	9	1	1	0	0	0	2	0	0	0	0	0	0	49	6	2	5	0	62	0	0	0	0	0	0
Hourly Total	**16**	**8**	**6**	**3**	**0**	**33**	**7**	**2**	**1**	**0**	**0**	**10**	**2**	**0**	**0**	**0**	**0**	**2**	**192**	**19**	**6**	**14**	**1**	**232**	**0**	**0**	**0**	**0**	**0**	**0**
1400 - 1415	3	1	1	3	0	8	2	4	0	0	0	6	0	0	0	0	0	0	62	6	0	3	0	71	0	0	0	0	0	0
1415 - 1430	2	1	0	0	0	3	3	1	0	0	0	4	0	0	0	0	0	0	43	1	2	2	1	49	0	0	0	0	0	0
1430 - 1445	8	3	1	0	0	12	3	0	0	2	0	5	0	0	0	0	0	0	38	5	1	4	1	49	0	0	0	0	0	0
1445 - 1500	9	6	0	1	0	16	0	0	0	1	0	1	0	0	0	0	0	0	50	6	6	5	0	67	0	0	0	0	0	0
Hourly Total	**22**	**11**	**2**	**4**	**0**	**39**	**8**	**5**	**0**	**3**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**193**	**18**	**9**	**14**	**2**	**236**	**0**	**0**	**0**	**0**	**0**	**0**
1500 - 1515	8	2	1	4	0	15	4	0	1	0	0	5	0	0	0	0	0	0	65	6	2	2	0	75	0	0	0	0	0	0
1515 - 1530	4	0	3	5	0	12	2	3	0	0	0	5	0	0	0	0	0	0	61	5	3	8	0	77	0	0	0	0	0	0
1530 - 1545	10	1	1	0	0	12	2	1	2	0	0	5	0	0	0	0	0	0	55	7	3	2	1	68	0	0	0	0	0	0
1545 - 1600	8	3	0	2	0	13	2	2	2	0	0	6	1	0	0	0	0	1	57	10	2	5	0	74	0	0	0	0	0	0
Hourly Total	**30**	**6**	**5**	**11**	**0**	**52**	**10**	**6**	**5**	**0**	**0**	**21**	**1**	**0**	**0**	**0**	**0**	**1**	**238**	**28**	**10**	**17**	**1**	**294**	**0**	**0**	**0**	**0**	**0**	**0**
1600 - 1615	10	1	1	4	0	16	1	2	1	0	0	4	1	0	0	0	0	1	66	3	3	4	1	77	0	0	0	0	0	0
1615 - 1630	11	1	0	0	0	12	4	2	0	0	0	6	1	0	0	0	0	1	65	8	3	4	0	80	0	0	0	0	0	0
1630 - 1645	6	6	1	3	0	16	1	0	2	0	0	3	1	0	0	0	0	1	68	5	2	8	0	83	0	0	0	0	0	0
1645 - 1700	9	6	1	0	0	16	1	0	0	0	0	1	0	0	0	0	0	0	64	3	1	3	0	71	0	0	0	0	0	0
Hourly Total	**36**	**14**	**3**	**7**	**0**	**60**	**7**	**4**	**3**	**0**	**0**	**14**	**3**	**0**	**0**	**0**	**0**	**3**	**263**	**19**	**9**	**19**	**1**	**311**	**0**	**0**	**0**	**0**	**0**	**0**
1700 - 1715	18	5	0	0	0	23	1	0	0	0	0	1	0	0	0	0	0	0	70	5	1	4	1	81	0	0	0	0	0	0
1715 - 1730	21	7	1	1	0	30	1	0	0	0	0	1	0	0	0	0	0	0	68	6	3	3	0	80	0	0	0	0	0	0
1730 - 1745	15	5	0	0	0	20	2	0	1	0	0	3	0	0	0	0	0	0	69	5	1	3	0	78	0	0	0	0	0	0
1745 - 1800	10	4	0	1	0	15	2	0	0	0	0	2	0	0	0	1	0	1	67	7	1	2	0	77	0	0	0	0	0	0
Hourly Total	**64**	**21**	**1**	**2**	**0**	**88**	**6**	**0**	**1**	**0**	**0**	**7**	**0**	**0**	**0**	**1**	**0**	**1**	**274**	**23**	**6**	**12**	**1**	**316**	**0**	**0**	**0**	**0**	**0**	**0**
1800 - 1815	16	2	0	0	0	18	1	0	0	0	0	1	0	0	0	0	0	0	58	5	4	2	1	70	0	0	0	0	0	0
1815 - 1830	12	2	1	0	0	15	1	1	0	0	0	2	0	0	0	0	0	0	59	5	4	2	0	70	0	0	0	0	0	0
1830 - 1845	19	2	1	1	0	23	3	1	0	0	0	4	0	0	0	0	0	0	58	6	0	4	0	68	0	0	0	0	0	0
1845 - 1900	12	0	0	0	0	12	2	2	0	0	0	4	0	0	0	0	0	0	45	2	0	2	0	49	0	0	0	0	0	0
Hourly Total	**59**	**6**	**2**	**1**	**0**	**68**	**7**	**4**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**220**	**18**	**8**	**10**	**1**	**257**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**372**	**109**	**39**	**44**	**1**	**565**	**155**	**51**	**16**	**9**	**0**	**231**	**14**	**1**	**1**	**1**	**0**	**17**	**2957**	**326**	**94**	**167**	**9**	**3553**	**0**	**0**	**0**	**0**	**0**	**0**

Naas - Manual Traffic Survey, Tuesday 17th April 2012

Produced by Streetwise Services Ltd.

Junction: (8) A - Business Park Access / B - M7 On Slip / C -

Approach: E - Unnamed Road

	Left to A - Business Park Access						E/B to B - M7 On Slip						Right to C - R445						Last Right to D - M7 Off Slip (BANNED)						U-Turns to E - Unnamed Road					
TIME	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	2	1	0	0	0	3	45	2	0	0	0	47	9	1	1	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	4	1	0	0	0	5	49	4	0	0	0	53	13	2	1	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	2	0	0	0	0	2	59	7	0	0	0	66	15	3	2	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	10	5	0	0	0	15	59	1	3	3	0	66	16	4	3	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**18**	**7**	**0**	**0**	**0**	**25**	**212**	**14**	**3**	**3**	**0**	**232**	**53**	**10**	**7**	**0**	**0**	**70**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	5	3	0	1	0	9	54	9	3	1	0	67	24	3	4	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	2	2	0	0	0	4	49	5	2	1	0	57	23	3	2	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	6	0	0	0	0	6	62	9	0	5	0	76	27	4	1	2	0	34	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	19	1	0	0	0	20	44	5	0	0	0	49	22	6	1	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**32**	**6**	**0**	**1**	**0**	**39**	**209**	**28**	**5**	**7**	**0**	**249**	**96**	**16**	**8**	**2**	**0**	**122**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900 - 0915	11	0	0	0	0	11	46	3	1	3	0	53	28	5	0	2	0	35	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	5	1	0	0	0	6	30	4	2	2	1	39	33	9	0	1	0	43	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	4	1	0	0	0	5	31	5	0	1	0	37	29	3	1	1	0	34	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	7	2	0	0	0	9	18	1	0	3	0	22	29	3	1	3	0	36	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**27**	**4**	**0**	**0**	**0**	**31**	**125**	**13**	**3**	**9**	**1**	**151**	**119**	**20**	**2**	**7**	**0**	**148**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1000 - 1015	2	0	0	0	0	2	14	2	1	5	0	22	19	4	1	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	1	0	0	0	0	1	13	4	0	2	0	19	16	3	1	1	0	21	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	1	0	0	0	1	16	2	0	3	0	21	26	1	1	2	0	30	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	4	1	0	0	0	5	14	2	1	3	0	20	19	3	1	1	0	24	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**7**	**2**	**0**	**0**	**0**	**9**	**57**	**10**	**2**	**13**	**0**	**82**	**80**	**11**	**4**	**4**	**0**	**99**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1100 - 1115	3	0	0	0	0	3	16	1	0	2	0	19	18	4	1	1	0	24	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	2	1	0	0	0	3	15	2	2	2	0	21	16	3	6	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	2	1	0	0	0	3	7	2	0	1	0	10	14	9	0	1	0	24	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	2	0	0	0	0	2	10	6	2	1	0	19	15	4	1	1	0	21	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**9**	**2**	**0**	**0**	**0**	**11**	**48**	**11**	**4**	**6**	**0**	**69**	**63**	**20**	**8**	**3**	**0**	**94**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200 - 1215	1	0	0	0	0	1	12	4	2	0	0	18	17	5	1	3	0	26	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	1	0	0	0	0	1	19	3	0	3	0	25	16	3	4	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	2	0	0	0	0	2	17	4	2	3	0	26	17	3	2	1	0	23	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	4	0	0	0	0	4	7	2	0	1	0	10	15	5	0	3	0	23	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**8**	**0**	**0**	**0**	**0**	**8**	**55**	**13**	**4**	**7**	**0**	**79**	**65**	**16**	**7**	**7**	**0**	**95**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300 - 1315	3	1	0	0	0	4	8	3	1	3	0	15	24	7	0	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	2	0	0	0	0	2	8	6	0	2	0	16	21	5	1	2	0	29	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	2	3	0	0	0	5	19	5	0	2	0	26	22	2	1	0	0	25	0	0	0	0	0	0	1	0	0	0	0	1
1345 - 1400	3	0	0	0	0	3	9	2	2	1	0	14	22	4	0	3	0	29	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**10**	**4**	**0**	**0**	**0**	**14**	**44**	**16**	**3**	**8**	**0**	**71**	**89**	**18**	**2**	**5**	**0**	**114**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
1400 - 1415	3	1	1	0	0	5	10	3	1	2	0	16	25	3	0	1	0	29	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	4	1	0	0	0	5	16	1	1	1	0	19	29	3	0	2	0	34	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	1	0	1	10	0	0	3	0	13	19	4	0	0	0	23	0	0	0	0	0	0	0	0	1	0	0	1
1445 - 1500	6	0	1	0	0	7	13	0	1	0	0	14	18	4	2	1	1	26	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**13**	**2**	**2**	**1**	**0**	**18**	**49**	**4**	**3**	**6**	**0**	**62**	**91**	**14**	**2**	**4**	**1**	**112**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**
1500 - 1515	2	0	0	0	0	2	8	0	1	2	0	11	18	2	2	3	0	25	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	1	0	1	0	0	2	13	1	1	2	0	17	23	3	1	1	0	28	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	1	0	1	0	0	2	14	3	1	1	0	19	21	2	1	2	0	26	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	2	3	0	0	0	5	20	3	1	2	0	26	29	7	1	1	0	38	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**6**	**3**	**2**	**0**	**0**	**11**	**55**	**7**	**4**	**7**	**0**	**73**	**91**	**14**	**5**	**7**	**0**	**117**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1600 - 1615	5	3	0	0	0	8	19	0	0	3	0	22	28	5	1	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	3	1	0	0	0	4	20	2	0	2	0	24	18	3	1	2	0	24	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	1	0	0	0	1	16	4	1	2	0	23	24	2	1	3	0	30	0	0	0	0	0	0	1	0	0	0	0	1
1645 - 1700	0	2	0	0	0	2	8	1	1	0	0	10	16	4	1	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**8**	**7**	**0**	**0**	**0**	**15**	**63**	**7**	**2**	**7**	**0**	**79**	**86**	**14**	**4**	**5**	**0**	**109**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
1700 - 1715	1	1	0	0	0	2	12	2	1	2	0	17	24	5	0	2	0	31	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	1	0	0	0	0	1	18	1	0	0	0	19	22	2	3	2	0	29	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	1	0	1	0	0	2	15	1	0	0	0	16	18	2	2	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	1	0	1	0	0	2	16	2	0	0	0	18	33	2	0	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**4**	**1**	**2**	**0**	**0**	**7**	**61**	**6**	**1**	**2**	**0**	**70**	**97**	**11**	**5**	**4**	**0**	**117**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800 - 1815	1	0	0	0	0	1	18	0	0	1	0	19	23	2	2	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	17	2	0	0	0	19	20	5	3	1	0	29	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	10	1	0	0	0	11	13	2	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	1	0	0	0	0	1	11	2	0	0	0	13	22	1	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**2**	**0**	**0**	**0**	**0**	**2**	**56**	**5**	**0**	**1**	**0**	**62**	**78**	**10**	**5**	**1**	**0**	**94**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**144**	**38**	**6**	**2**	**0**	**190**	**1034**	**134**	**34**	**76**	**1**	**1279**	**1008**	**174**	**59**	**49**	**1**	**1291**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**3**

Naas - Manual Traffic Survey, Tuesday 7th February 2012

Produced by Streetwise Service

Junction: (9) A - M7 Access Road

Approach: A - M7 Access Road

	Left to B - Unnamed Road			W/B to C - M7 On Slip			U-Turns to A - M7 Access Road		
TIME	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL
0700 - 0715	0	0	0	36	1	37	0	0	0
0715 - 0730	2	0	2	47	8	55	0	0	0
0730 - 0745	2	1	3	44	8	52	0	0	0
0745 - 0800	4	1	5	71	10	81	0	0	0
Hourly Total	**8**	**2**	**10**	**198**	**27**	**225**	**0**	**0**	**0**
0800 - 0815	4	1	5	80	8	88	0	0	0
0815 - 0830	3	0	3	99	10	109	0	0	0
0830 - 0845	8	1	9	131	8	139	0	0	0
0845 - 0900	5	0	5	96	5	101	0	0	0
Hourly Total	**20**	**2**	**22**	**406**	**31**	**437**	**0**	**0**	**0**
0900 - 0915	3	0	3	69	11	80	0	0	0
0915 - 0930	3	0	3	61	4	65	0	0	0
0930 - 0945	3	0	3	60	8	68	1	0	1
0945 - 1000	2	1	3	49	15	64	0	0	0
Hourly Total	**11**	**1**	**12**	**239**	**38**	**277**	**1**	**0**	**1**
1000 - 1015	4	1	5	61	9	70	0	0	0
1015 - 1030	7	0	7	45	9	54	0	0	0
1030 - 1045	2	0	2	42	6	48	0	0	0
1045 - 1100	1	0	1	48	7	55	1	0	1
Hourly Total	**14**	**1**	**15**	**196**	**31**	**227**	**1**	**0**	**1**
1100 - 1115	3	1	4	58	7	65	0	0	0
1115 - 1130	4	1	5	54	8	62	0	0	0
1130 - 1145	4	0	4	54	11	65	0	0	0
1145 - 1200	2	1	3	38	9	47	0	0	0
Hourly Total	**13**	**3**	**16**	**204**	**35**	**239**	**0**	**0**	**0**
1200 - 1215	3	0	3	54	10	64	2	0	2
1215 - 1230	5	0	5	48	7	55	0	0	0
1230 - 1245	4	1	5	68	12	80	0	0	0
1245 - 1300	6	1	7	59	8	67	0	0	0
Hourly Total	**18**	**2**	**20**	**229**	**37**	**266**	**2**	**0**	**2**
1300 - 1315	7	0	7	65	6	71	0	0	0
1315 - 1330	8	1	9	54	5	59	0	0	0
1330 - 1345	4	4	8	65	12	77	0	0	0
1345 - 1400	7	0	7	68	8	76	0	0	0
Hourly Total	**26**	**5**	**31**	**252**	**31**	**283**	**0**	**0**	**0**
1400 - 1415	7	0	7	57	6	63	0	0	0
1415 - 1430	8	0	8	75	6	81	0	0	0
1430 - 1445	5	0	5	75	6	81	1	0	1
1445 - 1500	5	1	6	61	3	64	1	0	1
Hourly Total	**25**	**1**	**26**	**268**	**21**	**289**	**2**	**0**	**2**
1500 - 1515	4	0	4	73	14	87	0	0	0
1515 - 1530	3	0	3	66	6	72	0	0	0
1530 - 1545	3	0	3	89	11	100	0	0	0
1545 - 1600	3	1	4	87	8	95	0	0	0
Hourly Total	**13**	**1**	**14**	**315**	**39**	**354**	**0**	**0**	**0**
1600 - 1615	7	0	7	108	15	123	0	0	0
1615 - 1630	6	0	6	114	5	119	0	0	0
1630 - 1645	9	0	9	144	8	152	0	1	1
1645 - 1700	5	0	5	128	9	137	1	0	1
Hourly Total	**27**	**0**	**27**	**494**	**37**	**531**	**1**	**1**	**2**
1700 - 1715	6	0	6	160	7	167	0	0	0
1715 - 1730	4	0	4	196	4	200	0	0	0
1730 - 1745	2	0	2	190	4	194	0	0	0
1745 - 1800	3	1	4	154	5	159	0	0	0
Hourly Total	**15**	**1**	**16**	**700**	**0**	**700**	**0**	**0**	**0**
1800 - 1815	3	0	3	156	7	163	0	0	0
1815 - 1830	7	0	7	134	4	138	0	0	0
1830 - 1845	1	0	1	99	3	102	0	0	0
1845 - 1900	3	0	3	94	4	98	0	0	0
Hourly Total	**14**	**0**	**14**	**483**	**18**	**501**	**0**	**0**	**0**
TOTAL	**204**	**19**	**223**	**3984**	**345**	**4329**	**7**	**1**	**8**

Naas - Manual Traffic Survey, Tuesday 7th February 2012

Produced by Streetwise Service

Junction: (9) A - M7 Access Road

Approach: B - Unnamed Road

	Left to C - M7 On Slip			Right to A - M7 Access Road			U-Turns to B - Unnamed Road		
TIME	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0
0715 - 0730	1	0	1	1	0	1	0	0	0
0730 - 0745	1	1	2	2	0	2	0	0	0
0745 - 0800	0	0	0	1	0	1	0	0	0
Hourly Total	**2**	**1**	**3**	**4**	**0**	**4**	**0**	**0**	**0**
0800 - 0815	0	0	0	5	0	5	0	0	0
0815 - 0830	1	0	1	8	0	8	0	0	0
0830 - 0845	1	1	2	9	1	10	0	0	0
0845 - 0900	3	0	3	4	0	4	0	0	0
Hourly Total	**5**	**1**	**6**	**26**	**1**	**27**	**0**	**0**	**0**
0900 - 0915	0	0	0	3	1	4	0	0	0
0915 - 0930	3	0	3	4	0	4	0	0	0
0930 - 0945	1	0	1	1	0	1	0	0	0
0945 - 1000	2	0	2	4	0	4	0	0	0
Hourly Total	**6**	**0**	**6**	**12**	**1**	**13**	**0**	**0**	**0**
1000 - 1015	0	0	0	1	1	2	0	0	0
1015 - 1030	1	0	1	4	0	4	0	0	0
1030 - 1045	1	0	1	2	0	2	0	0	0
1045 - 1100	0	0	0	5	1	6	0	0	0
Hourly Total	**2**	**0**	**2**	**12**	**2**	**14**	**0**	**0**	**0**
1100 - 1115	0	0	0	1	0	1	0	0	0
1115 - 1130	0	0	0	1	0	1	0	0	0
1130 - 1145	1	1	2	1	0	1	0	0	0
1145 - 1200	0	0	0	4	0	4	0	0	0
Hourly Total	**1**	**1**	**2**	**7**	**0**	**7**	**0**	**0**	**0**
1200 - 1215	0	0	0	4	0	4	0	0	0
1215 - 1230	0	1	1	3	1	4	0	0	0
1230 - 1245	0	0	0	3	0	3	0	0	0
1245 - 1300	2	0	2	2	1	3	0	0	0
Hourly Total	**2**	**1**	**3**	**12**	**2**	**14**	**0**	**0**	**0**
1300 - 1315	4	1	5	4	0	4	0	0	0
1315 - 1330	3	0	3	4	0	4	0	0	0
1330 - 1345	2	1	3	5	0	5	0	0	0
1345 - 1400	0	0	0	5	0	5	0	0	0
Hourly Total	**9**	**2**	**11**	**18**	**0**	**18**	**0**	**0**	**0**
1400 - 1415	2	0	2	3	0	3	0	0	0
1415 - 1430	0	0	0	4	1	5	0	0	0
1430 - 1445	1	0	1	2	0	2	0	0	0
1445 - 1500	0	0	0	3	0	3	0	0	0
Hourly Total	**3**	**0**	**3**	**12**	**1**	**13**	**0**	**0**	**0**
1500 - 1515	0	0	0	4	0	4	0	0	0
1515 - 1530	2	0	2	3	0	3	0	0	0
1530 - 1545	0	0	0	3	0	3	0	0	0
1545 - 1600	1	0	1	1	0	1	0	0	0
Hourly Total	**3**	**0**	**3**	**11**	**0**	**11**	**0**	**0**	**0**
1600 - 1615	1	0	1	8	0	8	0	0	0
1615 - 1630	1	0	1	8	0	8	0	0	0
1630 - 1645	2	0	2	9	0	9	0	0	0
1645 - 1700	3	0	3	6	1	7	0	0	0
Hourly Total	**7**	**0**	**7**	**31**	**1**	**32**	**0**	**0**	**0**
1700 - 1715	2	0	2	5	0	5	0	0	0
1715 - 1730	3	0	3	4	0	4	0	0	0
1730 - 1745	3	0	3	3	0	3	0	0	0
1745 - 1800	2	0	2	4	0	4	0	0	0
Hourly Total	**10**	**0**	**10**	**16**	**0**	**16**	**0**	**0**	**0**
1800 - 1815	2	0	2	1	0	1	0	0	0
1815 - 1830	1	0	1	1	0	1	0	0	0
1830 - 1845	0	0	0	2	0	2	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0
Hourly Total	**3**	**0**	**3**	**4**	**0**	**4**	**0**	**0**	**0**
TOTAL	**53**	**6**	**59**	**165**	**8**	**173**	**0**	**0**	**0**

Naas - Manual Traffic Survey, Tuesday 7th February 2012

Produced by Streetwise Service

Junction: (9) A - M7 Access Road

Approach: C - M7 On Slip (One-Way Westbound)

	E/B to A - M7 Access Road (BANNED)			Right to B - Unnamed Road (BANNED)			U-Turns to C - M7 On Slip (BANNED)		
TIME	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900 - 0915	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1000 - 1015	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1100 - 1115	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200 - 1215	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300 - 1315	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1400 - 1415	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800 - 1815	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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Produced by Streetwise Services

Junction: (10) A - Unnamed Road No

Approach: A - Unnamed Road North

	Left to B - Unnamed Road East			Right to C - Unnamed Road West			U-Turns to A - Unnamed Road North		
TIME	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL
0700 - 0715	2	0	2	1	0	1	0	0	0
0715 - 0730	0	1	1	0	0	0	0	0	0
0730 - 0745	4	0	4	2	0	2	0	0	0
0745 - 0800	1	0	1	5	0	5	0	0	0
Hourly Total	**7**	**1**	**8**	**8**	**0**	**8**	**0**	**0**	**0**
0800 - 0815	3	0	3	0	0	0	0	0	0
0815 - 0830	3	0	3	4	0	4	0	0	0
0830 - 0845	6	0	6	11	0	11	0	0	0
0845 - 0900	3	0	3	15	0	15	0	0	0
Hourly Total	**15**	**0**	**15**	**30**	**0**	**30**	**0**	**0**	**0**
0900 - 0915	5	1	6	6	1	7	0	0	0
0915 - 0930	0	2	2	4	1	5	0	0	0
0930 - 0945	2	0	2	1	0	1	0	0	0
0945 - 1000	3	1	4	2	0	2	0	0	0
Hourly Total	**10**	**4**	**14**	**13**	**2**	**15**	**0**	**0**	**0**
1000 - 1015	1	0	1	4	0	4	0	0	0
1015 - 1030	0	0	0	6	0	6	0	0	0
1030 - 1045	0	0	0	3	0	3	0	0	0
1045 - 1100	3	0	3	4	0	4	0	0	0
Hourly Total	**4**	**0**	**4**	**17**	**0**	**17**	**0**	**0**	**0**
1100 - 1115	1	0	1	5	0	5	1	0	1
1115 - 1130	3	1	4	4	0	4	0	0	0
1130 - 1145	3	0	3	7	0	7	0	0	0
1145 - 1200	3	0	3	4	1	5	0	0	0
Hourly Total	**10**	**1**	**11**	**20**	**1**	**21**	**1**	**0**	**1**
1200 - 1215	0	0	0	4	0	4	0	0	0
1215 - 1230	4	0	4	8	0	8	0	0	0
1230 - 1245	2	2	4	3	0	3	0	0	0
1245 - 1300	2	0	2	5	0	5	0	0	0
Hourly Total	**8**	**2**	**10**	**20**	**0**	**20**	**0**	**0**	**0**
1300 - 1315	4	0	4	2	0	2	0	0	0
1315 - 1330	8	0	8	3	0	3	0	0	0
1330 - 1345	2	0	2	12	1	13	0	0	0
1345 - 1400	4	1	5	7	2	9	0	0	0
Hourly Total	**18**	**1**	**19**	**24**	**3**	**27**	**0**	**0**	**0**
1400 - 1415	1	1	2	5	0	5	0	0	0
1415 - 1430	9	1	10	9	2	11	0	0	0
1430 - 1445	4	0	4	5	0	5	0	0	0
1445 - 1500	0	0	0	11	0	11	0	0	0
Hourly Total	**14**	**2**	**16**	**30**	**2**	**32**	**0**	**0**	**0**
1500 - 1515	0	0	0	2	0	2	0	0	0
1515 - 1530	1	0	1	10	0	10	0	0	0
1530 - 1545	7	1	8	12	0	12	0	0	0
1545 - 1600	2	0	2	10	1	11	0	0	0
Hourly Total	**10**	**1**	**11**	**34**	**1**	**35**	**0**	**0**	**0**
1600 - 1615	2	0	2	28	1	29	0	0	0
1615 - 1630	4	0	4	32	0	32	0	0	0
1630 - 1645	9	0	9	20	0	20	0	0	0
1645 - 1700	6	1	7	11	0	11	0	0	0
Hourly Total	**21**	**1**	**22**	**91**	**1**	**92**	**0**	**0**	**0**
1700 - 1715	7	0	7	20	0	20	0	0	0
1715 - 1730	10	1	11	25	0	25	0	0	0
1730 - 1745	6	0	6	16	0	16	0	0	0
1745 - 1800	11	0	11	14	1	15	0	0	0
Hourly Total	**34**	**1**	**35**	**75**	**1**	**76**	**0**	**0**	**0**
1800 - 1815	3	2	5	9	1	10	0	0	0
1815 - 1830	6	0	6	18	0	18	0	0	0
1830 - 1845	6	0	6	13	0	13	0	0	0
1845 - 1900	3	0	3	12	0	12	0	0	0
Hourly Total	**18**	**2**	**20**	**52**	**1**	**53**	**0**	**0**	**0**
TOTAL	**169**	**16**	**185**	**414**	**12**	**426**	**1**	**0**	**1**

Naas - Manual Traffic Survey, Tuesday 7th February 2012

Produced by Streetwise Services

Junction: (10) A - Unnamed Road No

Approach: B - Unnamed Road East

	W/B to C - Unnamed Road West			Right to A - Unnamed Road North			U-Turns to B - Unnamed Road East		
TIME	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL
0700 - 0715	2	0	2	3	0	3	0	0	0
0715 - 0730	4	0	4	3	0	3	0	0	0
0730 - 0745	6	0	6	5	0	5	0	0	0
0745 - 0800	6	0	6	10	0	10	0	0	0
Hourly Total	**18**	**0**	**18**	**21**	**0**	**21**	**0**	**0**	**0**
0800 - 0815	12	0	12	18	0	18	0	0	0
0815 - 0830	20	0	20	8	0	8	0	0	0
0830 - 0845	20	1	21	4	0	4	0	0	0
0845 - 0900	28	0	28	6	0	6	0	0	0
Hourly Total	**80**	**1**	**81**	**36**	**0**	**36**	**0**	**0**	**0**
0900 - 0915	31	1	32	4	0	4	0	0	0
0915 - 0930	10	1	11	6	0	6	0	0	0
0930 - 0945	14	0	14	2	0	2	0	0	0
0945 - 1000	12	0	12	1	0	1	0	0	0
Hourly Total	**67**	**2**	**69**	**13**	**0**	**13**	**0**	**0**	**0**
1000 - 1015	6	0	6	0	0	0	0	0	0
1015 - 1030	8	0	8	4	0	4	0	0	0
1030 - 1045	21	2	23	4	0	4	0	0	0
1045 - 1100	6	0	6	2	0	2	0	0	0
Hourly Total	**41**	**2**	**43**	**10**	**0**	**10**	**0**	**0**	**0**
1100 - 1115	8	1	9	2	0	2	0	0	0
1115 - 1130	11	0	11	3	0	3	0	0	0
1130 - 1145	3	0	3	2	0	2	0	0	0
1145 - 1200	8	1	9	1	1	2	0	0	0
Hourly Total	**30**	**2**	**32**	**8**	**1**	**9**	**0**	**0**	**0**
1200 - 1215	20	0	20	2	0	2	0	0	0
1215 - 1230	9	1	10	6	1	7	0	0	0
1230 - 1245	20	0	20	4	0	4	0	0	0
1245 - 1300	15	1	16	6	0	6	0	0	0
Hourly Total	**64**	**2**	**66**	**18**	**1**	**19**	**0**	**0**	**0**
1300 - 1315	12	0	12	5	1	6	0	0	0
1315 - 1330	15	0	15	5	0	5	0	0	0
1330 - 1345	20	0	20	3	0	3	0	0	0
1345 - 1400	19	0	19	4	0	4	0	0	0
Hourly Total	**66**	**0**	**66**	**17**	**1**	**18**	**0**	**0**	**0**
1400 - 1415	9	1	10	2	0	2	0	0	0
1415 - 1430	16	0	16	5	0	5	0	0	0
1430 - 1445	18	0	18	4	0	4	0	0	0
1445 - 1500	24	0	24	3	0	3	0	0	0
Hourly Total	**67**	**1**	**68**	**14**	**0**	**14**	**0**	**0**	**0**
1500 - 1515	15	2	17	4	1	5	0	0	0
1515 - 1530	16	1	17	2	0	2	0	0	0
1530 - 1545	12	0	12	3	0	3	0	0	0
1545 - 1600	14	0	14	4	1	5	0	0	0
Hourly Total	**57**	**3**	**60**	**13**	**2**	**15**	**0**	**0**	**0**
1600 - 1615	16	1	17	2	0	2	0	0	0
1615 - 1630	24	2	26	4	0	4	0	0	0
1630 - 1645	20	0	20	3	0	3	0	0	0
1645 - 1700	21	0	21	5	1	6	0	0	0
Hourly Total	**81**	**3**	**84**	**14**	**1**	**15**	**0**	**0**	**0**
1700 - 1715	31	0	31	8	0	8	0	0	0
1715 - 1730	26	0	26	7	0	7	0	0	0
1730 - 1745	38	1	39	13	0	13	0	0	0
1745 - 1800	33	1	34	7	0	7	0	0	0
Hourly Total	**128**	**2**	**130**	**35**	**0**	**35**	**0**	**0**	**0**
1800 - 1815	21	0	21	2	0	2	0	0	0
1815 - 1830	20	2	22	4	0	4	0	0	0
1830 - 1845	17	0	17	4	0	4	0	0	0
1845 - 1900	20	0	20	3	0	3	0	0	0
Hourly Total	**78**	**2**	**80**	**13**	**0**	**13**	**0**	**0**	**0**
TOTAL	**777**	**20**	**797**	**212**	**6**	**218**	**0**	**0**	**0**

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Produced by Streetwise Services

Junction: (10) A - Unnamed Road No

Approach: C - Unnamed Road West

	Left to A - Unnamed Road North			E/B to B - Unnamed Road East			U-Turns to C - Unnamed Road West		
TIME	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL
0700 - 0715	6	0	6	3	1	4	0	0	0
0715 - 0730	12	0	12	6	0	6	0	0	0
0730 - 0745	18	0	18	10	0	10	0	0	0
0745 - 0800	18	0	18	12	0	12	0	0	0
Hourly Total	**54**	**0**	**54**	**31**	**1**	**32**	**0**	**0**	**0**
0800 - 0815	16	0	16	26	0	26	0	0	0
0815 - 0830	32	0	32	30	0	30	0	0	0
0830 - 0845	44	0	44	42	1	43	0	0	0
0845 - 0900	39	0	39	61	0	61	0	0	0
Hourly Total	**131**	**0**	**131**	**159**	**1**	**160**	**0**	**0**	**0**
0900 - 0915	21	1	22	37	0	37	0	0	0
0915 - 0930	9	0	9	17	0	17	0	0	0
0930 - 0945	9	0	9	15	1	16	0	0	0
0945 - 1000	8	0	8	11	1	12	0	0	0
Hourly Total	**47**	**1**	**48**	**80**	**2**	**82**	**0**	**0**	**0**
1000 - 1015	2	0	2	4	0	4	0	0	0
1015 - 1030	2	0	2	4	2	6	0	0	0
1030 - 1045	2	1	3	7	0	7	0	0	0
1045 - 1100	3	0	3	10	0	10	0	0	0
Hourly Total	**9**	**1**	**10**	**25**	**2**	**27**	**0**	**0**	**0**
1100 - 1115	1	0	1	10	1	11	0	0	0
1115 - 1130	6	1	7	8	0	8	0	0	0
1130 - 1145	4	0	4	15	0	15	0	0	0
1145 - 1200	3	0	3	11	2	13	0	0	0
Hourly Total	**14**	**1**	**15**	**44**	**3**	**47**	**0**	**0**	**0**
1200 - 1215	7	1	8	10	1	11	0	0	0
1215 - 1230	5	0	5	9	1	10	0	0	0
1230 - 1245	8	1	9	16	2	18	0	0	0
1245 - 1300	4	0	4	12	0	12	0	0	0
Hourly Total	**24**	**2**	**26**	**47**	**4**	**51**	**0**	**0**	**0**
1300 - 1315	9	0	9	13	0	13	0	0	0
1315 - 1330	4	0	4	14	1	15	0	0	0
1330 - 1345	8	1	9	20	0	20	0	0	0
1345 - 1400	9	2	11	13	0	13	0	0	0
Hourly Total	**30**	**3**	**33**	**60**	**1**	**61**	**0**	**0**	**0**
1400 - 1415	10	0	10	13	1	14	0	0	0
1415 - 1430	5	2	7	16	2	18	0	0	0
1430 - 1445	4	0	4	15	0	15	0	0	0
1445 - 1500	7	1	8	9	1	10	0	0	0
Hourly Total	**26**	**3**	**29**	**53**	**4**	**57**	**0**	**0**	**0**
1500 - 1515	13	0	13	16	1	17	0	0	0
1515 - 1530	9	1	10	15	2	17	0	0	0
1530 - 1545	12	1	13	13	0	13	0	0	0
1545 - 1600	19	1	20	10	0	10	0	0	0
Hourly Total	**53**	**3**	**56**	**54**	**3**	**57**	**0**	**0**	**0**
1600 - 1615	11	0	11	12	1	13	0	0	0
1615 - 1630	7	0	7	16	0	16	0	0	0
1630 - 1645	8	0	8	17	2	19	0	0	0
1645 - 1700	4	1	5	22	2	24	0	0	0
Hourly Total	**30**	**1**	**31**	**67**	**5**	**72**	**0**	**0**	**0**
1700 - 1715	10	0	10	19	0	19	0	0	0
1715 - 1730	10	0	10	16	0	16	0	0	0
1730 - 1745	6	0	6	11	1	12	0	0	0
1745 - 1800	4	0	4	16	1	17	0	0	0
Hourly Total	**30**	**0**	**30**	**62**	**2**	**64**	**0**	**0**	**0**
1800 - 1815	12	0	12	19	0	19	0	0	0
1815 - 1830	6	0	6	15	0	15	0	0	0
1830 - 1845	8	0	8	15	0	15	0	0	0
1845 - 1900	5	0	5	17	0	17	0	0	0
Hourly Total	**31**	**0**	**31**	**66**	**0**	**66**	**0**	**0**	**0**
TOTAL	**479**	**15**	**494**	**748**	**28**	**776**	**0**	**0**	**0**

Naas - Manual Traffic Survey, Tuesday 17th April 2012

Produced by Streetwise Services Ltd.

Approach: A - N7 Bluetooth location 1

	A-B (northbound)						B-A (southbound)					
TIME	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0000 - 0015	33	2	2	6	0	43	52	1	1	1	21	76
0015 - 0030	33	4	3	9	0	49	61	2	2	2	15	82
0030 - 0045	30	3	3	10	2	48	54	2	0	3	17	76
0045 - 0100	24	1	0	7	0	32	26	2	0	1	11	40
Hourly Total	120	10	8	32	2	172	193	7	3	7	64	274
0100 - 0115	23	4	6	6	0	39	19	5	1	6	1	32
0115 - 0130	17	0	1	5	0	23	28	4	1	14	2	49
0130 - 0145	19	2	1	3	1	26	18	1	2	13	0	34
0145 - 0200	9	2	0	2	0	13	7	3	1	11	0	22
Hourly Total	68	8	8	16	1	101	72	13	5	44	3	137
0200 - 0215	6	1	3	5	1	16	16	1	2	7	1	27
0215 - 0230	4	3	0	5	0	12	12	4	4	11	0	31
0230 - 0245	9	2	2	5	1	19	15	2	3	8	0	28
0245 - 0300	12	1	1	5	0	19	10	1	5	17	0	33
Hourly Total	31	7	6	20	2	66	53	8	14	43	1	119
0300 - 0315	14	0	3	2	0	19	10	4	1	5	1	21
0315 - 0330	12	3	2	4	2	23	13	3	5	11	0	32
0330 - 0345	9	6	2	4	1	22	17	6	6	11	0	40
0345 - 0400	24	3	2	5	2	36	7	5	5	6	0	23
Hourly Total	59	12	9	15	5	100	47	18	17	33	1	116
0400 - 0415	18	3	2	6	0	29	6	3	1	8	1	19
0415 - 0430	28	4	3	8	0	43	13	4	2	11	0	30
0430 - 0445	34	4	4	16	2	60	15	3	11	14	0	43
0445 - 0500	63	8	2	12	2	87	11	4	4	17	0	36
Hourly Total	143	19	11	42	4	219	45	14	18	50	1	128
0500 - 0515	62	8	3	20	0	93	25	10	9	13	1	58
0515 - 0530	67	6	5	24	1	103	11	7	1	14	0	33
0530 - 0545	90	13	13	31	1	148	37	11	12	15	0	75
0545 - 0600	114	16	13	27	0	170	28	4	13	21	2	68
Hourly Total	333	43	34	102	2	514	101	32	35	63	3	234
0600 - 0615	207	19	6	27	0	259	52	15	10	40	1	118
0615 - 0630	339	46	13	34	1	433	77	12	17	33	1	140
0630 - 0645	443	74	25	30	5	577	106	20	20	34	2	182
0645 - 0700	571	60	32	19	3	685	106	20	20	49	0	195
Hourly Total	1560	199	76	110	9	1954	341	67	67	156	4	635
0700 - 0715	700	145	17	22	0	884	176	28	14	53	2	273
0715 - 0730	777	128	27	32	2	966	278	46	17	52	4	397
0730 - 0745	882	123	8	39	4	1056	351	54	33	41	2	481
0745 - 0800	926	139	10	36	5	1116	356	71	27	48	2	504
Hourly Total	3285	535	62	129	11	4022	1161	199	91	194	10	1655
0800 - 0815	861	108	13	36	2	1020	442	83	16	37	3	581
0815 - 0830	913	120	8	22	1	1064	474	67	26	41	2	610
0830 - 0845	894	82	14	51	2	1043	479	65	18	33	1	596
0845 - 0900	686	101	19	37	0	843	447	51	17	41	0	556
Hourly Total	3354	411	54	146	5	3970	1842	266	77	152	6	2343
0900 - 0915	637	75	17	37	6	772	373	47	30	52	3	505
0915 - 0930	681	78	13	36	1	809	417	55	21	34	3	530
0930 - 0945	604	71	9	31	4	719	270	40	18	44	4	376
0945 - 1000	535	70	24	40	4	673	330	47	17	46	4	444
Hourly Total	2457	294	63	144	15	2973	1390	189	86	176	14	1855
1000 - 1015	503	47	20	43	8	621	258	47	18	28	1	352
1015 - 1030	405	50	22	30	1	508	215	47	17	38	4	321
1030 - 1045	438	46	19	35	0	538	252	43	19	29	1	344
1045 - 1100	399	54	24	51	3	531	256	54	15	38	0	363
Hourly Total	1745	197	85	159	12	2198	981	191	69	133	6	1380
1100 - 1115	324	58	20	43	5	450	257	40	18	32	3	350
1115 - 1130	357	52	24	36	1	470	275	54	17	41	3	390
1130 - 1145	362	56	16	36	0	470	207	48	13	52	1	321
1145 - 1200	306	60	19	49	5	439	239	55	18	24	2	338
Hourly Total	1349	226	79	164	11	1829	978	197	66	149	9	1399
1200 - 1215	310	56	19	48	3	436	290	40	23	31	4	388
1215 - 1230	340	54	22	47	2	465	350	56	18	24	2	450
1230 - 1245	367	60	20	51	1	499	305	57	17	45	3	427
1245 - 1300	343	57	15	30	4	449	283	62	26	33	2	406
Hourly Total	1360	227	76	176	10	1849	1228	215	84	133	11	1671
1300 - 1315	333	50	35	29	3	450	319	50	17	29	5	420
1315 - 1330	340	64	19	42	0	465	401	47	12	36	3	499
1330 - 1345	430	53	25	51	4	563	398	54	23	32	1	508
1345 - 1400	301	50	21	26	3	401	361	38	15	28	1	443
Hourly Total	1404	217	100	148	10	1879	1479	189	67	125	10	1870
1400 - 1415	260	52	24	44	2	382	357	63	12	36	3	471
1415 - 1430	376	46	31	40	0	493	439	49	9	33	6	536
1430 - 1445	342	53	21	46	1	463	434	52	12	38	4	540
1445 - 1500	336	55	36	28	4	459	379	62	19	23	3	486
Hourly Total	1314	206	112	158	7	1797	1609	226	52	130	16	2033
1500 - 1515	294	63	28	37	2	424	483	70	13	36	2	604
1515 - 1530	319	49	23	28	1	420	476	71	16	36	5	604
1530 - 1545	343	58	36	40	2	479	541	68	25	35	3	672
1545 - 1600	364	60	34	36	3	497	532	68	18	40	0	658
Hourly Total	1320	230	121	141	8	1820	2032	277	72	147	10	2538
1600 - 1615	438	60	22	24	0	544	668	79	27	40	4	818
1615 - 1630	335	53	23	43	5	459	803	126	31	27	2	989
1630 - 1645	510	75	19	43	2	649	703	128	20	26	4	881
1645 - 1700	497	70	20	28	4	619	873	108	12	24	2	1019
Hourly Total	1780	258	84	138	11	2271	3047	441	90	117	12	3707
1700 - 1715	527	69	16	35	3	650	861	117	11	24	2	1015
1715 - 1730	416	81	14	35	2	548	928	109	14	19	3	1073
1730 - 1745	540	62	20	26	4	652	887	141	12	26	1	1067
1745 - 1800	574	48	7	31	3	663	850	83	11	28	3	975
Hourly Total	2057	260	57	127	12	2513	3526	450	48	97	9	4130
1800 - 1815	393	38	15	32	3	481	755	59	19	26	3	862
1815 - 1830	501	47	10	34	4	596	785	53	12	23	6	879
1830 - 1845	426	25	2	29	1	483	675	43	9	28	3	758
1845 - 1900	424	32	3	22	5	486	684	58	12	22	1	777
Hourly Total	1744	142	30	117	13	2046	2899	213	52	99	13	3276
1900 - 1915	243	18	11	17	0	289	519	30	4	20	2	575
1915 - 1930	258	23	4	21	1	307	455	31	5	12	4	507
1930 - 1945	207	18	3	17	3	248	329	17	6	16	1	369
1945 - 2000	179	18	6	13	1	217	297	12	7	11	1	328
Hourly Total	887	77	24	68	5	1061	1600	90	22	59	8	1779
2000 - 2015	241	15	11	14	3	284	336	10	9	10	1	366
2015 - 2030	154	17	2	33	3	209	259	23	5	18	3	308
2030 - 2045	141	7	2	11	1	162	274	12	5	16	1	308
2045 - 2100	160	4	3	13	4	184	188	12	6	11	0	217
Hourly Total	696	43	18	71	11	839	1057	57	25	55	5	1199
2100 - 2115	148	9	2	13	0	172	191	11	3	15	3	223
2115 - 2130	181	8	2	17	0	208	225	10	3	14	1	253
2130 - 2145	126	10	5	15	1	157	221	13	1	17	2	254
2145 - 2200	108	13	5	18	2	146	180	9	1	14	0	204
Hourly Total	563	40	14	63	3	683	817	43	8	60	6	934
2200 - 2215	111	5	5	11	1	133	206	6	2	12	2	228
2215 - 2230	91	7	1	14	0	113	187	7	5	13	0	212
2230 - 2245	93	9	2	11	2	117	175	3	3	14	0	195
2245 - 2300	63	8	2	13	1	87	116	7	6	19	3	151
Hourly Total	358	29	10	49	4	450	684	23	16	58	5	786
2300 - 2315	62	5	2	10	2	81	117	3	2	10	2	134
2315 - 2330	69	4	2	7	0	82	109	9	3	22	0	143
2330 - 2345	35	6	4	10	0	55	82	3	1	8	1	95
2345 - 2400	39	9	0	6	0	54	64	5	3	5	1	78
Hourly Total	205	24	8	33	2	272	372	20	9	45	4	450
TOTAL	28192	3714	1149	2368	175	35598	27554	3445	1093	2325	231	34648

Naas - Manual Traffic Survey, Tuesday 17th April 2012

Produced by Streetwise Services Ltd.

Approach: A - M7 (Bluetooth location 2)

	A-B (northbound)						B-A (southbound)					
TIME	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0000 - 0015	20	0	3	4	0	27	46	0	1	13	0	60
0015 - 0030	22	2	7	7	0	38	59	1	13	6	2	81
0030 - 0045	22	1	6	7	0	36	38	0	9	12	0	59
0045 - 0100	29	1	0	8	0	38	24	1	3	14	0	42
Hourly Total	93	4	16	26	0	139	167	2	26	45	2	242
0100 - 0115	19	2	1	2	8	32	19	0	3	4	0	26
0115 - 0130	14	1	0	0	7	22	19	1	5	8	0	33
0130 - 0145	16	3	0	0	2	21	18	2	4	9	0	33
0145 - 0200	5	0	0	0	4	9	8	1	2	15	0	26
Hourly Total	54	6	1	2	21	84	64	4	14	36	0	118
0200 - 0215	12	2	0	0	4	18	11	0	1	7	0	19
0215 - 0230	7	1	0	1	2	11	15	1	4	7	0	27
0230 - 0245	12	0	0	0	7	19	15	2	7	6	0	30
0245 - 0300	7	1	0	0	5	13	5	1	9	8	1	24
Hourly Total	38	4	0	1	18	61	46	4	21	28	1	100
0300 - 0315	17	0	0	0	4	21	18	0	2	9	0	29
0315 - 0330	10	1	0	0	4	15	12	1	4	6	0	23
0330 - 0345	14	2	0	1	3	20	15	1	4	8	0	28
0345 - 0400	18	1	0	0	6	25	13	0	6	5	0	24
Hourly Total	59	4	0	1	17	81	58	2	16	28	0	104
0400 - 0415	19	3	2	7	3	34	3	0	1	1	0	5
0415 - 0430	25	4	3	9	1	42	8	2	1	0	0	11
0430 - 0445	29	4	4	15	2	54	16	3	6	14	0	39
0445 - 0500	45	9	2	12	2	70	10	4	4	19	0	37
Hourly Total	118	20	11	43	8	200	37	9	12	34	0	92
0500 - 0515	62	7	3	18	0	90	17	6	9	13	1	46
0515 - 0530	67	6	5	20	1	99	10	7	3	12	0	32
0530 - 0545	87	16	11	28	1	143	20	8	6	14	0	48
0545 - 0600	101	17	13	27	0	158	26	5	12	20	2	65
Hourly Total	317	46	32	93	2	490	73	26	30	59	3	191
0600 - 0615	149	22	7	27	0	205	49	15	11	32	1	108
0615 - 0630	287	36	10	28	1	362	80	12	19	30	1	142
0630 - 0645	477	61	21	25	5	589	86	17	21	34	2	160
0645 - 0700	522	47	9	30	0	608	97	18	27	30	0	172
Hourly Total	1435	166	47	110	6	1764	312	62	78	126	4	582
0700 - 0715	798	63	6	29	0	896	128	23	17	31	1	200
0715 - 0730	843	44	14	49	4	954	239	40	37	35	2	353
0730 - 0745	686	93	15	22	2	818	270	63	28	39	2	402
0745 - 0800	751	91	15	33	3	893	345	66	21	40	1	473
Hourly Total	3078	291	50	133	9	3561	982	192	103	145	6	1428
0800 - 0815	778	95	10	23	3	909	386	70	23	36	3	518
0815 - 0830	661	74	8	28	0	771	388	64	20	36	3	511
0830 - 0845	700	82	14	26	2	824	371	55	18	39	0	483
0845 - 0900	686	93	18	30	1	828	397	57	17	42	2	515
Hourly Total	2825	344	50	107	6	3332	1542	246	78	153	8	2027
0900 - 0915	666	71	13	34	2	786	304	40	28	35	0	407
0915 - 0930	532	61	9	32	2	636	322	53	17	44	2	438
0930 - 0945	535	55	16	29	1	636	269	46	12	38	4	369
0945 - 1000	428	52	21	34	4	539	240	53	18	50	3	364
Hourly Total	2161	239	59	129	9	2597	1135	192	75	167	9	1578
1000 - 1015	370	40	17	35	4	466	198	36	18	37	1	290
1015 - 1030	331	39	22	33	0	425	215	54	19	39	1	328
1030 - 1045	298	30	21	40	0	389	211	42	13	34	2	302
1045 - 1100	336	36	21	40	3	436	221	55	9	35	0	320
Hourly Total	1335	145	81	148	7	1716	845	187	59	145	4	1240
1100 - 1115	310	34	13	40	1	398	250	44	16	35	1	346
1115 - 1130	273	30	20	29	0	352	249	38	23	35	1	346
1130 - 1145	317	38	20	37	0	412	189	29	12	45	1	276
1145 - 1200	261	33	15	34	4	347	195	42	22	17	2	278
Hourly Total	1161	135	68	140	5	1509	883	153	73	132	5	1246
1200 - 1215	306	30	15	43	4	398	229	36	18	33	3	319
1215 - 1230	318	28	23	44	1	414	260	43	20	32	1	356
1230 - 1245	318	27	23	30	3	401	222	29	11	40	2	304
1245 - 1300	274	30	27	35	3	369	233	40	23	30	2	328
Hourly Total	1216	115	88	152	11	1582	944	148	72	135	8	1307
1300 - 1315	351	50	28	40	0	469	289	34	17	34	2	376
1315 - 1330	310	34	19	38	1	402	236	48	5	28	4	321
1330 - 1345	319	34	24	43	3	423	319	37	24	31	2	413
1345 - 1400	281	30	25	34	3	373	282	39	14	36	0	371
Hourly Total	1261	148	96	155	7	1667	1126	158	60	129	8	1481
1400 - 1415	314	37	18	33	1	403	303	43	17	23	2	388
1415 - 1430	264	33	25	30	0	352	308	38	14	41	2	403
1430 - 1445	270	55	29	29	1	384	362	44	10	40	6	462
1445 - 1500	271	44	28	31	2	376	352	46	15	35	1	449
Hourly Total	1119	169	100	123	4	1515	1325	171	56	139	11	1702
1500 - 1515	284	38	18	44	0	384	383	62	13	38	3	499
1515 - 1530	331	50	23	32	0	436	432	67	14	28	1	542
1530 - 1545	308	45	39	37	3	432	371	66	15	33	3	488
1545 - 1600	293	53	16	41	2	405	443	63	19	30	0	555
Hourly Total	1216	186	96	154	5	1657	1629	258	61	129	7	2084
1600 - 1615	372	33	24	39	2	470	498	66	18	38	0	620
1615 - 1630	391	59	15	37	3	505	599	82	26	28	5	740
1630 - 1645	416	62	18	33	1	530	638	113	17	28	1	797
1645 - 1700	414	56	17	29	2	518	676	91	18	21	2	808
Hourly Total	1593	210	74	138	8	2023	2411	352	79	115	8	2965
1700 - 1715	426	50	12	39	3	530	689	132	12	23	1	857
1715 - 1730	435	45	13	24	0	517	780	129	13	25	1	948
1730 - 1745	400	39	12	24	4	479	854	89	10	18	2	973
1745 - 1800	389	27	8	24	4	452	718	73	11	36	3	841
Hourly Total	1650	161	45	111	11	1978	3041	423	46	102	7	3619
1800 - 1815	390	14	9	33	1	447	784	48	7	28	2	869
1815 - 1830	447	22	8	39	1	517	652	38	12	24	4	730
1830 - 1845	337	26	3	32	0	398	634	29	12	23	3	701
1845 - 1900	338	13	0	17	0	368	599	33	6	26	2	666
Hourly Total	1512	75	20	121	2	1730	2669	148	37	101	11	2966
1900 - 1915	219	14	5	18	0	256	407	19	10	11	0	447
1915 - 1930	219	10	3	19	0	251	330	14	7	16	1	368
1930 - 1945	197	8	0	14	0	219	282	13	13	9	2	319
1945 - 2000	174	7	2	23	0	206	210	13	5	16	1	245
Hourly Total	809	39	10	74	0	932	1229	59	35	52	4	1379
2000 - 2015	185	13	6	24	0	228	199	4	13	4	2	222
2015 - 2030	128	11	2	27	0	168	223	9	7	16	1	256
2030 - 2045	138	8	2	10	0	158	217	15	9	13	1	255
2045 - 2100	113	4	2	21	4	144	188	6	7	12	0	213
Hourly Total	564	36	12	82	4	698	827	34	36	45	4	946
2100 - 2115	124	6	3	9	0	142	148	0	2	13	1	164
2115 - 2130	125	2	3	18	0	148	194	6	5	13	0	218
2130 - 2145	105	3	0	18	0	126	155	4	3	11	1	174
2145 - 2200	79	4	5	16	0	104	117	1	3	16	1	138
Hourly Total	433	15	11	61	0	520	614	11	13	53	3	694
2200 - 2215	111	2	1	20	0	134	127	1	3	10	2	143
2215 - 2230	79	4	1	7	0	91	189	1	7	12	0	209
2230 - 2245	110	2	4	13	0	129	122	2	3	8	0	135
2245 - 2300	59	2	0	15	0	76	111	0	3	15	5	134
Hourly Total	359	10	6	55	0	430	549	4	16	45	7	621
2300 - 2315	62	3	3	10	0	78	80	2	4	17	0	103
2315 - 2330	37	4	2	8	0	51	101	0	3	16	2	122
2330 - 2345	55	2	0	6	0	63	69	0	4	9	2	84
2345 - 2400	29	1	0	9	0	39	62	2	2	6	1	73
Hourly Total	183	10	5	33	0	231	312	4	13	48	5	382
TOTAL	24589	2578	978	2192	160	30497	22820	2849	1109	2191	125	29094

Naas - Manual Traffic Survey, Tuesday 17th April 2012

Produced by Streetwise Services Ltd.

streetwise

Approach: A - R445 W (Bluetooth location 3A)

	Eastbound						Westbound					
TIME	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0000 - 0015	22	0	0	0	0	22	12	0	1	2	0	15
0015 - 0030	9	0	0	1	1	11	10	1	1	2	1	15
0030 - 0045	6	1	1	0	0	8	15	0	0	0	0	15
0045 - 0100	2	1	1	2	0	6	6	0	0	0	0	6
Hourly Total	**39**	**2**	**2**	**3**	**1**	**47**	**43**	**1**	**2**	**4**	**1**	**51**
0100 - 0115	5	1	0	1	0	7	3	0	0	0	0	3
0115 - 0130	7	1	0	0	1	9	4	3	0	1	0	8
0130 - 0145	6	1	0	1	0	8	3	1	1	0	1	6
0145 - 0200	2	0	1	2	0	5	0	1	0	0	0	1
Hourly Total	**20**	**3**	**1**	**4**	**1**	**29**	**10**	**5**	**1**	**1**	**1**	**18**
0200 - 0215	5	1	1	2	0	9	4	0	0	1	0	5
0215 - 0230	3	0	0	0	1	4	2	0	0	2	1	5
0230 - 0245	1	0	0	1	0	2	11	2	1	3	0	17
0245 - 0300	5	1	0	1	0	7	2	1	1	1	0	5
Hourly Total	**14**	**2**	**1**	**4**	**1**	**22**	**19**	**3**	**2**	**7**	**1**	**32**
0300 - 0315	5	3	0	1	0	9	2	0	0	1	0	3
0315 - 0330	4	0	2	0	1	7	2	2	0	1	1	6
0330 - 0345	4	0	0	1	0	5	7	0	1	0	0	8
0345 - 0400	5	1	3	1	0	10	2	0	2	0	0	4
Hourly Total	**18**	**4**	**5**	**3**	**1**	**31**	**13**	**2**	**3**	**2**	**1**	**21**
0400 - 0415	2	0	1	0	0	3	1	0	2	0	1	4
0415 - 0430	3	4	3	1	1	12	2	3	0	0	1	6
0430 - 0445	2	3	1	2	0	8	8	1	0	2	0	11
0445 - 0500	3	0	2	1	0	6	8	4	3	4	0	19
Hourly Total	**10**	**7**	**7**	**4**	**1**	**29**	**19**	**8**	**5**	**11**	**1**	**44**
0500 - 0515	5	1	3	2	0	11	5	2	1	2	0	10
0515 - 0530	6	1	2	4	1	14	14	0	2	3	1	20
0530 - 0545	24	1	2	4	0	31	21	6	1	4	0	32
0545 - 0600	25	1	3	5	0	34	20	1	1	6	0	28
Hourly Total	**60**	**4**	**10**	**15**	**1**	**90**	**60**	**9**	**5**	**15**	**1**	**90**
0600 - 0615	16	5	2	6	1	30	33	4	1	5	1	44
0615 - 0630	14	6	3	5	1	29	46	7	5	5	2	65
0630 - 0645	35	1	3	4	0	43	53	16	4	8	0	81
0645 - 0700	35	5	4	9	1	54	61	9	3	9	1	83
Hourly Total	**100**	**17**	**12**	**24**	**3**	**156**	**193**	**36**	**13**	**27**	**4**	**273**
0700 - 0715	56	11	2	2	0	71	31	10	1	5	0	47
0715 - 0730	64	13	3	6	2	88	48	4	3	9	1	65
0730 - 0745	74	6	3	5	2	90	112	18	3	7	0	140
0745 - 0800	83	9	3	7	0	102	150	25	8	10	1	194
Hourly Total	**277**	**39**	**11**	**20**	**4**	**351**	**341**	**57**	**15**	**31**	**2**	**446**
0800 - 0815	75	8	3	4	0	90	156	18	4	7	1	186
0815 - 0830	80	17	5	2	1	105	151	24	2	8	3	188
0830 - 0845	60	10	4	7	0	81	159	22	6	6	1	194
0845 - 0900	56	14	5	2	0	77	136	23	9	12	1	181
Hourly Total	**271**	**49**	**17**	**15**	**1**	**353**	**602**	**87**	**21**	**33**	**6**	**749**
0900 - 0915	34	9	2	5	0	50	112	19	4	5	0	140
0915 - 0930	36	12	5	9	1	63	112	29	10	7	0	158
0930 - 0945	61	8	3	1	0	73	127	28	7	16	3	181
0945 - 1000	30	15	5	7	0	57	149	14	5	10	1	179
Hourly Total	**161**	**44**	**15**	**22**	**1**	**243**	**500**	**90**	**26**	**38**	**4**	**658**
1000 - 1015	39	13	2	7	0	61	116	24	2	7	0	149
1015 - 1030	39	12	6	8	0	65	112	16	3	7	1	139
1030 - 1045	45	12	3	9	0	69	105	12	10	12	2	141
1045 - 1100	38	16	2	3	0	59	123	27	4	8	2	164
Hourly Total	**161**	**53**	**13**	**27**	**0**	**254**	**456**	**79**	**19**	**34**	**5**	**593**
1100 - 1115	47	8	1	8	0	64	118	19	7	10	1	155
1115 - 1130	30	9	6	6	0	51	105	18	11	2	1	137
1130 - 1145	45	9	3	3	0	60	108	19	7	8	1	143
1145 - 1200	33	5	4	7	0	49	116	14	5	7	1	143
Hourly Total	**155**	**31**	**14**	**24**	**0**	**224**	**447**	**70**	**30**	**27**	**4**	**578**
1200 - 1215	37	9	5	4	0	55	123	23	8	6	2	162
1215 - 1230	38	9	5	6	0	58	136	26	6	7	2	177
1230 - 1245	46	7	7	6	0	66	141	28	2	5	1	177
1245 - 1300	53	6	5	5	0	69	132	35	9	1	0	177
Hourly Total	**174**	**31**	**22**	**21**	**0**	**248**	**532**	**112**	**25**	**19**	**5**	**693**
1300 - 1315	50	8	6	6	1	71	155	29	11	8	1	204
1315 - 1330	44	10	4	2	0	60	138	23	9	2	2	174
1330 - 1345	64	17	4	7	0	92	131	18	8	8	3	168
1345 - 1400	60	9	4	4	0	77	111	22	3	6	1	143
Hourly Total	**218**	**44**	**18**	**19**	**1**	**300**	**535**	**92**	**31**	**24**	**7**	**689**
1400 - 1415	45	9	4	5	0	63	140	20	4	11	1	176
1415 - 1430	60	10	6	8	0	84	135	27	3	4	2	171
1430 - 1445	63	8	3	4	0	78	137	27	7	5	1	177
1445 - 1500	46	5	3	5	0	59	115	26	4	3	0	148
Hourly Total	**214**	**32**	**16**	**22**	**0**	**284**	**527**	**100**	**18**	**23**	**4**	**672**
1500 - 1515	44	11	6	1	0	62	97	24	6	3	1	131
1515 - 1530	40	9	5	2	1	57	128	18	8	8	2	164
1530 - 1545	53	14	6	2	1	76	145	23	13	6	1	188
1545 - 1600	38	20	2	6	0	66	133	18	9	3	3	166
Hourly Total	**175**	**54**	**19**	**11**	**2**	**261**	**503**	**83**	**36**	**20**	**7**	**649**
1600 - 1615	54	9	4	7	0	74	112	21	7	5	0	145
1615 - 1630	60	10	9	4	1	84	121	28	5	3	0	157
1630 - 1645	77	15	1	3	0	96	133	20	2	7	2	164
1645 - 1700	60	14	6	4	1	85	124	15	6	6	3	156
Hourly Total	**251**	**48**	**20**	**18**	**2**	**339**	**490**	**84**	**22**	**21**	**5**	**622**
1700 - 1715	113	28	2	2	0	145	132	16	2	7	1	158
1715 - 1730	95	11	3	1	0	110	153	11	4	8	1	177
1730 - 1745	114	10	3	8	0	135	145	16	4	4	3	172
1745 - 1800	66	5	0	5	0	76	152	20	2	4	1	179
Hourly Total	**388**	**54**	**8**	**16**	**0**	**466**	**582**	**63**	**12**	**23**	**6**	**686**
1800 - 1815	78	7	1	2	0	88	152	15	4	5	1	177
1815 - 1830	64	7	2	1	0	74	146	16	1	4	1	168
1830 - 1845	52	6	2	3	0	63	142	20	2	3	4	171
1845 - 1900	38	7	2	5	0	52	130	14	3	3	2	152
Hourly Total	**232**	**27**	**7**	**11**	**0**	**277**	**570**	**65**	**10**	**15**	**8**	**668**
1900 - 1915	64	7	3	5	1	80	109	8	4	4	2	127
1915 - 1930	82	14	3	4	2	105	83	4	3	3	0	93
1930 - 1945	78	10	5	4	0	97	74	2	1	1	1	80
1945 - 2000	87	7	1	2	0	97	70	6	0	4	0	80
Hourly Total	**311**	**38**	**12**	**15**	**3**	**379**	**336**	**20**	**8**	**12**	**3**	**380**
2000 - 2015	72	7	1	1	1	82	80	6	1	3	2	92
2015 - 2030	61	2	0	4	1	68	55	4	1	1	0	61
2030 - 2045	62	7	2	2	1	74	44	4	0	1	1	50
2045 - 2100	62	3	1	3	1	70	40	5	1	1	0	47
Hourly Total	**257**	**19**	**4**	**10**	**4**	**294**	**219**	**19**	**3**	**6**	**3**	**250**
2100 - 2115	67	4	0	2	0	73	50	1	1	2	0	54
2115 - 2130	61	3	0	1	1	66	28	6	1	0	2	37
2130 - 2145	49	1	1	5	1	57	36	1	0	1	1	39
2145 - 2200	39	0	1	2	1	43	31	2	0	3	0	36
Hourly Total	**216**	**8**	**2**	**10**	**3**	**239**	**145**	**10**	**2**	**6**	**3**	**166**
2200 - 2215	41	3	0	2	0	46	42	2	0	2	0	46
2215 - 2230	38	0	1	1	1	41	22	1	0	0	1	24
2230 - 2245	39	2	2	3	2	48	27	1	1	3	0	32
2245 - 2300	26	1	1	0	1	29	26	5	0	1	0	32
Hourly Total	**144**	**6**	**4**	**6**	**4**	**164**	**117**	**9**	**1**	**6**	**1**	**134**
2300 - 2315	18	3	1	1	0	23	19	2	1	1	0	23
2315 - 2330	25	2	3	1	1	32	11	0	2	1	2	16
2330 - 2345	25	3	1	0	0	29	14	0	0	0	0	14
2345 - 2400	15	1	3	0	1	20	14	1	0	0	0	15
Hourly Total	**83**	**9**	**8**	**2**	**2**	**104**	**58**	**3**	**3**	**2**	**2**	**68**
TOTAL	**3949**	**625**	**248**	**326**	**36**	**5184**	**7317**	**1107**	**313**	**408**	**85**	**9230**

Naas - Manual Traffic Survey, Tuesday 17th April 2012

Produced by Streetwise Services Ltd.

streetwise

Approach: B - M7 Access Rd (Bluetooth location 3B)

	Northbound						Southbound					
TIME	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0000 - 0015	0	0	0	0	0	0	10	1	0	0	0	11
0015 - 0030	0	0	0	0	0	0	5	0	0	0	0	5
0030 - 0045	0	0	0	0	0	0	7	0	1	3	0	11
0045 - 0100	0	0	0	0	0	0	9	0	0	4	0	13
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**31**	**1**	**1**	**7**	**0**	**40**
0100 - 0115	0	0	0	0	0	0	4	0	0	5	0	9
0115 - 0130	0	0	0	0	0	0	1	1	0	2	0	4
0130 - 0145	1	0	0	0	0	1	0	0	0	1	0	1
0145 - 0200	0	0	0	0	0	0	2	0	1	3	0	6
Hourly Total	**1**	**0**	**0**	**0**	**0**	**1**	**7**	**1**	**1**	**11**	**0**	**20**
0200 - 0215	0	0	0	0	0	0	1	0	0	1	0	2
0215 - 0230	0	0	0	0	0	0	3	0	0	2	0	5
0230 - 0245	1	0	0	0	0	1	6	1	1	2	0	10
0245 - 0300	0	0	0	0	0	0	1	1	1	4	0	7
Hourly Total	**1**	**0**	**0**	**0**	**0**	**1**	**11**	**2**	**2**	**9**	**0**	**24**
0300 - 0315	0	0	0	0	0	0	1	0	1	1	0	3
0315 - 0330	0	0	0	0	0	0	3	0	0	1	0	4
0330 - 0345	0	0	0	0	0	0	1	0	0	3	0	4
0345 - 0400	0	0	0	0	0	0	1	1	0	0	0	2
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**1**	**1**	**5**	**0**	**13**
0400 - 0415	0	0	0	0	0	0	3	0	0	1	0	4
0415 - 0430	0	0	0	0	0	0	0	1	0	2	0	3
0430 - 0445	0	0	0	0	0	0	1	0	0	2	0	3
0445 - 0500	0	0	0	0	0	0	5	2	0	1	0	8
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**3**	**1**	**5**	**0**	**18**
0500 - 0515	0	0	0	1	0	1	1	0	0	1	0	2
0515 - 0530	0	0	0	1	0	1	1	0	2	0	0	3
0530 - 0545	0	0	0	0	0	0	6	1	2	3	0	12
0545 - 0600	0	0	0	0	0	0	5	2	2	2	0	11
Hourly Total	**0**	**0**	**0**	**2**	**0**	**2**	**13**	**3**	**6**	**6**	**0**	**28**
0600 - 0615	0	0	0	0	0	0	6	4	2	1	0	13
0615 - 0630	2	0	0	0	0	2	7	1	2	1	0	11
0630 - 0645	1	0	1	0	0	2	17	4	1	6	0	28
0645 - 0700	1	0	0	0	1	2	21	6	1	6	1	35
Hourly Total	**4**	**0**	**1**	**0**	**1**	**6**	**51**	**15**	**6**	**14**	**1**	**87**
0700 - 0715	2	0	0	0	1	3	28	10	2	3	1	44
0715 - 0730	2	0	0	0	0	2	46	13	7	4	0	72
0730 - 0745	1	0	0	0	0	1	58	9	4	3	1	75
0745 - 0800	3	0	0	0	0	3	57	8	3	6	0	74
Hourly Total	**8**	**0**	**0**	**0**	**1**	**12**	**191**	**40**	**16**	**16**	**2**	**265**
0800 - 0815	5	0	0	0	0	5	95	10	4	3	0	112
0815 - 0830	1	0	0	0	0	1	110	10	5	2	1	128
0830 - 0845	8	0	0	0	0	8	101	13	3	4	0	121
0845 - 0900	4	0	0	0	0	4	121	10	2	4	0	137
Hourly Total	**36**	**1**	**0**	**0**	**0**	**37**	**427**	**43**	**14**	**13**	**1**	**498**
0900 - 0915	7	4	1	0	0	12	52	10	2	5	0	69
0915 - 0930	9	2	1	0	0	12	58	9	6	7	1	81
0930 - 0945	5	0	2	0	0	7	70	12	2	5	0	89
0945 - 1000	4	2	0	1	0	7	45	12	6	5	0	68
Hourly Total	**25**	**8**	**4**	**1**	**0**	**38**	**225**	**43**	**16**	**22**	**1**	**307**
1000 - 1015	4	3	0	0	0	7	51	18	6	7	0	82
1015 - 1030	4	1	1	0	0	6	58	18	5	4	0	85
1030 - 1045	4	2	0	0	0	6	42	13	5	9	0	69
1045 - 1100	10	2	0	0	0	12	46	12	5	10	0	73
Hourly Total	**22**	**8**	**1**	**0**	**0**	**31**	**197**	**61**	**21**	**30**	**0**	**309**
1100 - 1115	5	2	0	0	0	7	44	9	1	6	0	60
1115 - 1130	10	4	2	0	0	16	47	10	5	6	0	68
1130 - 1145	7	2	1	0	0	10	45	13	3	3	0	64
1145 - 1200	4	1	2	0	0	7	49	7	2	3	0	61
Hourly Total	**26**	**9**	**5**	**0**	**0**	**40**	**185**	**39**	**11**	**18**	**0**	**253**
1200 - 1215	7	2	1	0	0	10	51	13	5	3	0	72
1215 - 1230	2	4	2	0	0	8	48	9	1	7	0	65
1230 - 1245	11	1	0	0	0	12	61	11	5	4	0	81
1245 - 1300	5	3	1	0	0	9	64	5	3	7	0	79
Hourly Total	**25**	**10**	**4**	**0**	**0**	**39**	**224**	**38**	**14**	**21**	**0**	**297**
1300 - 1315	7	1	0	0	0	8	75	10	1	5	1	92
1315 - 1330	3	0	1	0	0	4	59	8	5	1	1	74
1330 - 1345	6	0	0	0	0	6	61	15	1	4	1	82
1345 - 1400	10	1	2	0	0	13	53	6	3	3	0	65
Hourly Total	**26**	**2**	**3**	**0**	**0**	**31**	**248**	**39**	**10**	**13**	**3**	**313**
1400 - 1415	7	3	0	0	0	10	62	11	5	1	1	80
1415 - 1430	7	4	0	0	0	11	62	14	1	5	0	82
1430 - 1445	9	3	0	0	0	12	63	12	4	5	0	84
1445 - 1500	4	3	1	0	0	8	74	18	1	6	0	99
Hourly Total	**34**	**12**	**1**	**0**	**0**	**47**	**261**	**55**	**11**	**17**	**1**	**345**
1500 - 1515	7	1	0	0	0	8	68	5	5	1	0	79
1515 - 1530	8	1	0	0	0	9	68	17	2	1	1	89
1530 - 1545	7	1	1	0	0	9	92	14	1	3	0	110
1545 - 1600	9	3	2	0	0	14	108	18	5	2	0	133
Hourly Total	**31**	**5**	**3**	**0**	**0**	**39**	**336**	**54**	**13**	**7**	**1**	**411**
1600 - 1615	7	1	2	0	0	10	99	13	2	3	0	117
1615 - 1630	8	1	0	0	0	9	116	18	4	5	0	143
1630 - 1645	12	1	0	0	0	13	129	15	5	8	0	157
1645 - 1700	7	0	0	0	0	7	146	24	3	5	0	178
Hourly Total	**34**	**3**	**2**	**0**	**0**	**39**	**490**	**70**	**14**	**21**	**0**	**595**
1700 - 1715	8	3	0	0	0	11	180	20	0	6	0	206
1715 - 1730	12	3	1	0	0	16	154	22	3	0	0	179
1730 - 1745	6	0	0	0	0	6	171	25	1	6	0	203
1745 - 1800	5	2	0	0	0	7	141	12	2	2	0	157
Hourly Total	**31**	**8**	**1**	**0**	**0**	**40**	**646**	**79**	**6**	**14**	**0**	**745**
1800 - 1815	2	3	0	0	0	5	141	20	2	3	0	166
1815 - 1830	6	1	2	0	0	9	125	19	0	2	0	146
1830 - 1845	2	0	0	0	0	2	82	8	2	3	1	96
1845 - 1900	1	1	0	0	0	2	71	14	2	2	0	89
Hourly Total	**11**	**5**	**2**	**0**	**0**	**18**	**419**	**61**	**6**	**10**	**1**	**497**
1900 - 1915	3	0	0	0	0	3	83	4	4	3	0	94
1915 - 1930	1	0	0	0	0	1	61	5	1	3	0	70
1930 - 1945	1	1	0	0	0	2	52	3	1	2	1	59
1945 - 2000	0	0	0	0	0	0	54	9	3	2	0	68
Hourly Total	**5**	**1**	**0**	**0**	**0**	**6**	**250**	**21**	**9**	**10**	**1**	**291**
2000 - 2015	3	1	0	0	0	4	45	8	0	0	0	53
2015 - 2030	3	0	0	0	0	3	43	6	1	0	0	50
2030 - 2045	0	0	0	0	0	0	51	2	0	0	0	53
2045 - 2100	2	0	0	0	0	2	45	4	1	2	0	52
Hourly Total	**9**	**1**	**0**	**0**	**0**	**10**	**184**	**20**	**2**	**2**	**0**	**208**
2100 - 2115	1	0	0	0	0	1	60	9	1	1	0	71
2115 - 2130	0	0	0	0	0	0	38	4	0	1	0	43
2130 - 2145	0	0	1	0	0	1	44	0	0	2	0	46
2145 - 2200	1	0	0	0	0	1	48	2	0	4	0	54
Hourly Total	**2**	**0**	**1**	**0**	**0**	**3**	**190**	**15**	**1**	**8**	**0**	**214**
2200 - 2215	0	0	0	0	0	0	34	2	0	5	0	41
2215 - 2230	0	0	0	0	0	0	36	0	1	4	0	41
2230 - 2245	0	0	0	0	0	0	13	1	0	3	0	17
2245 - 2300	0	0	0	0	0	0	10	3	0	2	0	15
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**93**	**6**	**1**	**14**	**0**	**114**
2300 - 2315	0	0	0	0	0	0	13	1	0	2	0	16
2315 - 2330	0	0	0	0	0	0	10	0	0	2	0	12
2330 - 2345	0	0	0	0	0	0	10	0	0	4	0	14
2345 - 2400	0	0	0	0	0	0	5	0	0	0	0	5
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**38**	**1**	**0**	**8**	**0**	**47**
TOTAL	**327**	**76**	**27**	**5**	**2**	**437**	**4732**	**711**	**183**	**301**	**12**	**5939**

Naas - Manual Traffic Survey, Tuesday 17th April 2012

Produced by Streetwise Services Ltd.

Approach: C - R445 East (Bluetooth location 3C)

	Westbound						Eastbound					
TIME	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0000 - 0015	9	1	0	1	0	11	19	0	0	2	0	21
0015 - 0030	12	0	1	3	1	17	8	1	0	1	1	11
0030 - 0045	13	0	2	1	0	16	10	0	0	5	0	15
0045 - 0100	6	0	0	1	0	7	8	1	2	5	0	16
Hourly Total	40	1	3	6	1	51	45	2	2	13	1	63
0100 - 0115	3	2	0	2	0	7	7	0	0	6	0	13
0115 - 0130	5	1	2	3	0	11	9	1	0	3	1	14
0130 - 0145	8	0	1	3	1	13	4	1	0	3	0	8
0145 - 0200	2	1	1	1	0	5	2	0	2	4	0	8
Hourly Total	18	4	4	9	1	36	22	2	2	16	1	43
0200 - 0215	4	0	0	2	0	6	4	0	0	3	0	7
0215 - 0230	2	0	0	1	1	4	3	0	0	3	1	7
0230 - 0245	7	0	1	4	0	12	2	0	0	4	0	6
0245 - 0300	2	0	0	1	0	3	2	0	0	6	0	8
Hourly Total	15	0	1	8	1	25	11	0	0	16	1	28
0300 - 0315	4	0	0	4	0	8	1	0	1	1	0	3
0315 - 0330	2	0	0	3	1	6	6	0	1	2	1	10
0330 - 0345	3	0	2	3	0	8	3	0	0	4	0	7
0345 - 0400	1	1	4	0	0	6	4	1	1	0	0	6
Hourly Total	10	1	6	10	1	28	14	1	3	7	1	26
0400 - 0415	4	0	2	2	0	8	4	0	0	3	0	7
0415 - 0430	3	2	0	0	1	6	3	2	0	5	1	11
0430 - 0445	6	2	0	1	0	9	3	3	1	1	0	8
0445 - 0500	11	6	3	3	0	23	7	0	1	1	0	9
Hourly Total	24	10	5	6	1	46	17	5	2	10	1	35
0500 - 0515	7	3	4	1	0	15	2	2	3	4	0	11
0515 - 0530	6	0	0	3	1	10	3	1	2	2	1	9
0530 - 0545	10	3	2	3	0	18	16	3	2	8	0	29
0545 - 0600	17	3	3	5	0	28	14	1	3	2	0	20
Hourly Total	40	9	9	12	1	71	35	7	10	16	1	69
0600 - 0615	24	2	0	2	1	29	15	7	1	0	0	23
0615 - 0630	34	2	3	5	2	46	13	5	5	6	1	30
0630 - 0645	47	7	1	4	0	59	32	4	3	4	0	43
0645 - 0700	38	10	4	8	1	61	33	8	2	5	0	48
Hourly Total	143	21	8	19	4	195	93	24	11	15	1	144
0700 - 0715	42	13	3	6	1	65	51	7	5	8	1	72
0715 - 0730	71	12	6	7	1	97	93	7	2	6	5	113
0730 - 0745	127	25	5	4	0	161	114	11	9	12	1	147
0745 - 0800	150	17	5	13	1	186	118	10	4	5	2	139
Hourly Total	390	67	19	30	3	509	376	35	20	31	9	471
0800 - 0815	164	24	9	6	0	203	159	22	9	11	0	201
0815 - 0830	201	12	5	5	3	226	194	20	2	9	1	226
0830 - 0845	185	24	8	4	1	222	203	20	3	8	4	238
0845 - 0900	210	19	3	11	2	245	167	19	6	3	1	196
Hourly Total	760	79	25	26	6	896	723	81	20	31	6	861
0900 - 0915	136	20	2	5	0	163	163	19	6	12	1	201
0915 - 0930	141	26	8	12	1	188	144	23	7	5	2	181
0930 - 0945	126	32	1	6	5	170	157	30	5	8	2	202
0945 - 1000	168	11	7	6	2	194	150	25	5	8	0	188
Hourly Total	571	89	18	29	8	715	614	97	23	33	5	772
1000 - 1015	120	23	5	6	0	154	112	26	4	7	1	150
1015 - 1030	129	19	6	10	1	165	130	22	5	9	2	168
1030 - 1045	110	13	12	13	1	149	124	19	5	9	2	159
1045 - 1100	115	30	8	12	2	167	126	24	5	6	1	162
Hourly Total	474	85	31	41	4	635	492	91	19	31	6	639
1100 - 1115	125	29	7	6	1	168	123	26	7	11	2	169
1115 - 1130	117	23	14	8	1	163	104	14	7	3	2	130
1130 - 1145	123	33	7	4	1	168	134	13	6	4	1	158
1145 - 1200	129	17	5	5	1	157	133	26	13	3	1	176
Hourly Total	494	102	33	23	4	656	494	79	33	21	6	633
1200 - 1215	144	25	6	4	1	180	130	29	5	3	1	168
1215 - 1230	149	26	7	6	2	190	131	18	8	3	2	162
1230 - 1245	147	22	3	7	1	180	149	16	5	3	1	174
1245 - 1300	157	24	2	7	0	190	125	24	8	7	0	164
Hourly Total	597	97	18	24	4	740	535	87	26	16	4	668
1300 - 1315	178	33	6	4	1	222	138	9	5	1	0	153
1315 - 1330	161	16	8	2	5	192	149	20	3	5	3	180
1330 - 1345	153	21	7	6	3	190	141	24	4	6	2	177
1345 - 1400	131	18	2	5	1	157	135	20	3	9	1	168
Hourly Total	623	88	23	17	10	761	563	73	15	21	6	678
1400 - 1415	167	26	6	5	2	206	104	26	6	2	2	140
1415 - 1430	147	28	3	4	2	184	133	25	5	4	5	172
1430 - 1445	155	29	7	3	1	195	141	15	8	3	1	168
1445 - 1500	151	33	9	7	0	200	139	27	6	7	1	180
Hourly Total	620	116	25	19	5	785	517	93	25	16	9	660
1500 - 1515	123	23	8	3	0	157	173	24	4	3	1	205
1515 - 1530	168	24	4	6	2	204	152	18	3	3	3	179
1530 - 1545	171	13	4	6	1	195	157	27	6	11	2	203
1545 - 1600	192	20	4	2	3	221	163	22	7	8	1	201
Hourly Total	654	80	20	17	6	777	645	91	20	25	7	788
1600 - 1615	177	25	2	0	0	204	181	14	6	6	0	207
1615 - 1630	189	31	7	4	0	231	173	18	7	4	1	203
1630 - 1645	211	18	6	11	2	248	167	20	5	9	1	202
1645 - 1700	205	23	5	11	3	247	151	20	4	6	2	183
Hourly Total	782	97	20	26	5	930	672	72	22	25	4	795
1700 - 1715	215	15	2	9	1	242	212	17	6	3	2	240
1715 - 1730	229	21	6	2	1	259	174	20	2	5	2	203
1730 - 1745	181	26	1	7	2	217	184	15	2	4	1	206
1745 - 1800	211	23	3	1	1	239	193	14	5	2	0	214
Hourly Total	836	85	12	19	5	957	763	66	15	14	5	863
1800 - 1815	215	22	3	3	0	243	186	20	2	3	0	211
1815 - 1830	232	17	0	4	0	253	163	16	2	4	3	188
1830 - 1845	137	12	2	4	5	160	131	20	0	6	0	157
1845 - 1900	133	15	2	6	2	158	131	14	1	8	1	155
Hourly Total	717	66	7	17	7	814	611	70	5	21	4	711
1900 - 1915	129	8	1	3	1	142	139	7	4	5	1	156
1915 - 1930	114	2	2	3	0	121	113	8	1	7	1	130
1930 - 1945	104	4	1	1	1	111	104	11	3	2	1	121
1945 - 2000	96	7	3	2	0	108	121	11	2	1	0	135
Hourly Total	443	21	7	9	2	482	477	37	10	15	3	542
2000 - 2015	103	8	2	3	1	117	92	7	0	1	1	101
2015 - 2030	76	10	1	3	0	90	84	7	1	0	1	93
2030 - 2045	64	8	1	7	1	81	88	14	2	0	0	104
2045 - 2100	63	5	3	0	0	71	85	5	1	1	1	93
Hourly Total	306	31	7	13	2	359	349	33	4	2	3	391
2100 - 2115	55	5	2	4	0	66	85	8	0	3	0	96
2115 - 2130	50	2	1	2	2	57	69	5	2	3	1	80
2130 - 2145	52	2	0	3	1	58	89	0	0	2	0	91
2145 - 2200	48	2	1	2	0	53	80	4	0	4	1	89
Hourly Total	205	11	4	11	3	234	323	17	2	12	2	356
2200 - 2215	44	3	0	4	0	51	49	0	1	6	0	56
2215 - 2230	38	6	1	4	1	50	38	3	0	4	1	46
2230 - 2245	20	6	2	1	0	29	29	2	0	3	2	36
2245 - 2300	34	5	1	9	0	49	26	4	1	3	1	35
Hourly Total	136	20	4	18	1	179	142	9	2	16	4	173
2300 - 2315	24	2	2	3	0	31	27	3	0	3	0	33
2315 - 2330	11	0	1	3	2	17	27	2	1	3	1	34
2330 - 2345	14	1	0	1	0	16	21	0	1	2	0	24
2345 - 2400	19	1	1	3	0	24	10	0	1	1	1	13
Hourly Total	68	4	4	10	2	88	85	5	3	9	2	104
TOTAL	8966	1184	313	419	87	10969	8618	1077	294	432	92	10513

Naas - Manual Traffic Survey, Tuesday 17th April 2012

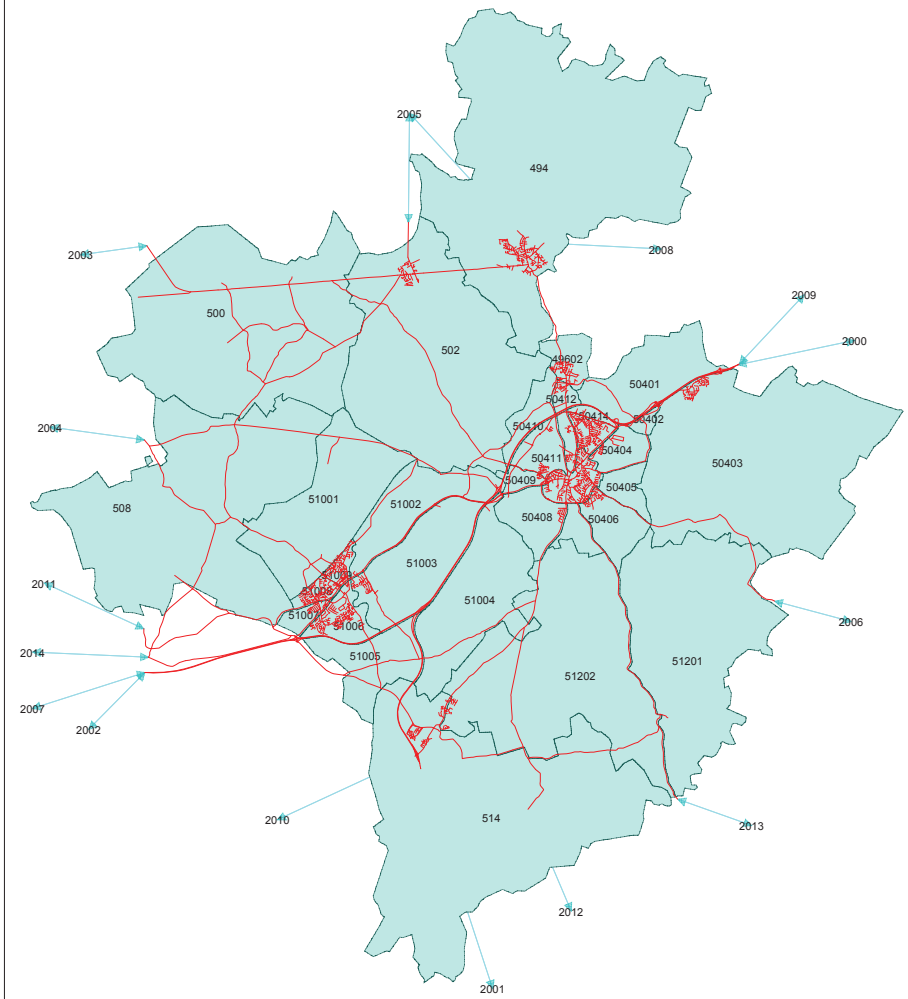
Produced by Streetwise Services Ltd.

Approach: A - M7 (Bluetooth location 4)

	A-B (northbound)						B-A (southbound)					
TIME	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0000 - 0015	21	3	3	0	0	27	58	2	2	12	0	74
0015 - 0030	20	1	10	3	0	34	61	0	12	5	2	80
0030 - 0045	25	0	0	6	0	31	35	0	10	13	1	59
0045 - 0100	25	0	1	10	0	36	37	1	3	14	0	55
Hourly Total	91	4	14	19	0	128	191	3	27	44	3	268
0100 - 0115	16	0	2	8	0	26	17	0	2	9	0	28
0115 - 0130	11	0	0	10	0	21	14	2	4	9	0	29
0130 - 0145	15	0	0	1	0	16	11	3	4	10	0	28
0145 - 0200	5	0	0	6	0	11	17	1	4	17	0	39
Hourly Total	47	0	2	25	0	74	59	6	14	45	0	124
0200 - 0215	9	0	2	9	0	20	8	0	1	9	1	19
0215 - 0230	7	0	2	5	0	14	18	1	4	9	0	32
0230 - 0245	8	0	1	7	0	16	20	4	8	8	0	40
0245 - 0300	8	0	0	6	0	14	12	3	10	10	1	36
Hourly Total	32	0	5	27	0	64	58	8	23	36	2	127
0300 - 0315	15	0	0	2	0	17	18	0	4	9	0	31
0315 - 0330	8	0	0	3	0	11	15	2	4	5	0	26
0330 - 0345	17	0	0	6	0	23	23	2	4	12	0	41
0345 - 0400	14	1	1	7	0	23	7	2	5	4	0	18
Hourly Total	54	1	1	18	0	74	63	6	17	30	0	116
0400 - 0415	22	0	1	9	0	32	8	0	3	0	0	11
0415 - 0430	27	0	0	15	0	42	3	1	0	3	0	7
0430 - 0445	35	0	3	9	3	50	22	3	6	12	1	44
0445 - 0500	44	0	2	11	3	60	11	5	5	17	0	38
Hourly Total	128	0	6	44	6	184	44	9	14	32	1	100
0500 - 0515	52	5	1	8	2	68	10	6	7	12	1	36
0515 - 0530	58	5	0	11	3	77	14	5	4	9	0	32
0530 - 0545	106	1	18	15	2	142	28	9	6	17	1	61
0545 - 0600	116	3	12	22	1	154	35	7	12	20	2	76
Hourly Total	332	14	31	56	8	441	87	27	29	58	4	205
0600 - 0615	177	3	7	30	1	218	42	18	11	23	1	95
0615 - 0630	304	7	1	29	2	343	69	13	19	21	2	124
0630 - 0645	356	18	1	34	0	409	76	18	21	29	3	147
0645 - 0700	467	32	2	29	1	531	98	21	25	23	0	167
Hourly Total	1304	60	11	122	4	1501	285	70	76	96	6	533
0700 - 0715	744	54	4	24	0	826	142	29	20	26	1	218
0715 - 0730	781	31	14	45	4	875	247	49	41	32	3	372
0730 - 0745	613	82	14	17	1	727	263	63	27	32	2	387
0745 - 0800	687	93	11	34	4	829	309	57	15	38	1	420
Hourly Total	2825	260	43	120	9	3257	961	198	103	128	7	1397
0800 - 0815	754	85	5	9	2	855	374	75	26	27	1	503
0815 - 0830	664	73	4	22	0	763	405	61	21	29	2	518
0830 - 0845	724	82	9	17	1	833	380	55	17	33	1	486
0845 - 0900	738	96	15	26	1	876	449	50	10	34	3	546
Hourly Total	2880	336	33	74	4	3327	1608	241	74	123	7	2053
0900 - 0915	682	71	10	31	2	796	271	38	26	31	0	366
0915 - 0930	536	54	7	21	0	618	328	50	15	41	1	435
0930 - 0945	554	45	14	35	0	648	268	47	3	32	3	353
0945 - 1000	405	51	22	33	3	514	213	52	18	42	3	328
Hourly Total	2177	221	53	120	5	2576	1080	187	62	146	7	1482
1000 - 1015	381	36	16	23	3	459	183	41	21	32	2	279
1015 - 1030	333	28	22	31	0	414	217	55	20	36	1	329
1030 - 1045	315	32	14	42	0	403	200	47	10	36	0	293
1045 - 1100	354	37	19	40	1	451	204	55	9	42	0	310
Hourly Total	1383	133	71	136	4	1727	804	198	60	146	3	1211
1100 - 1115	301	24	10	30	1	366	238	42	11	26	0	317
1115 - 1130	253	17	14	28	1	313	245	31	19	35	2	332
1130 - 1145	313	34	21	25	0	393	181	32	9	40	0	262
1145 - 1200	264	28	11	31	4	338	185	34	13	10	2	244
Hourly Total	1131	103	56	114	6	1410	849	139	52	111	4	1155
1200 - 1215	286	22	13	41	3	365	217	32	14	31	3	297
1215 - 1230	315	17	20	38	2	392	255	40	14	30	0	339
1230 - 1245	301	22	20	29	4	376	203	24	10	41	1	279
1245 - 1300	272	31	30	30	3	366	238	27	17	31	3	316
Hourly Total	1174	92	83	138	12	1499	913	123	55	133	7	1231
1300 - 1315	333	45	27	30	2	437	290	34	5	28	3	360
1315 - 1330	293	29	20	38	0	380	215	38	1	23	6	283
1330 - 1345	313	29	18	44	3	407	327	44	18	25	2	416
1345 - 1400	293	24	21	31	3	372	289	31	11	36	0	367
Hourly Total	1232	127	86	143	8	1596	1121	147	35	112	11	1426
1400 - 1415	324	32	13	35	0	404	297	41	19	17	4	378
1415 - 1430	253	18	18	24	2	315	300	38	7	41	0	386
1430 - 1445	250	48	28	27	2	355	363	46	8	40	7	464
1445 - 1500	269	49	20	28	3	369	358	45	14	34	2	453
Hourly Total	1096	147	79	114	7	1443	1318	170	48	132	13	1681
1500 - 1515	317	38	16	41	0	412	390	52	12	34	2	490
1515 - 1530	320	48	18	41	0	427	423	65	13	22	1	524
1530 - 1545	329	35	40	37	3	444	373	57	2	29	3	464
1545 - 1600	284	54	14	42	1	395	454	60	16	26	1	557
Hourly Total	1250	175	88	161	4	1678	1640	234	43	111	7	2035
1600 - 1615	355	27	30	41	3	456	520	60	12	34	0	626
1615 - 1630	372	51	14	30	1	468	628	80	26	27	3	764
1630 - 1645	388	62	20	37	0	507	666	110	15	28	0	819
1645 - 1700	417	52	11	26	2	508	705	104	11	20	3	843
Hourly Total	1532	192	75	134	6	1939	2519	354	64	109	6	3052
1700 - 1715	441	46	11	34	3	535	766	134	8	18	2	928
1715 - 1730	407	43	12	21	1	484	811	142	15	19	1	988
1730 - 1745	395	33	12	25	4	469	885	96	2	24	1	1008
1745 - 1800	355	25	7	25	3	415	709	67	7	33	4	820
Hourly Total	1598	147	42	105	11	1903	3171	439	32	94	8	3744
1800 - 1815	366	18	14	28	1	427	781	59	2	28	0	870
1815 - 1830	395	26	9	36	0	466	658	38	8	20	3	727
1830 - 1845	345	24	4	31	0	404	582	22	12	18	5	639
1845 - 1900	317	12	1	15	0	345	550	35	3	18	1	607
Hourly Total	1423	80	28	110	1	1642	2571	154	25	84	9	2843
1900 - 1915	248	5	1	26	0	280	393	19	12	10	0	434
1915 - 1930	145	7	6	23	0	181	320	16	6	15	1	358
1930 - 1945	179	2	2	12	1	196	264	12	13	8	3	300
1945 - 2000	199	5	12	13	4	233	218	16	6	15	3	258
Hourly Total	771	19	21	74	5	890	1195	63	37	48	7	1350
2000 - 2015	159	4	4	23	4	194	195	12	10	3	1	221
2015 - 2030	127	0	4	21	3	155	221	13	7	14	1	256
2030 - 2045	127	2	3	14	1	147	223	14	7	13	1	258
2045 - 2100	144	1	4	19	2	170	183	7	7	12	0	209
Hourly Total	557	7	15	77	10	666	822	46	31	42	3	944
2100 - 2115	124	1	4	19	2	150	164	9	4	11	1	189
2115 - 2130	127	0	2	15	2	146	194	9	5	13	0	221
2130 - 2145	102	0	0	15	1	118	167	3	2	11	1	184
2145 - 2200	81	0	3	15	0	99	128	1	3	16	1	149
Hourly Total	434	1	9	64	5	513	653	22	14	51	3	743
2200 - 2215	100	0	3	14	2	119	132	1	4	13	2	152
2215 - 2230	88	0	1	9	1	99	182	0	7	13	0	202
2230 - 2245	106	1	1	10	1	119	108	3	4	9	1	125
2245 - 2300	67	0	0	16	1	84	96	3	2	15	3	119
Hourly Total	361	1	5	49	5	421	518	7	17	50	6	598
2300 - 2315	56	0	1	10	1	68	70	2	4	16	1	93
2315 - 2330	43	1	2	9	1	56	94	1	3	14	2	114
2330 - 2345	44	1	2	5	0	52	63	2	5	12	2	84
2345 - 2400	28	1	2	6	0	37	59	0	1	6	1	67
Hourly Total	171	3	7	30	2	213	286	5	13	48	6	358
TOTAL	23983	2123	864	2074	122	29166	22816	2856	965	2009	130	28776

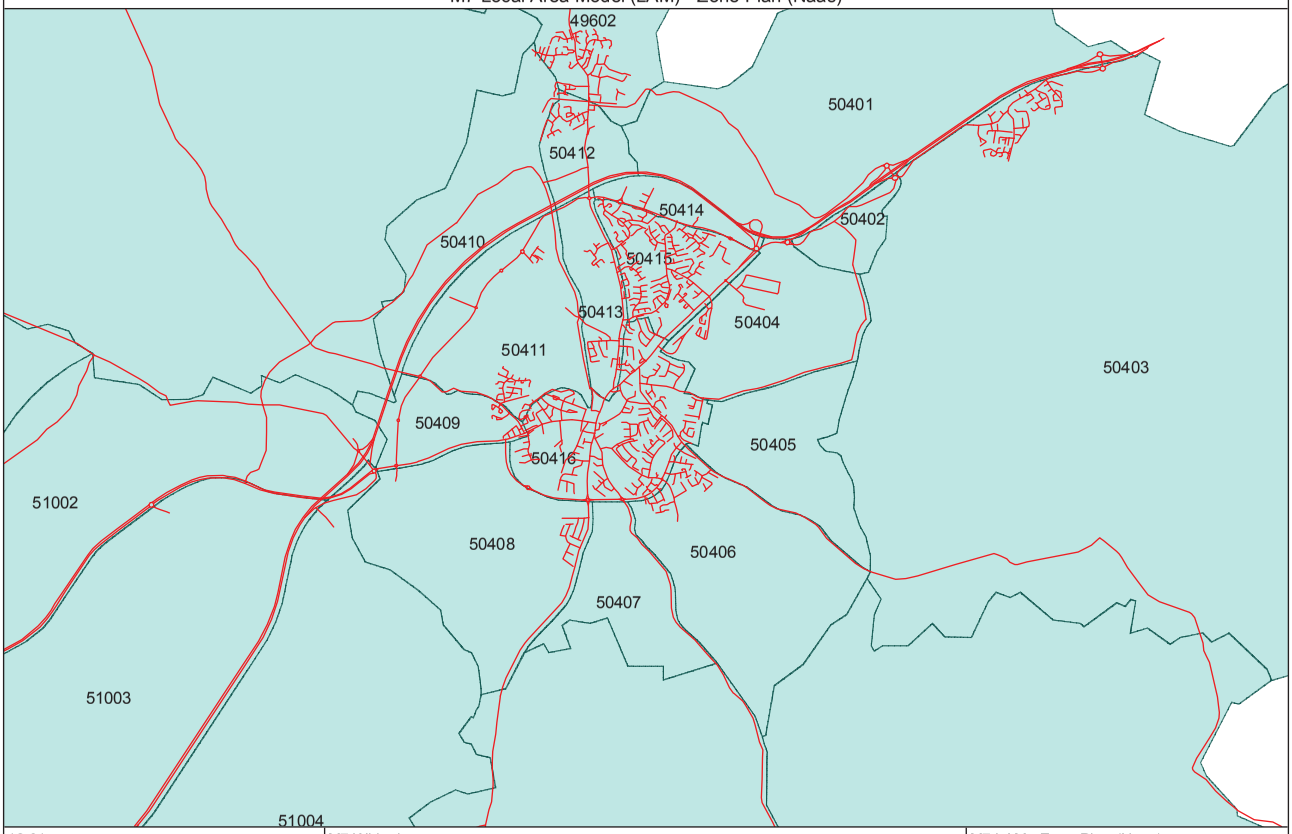
Appendix B
Network Zone Plan

M7 Local Area Model (LAM) - Zone Plan



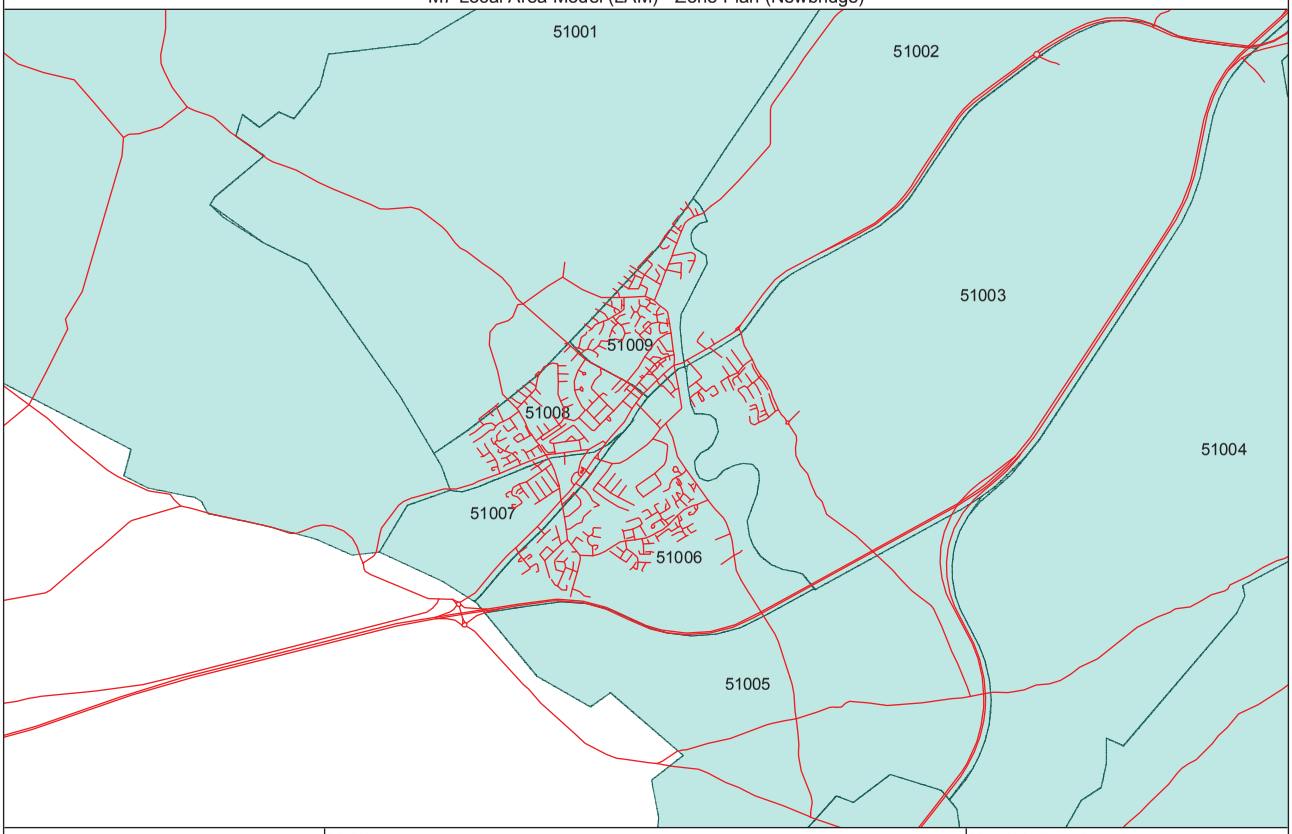
12.01	M7 Widening	M7 LAM - Zone Plan
Date: 11/06/2012	Made: Katarzyna Miksiewicz	ROD - AECOM Alliance

M7 Local Area Model (LAM) - Zone Plan (Naas)



12.01	M7 Widening	M7 LAM - Zone Plan (Naas)
Date: 11/06/2012	Made: Katarzyna Miksiewicz	ROD - AECOM Alliance

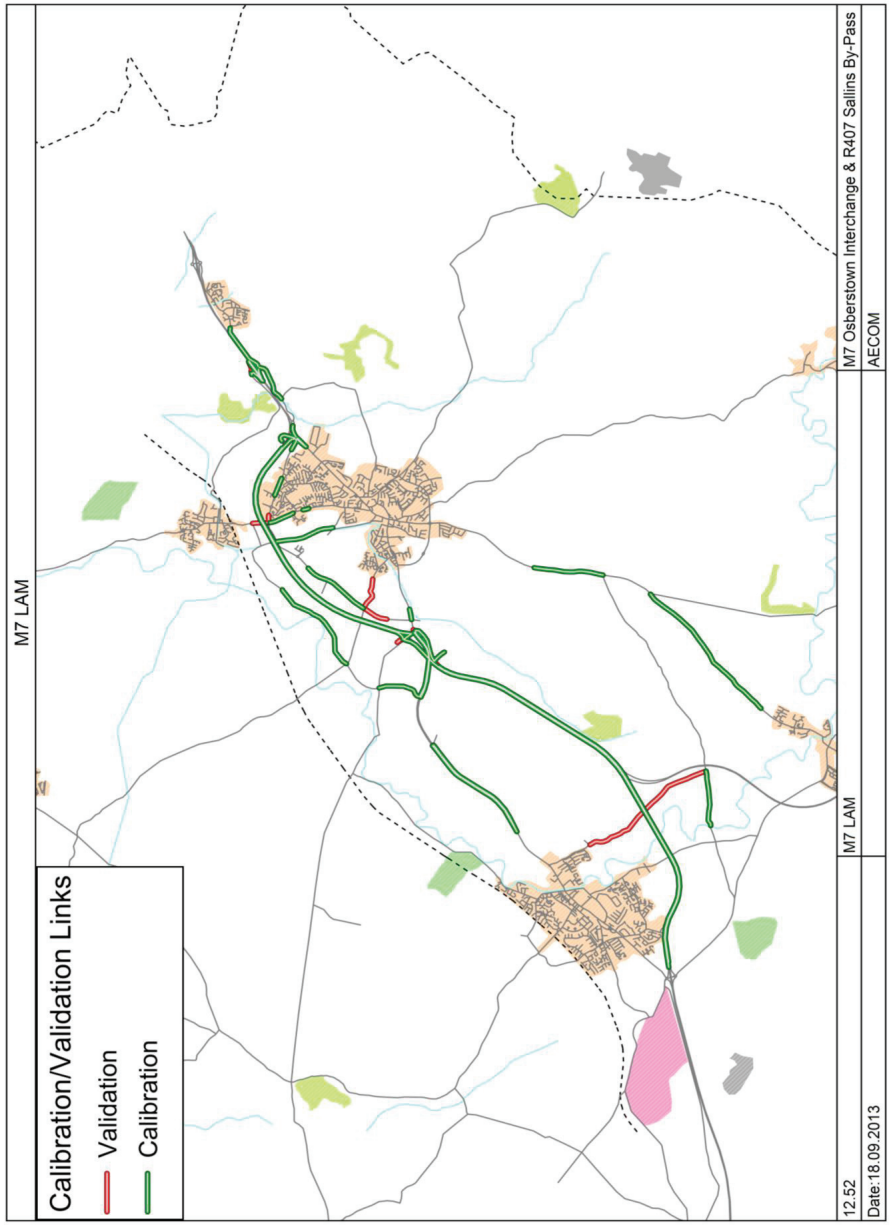
M7 Local Area Model (LAM) - Zone Plan (Newbridge)



12.01	M7 Widening	M7 LAM - Zone Plan (Newbridge)
Date: 11/06/2012	Made: Katarzyna Miksiewicz	ROD - AECOM Alliance

Appendix C

Calibration/Validation Link Locations



Appendix D
Calibration Data

AM Peak Light Traffic

Link No.	Link Description	Link Capacity (PCU's)	Observed	Modelled	Difference	GEH	COUNT	GEH TEST	CLASS TEST	Target Difference	Flow Test	ACT DIFF	FACTOR
			Light Traffic	Light Traffic	Light Traffic		RESULT =	96.77%		RESULT =	91.94%		
							REQD =	85.00%		REQD =	85.00%		
1	M7 WB On-Ramp	1800	71.00	81.00	10.00	1.15	1	1	2	100	1	10	1.1408
2	L2014 Kill Road WB	1000	221.00	200.00	-21.00	1.45	1	1	2	100	1	-21	0.9050
3	L2014 Kill Road EB	1000	125.00	126.00	1.00	0.09	1	1	2	100	1	1	1.0080
4	R445 Dublin Road NB	2400	852.00	813.00	-39.00	1.35	1	1	1	128	1	-39	0.9542
5	R445 Dublin Road SB	1200	557.00	563.00	6.00	0.25	1	1	2	100	1	6	1.0108
6	M7 SB Off-Ramp	1800	406.00	450.00	44.00	2.13	1	1	2	100	1	44	1.1084
7	M7 SB On-Ramp	1800	586.00	641.00	55.00	2.22	1	1	2	100	1	55	1.0939
8	M7 NB Off-Ramp	1800	613.00	748.00	135.00	5.18	1	0	2	100	0	135	1.2202
9	Newhall Overbridge EB	1100	620.00	609.00	-11.00	0.44	1	1	2	100	1	-11	0.9823
10	Newhall Overbridge WB	1100	567.00	640.00	73.00	2.97	1	1	2	100	1	73	1.1287
11	L2031 SB	700	303.00	241.00	-62.00	3.76	1	1	2	100	1	-62	0.7954
12	L2031 NB	700	78.00	56.00	-22.00	2.69	1	1	2	100	1	-22	0.7179
13	Monread Rd. WB	1200	456.00	379.00	-77.00	3.77	1	1	2	100	1	-77	0.8311
14	Monread Rd. EB	1200	611.00	558.00	-53.00	2.19	1	1	2	100	1	-53	0.9133
15	M7 WB Off-Ramp	1800	79.00	82.00	3.00	0.33	1	1	2	100	1	3	1.0380
16	Kerdiffstown Rd. WB	1000	37.00	44.00	7.00	1.10	1	1	2	100	1	7	1.1892
17	Kerdiffstown Rd. EB	1000	154.00	165.00	11.00	0.87	1	1	2	100	1	11	1.0714
18	Monread Rd. EB	1200	678.00	662.00	-16.00	0.62	1	1	2	100	1	-16	0.9764
19	Monread Rd. WB	1200	519.00	502.00	-17.00	0.75	1	1	2	100	1	-17	0.9672
20	L2014-Johnstown WB	1200	135.00	157.00	22.00	1.82	1	1	2	100	1	22	1.1630
21	L2014-Johnstown EB	1200	141.00	153.00	12.00	0.99	1	1	2	100	1	12	1.0851
22	Millennium Rd. NB	1200	532.00	424.00	-108.00	4.94	1	1	2	100	0	-108	0.7970
23	Millennium Rd. SB	1200	468.00	495.00	27.00	1.23	1	1	2	100	1	27	1.0577
24	Millennium Rd. SB	1200	487.00	470.00	-17.00	0.78	1	1	2	100	1	-17	0.9651
25	Millennium Rd. NB	1200	622.00	506.00	-116.00	4.88	1	1	2	100	0	-116	0.8135
26	R407 NB	1200	489.00	388.00	-101.00	4.82	1	1	2	100	0	-101	0.7935
27	R407 SB	1200	424.00	409.00	-15.00	0.73	1	1	2	100	1	-15	0.9646
28	M7 EB at Johnstown	6100	3765.00	3906.00	141.00	2.28	1	1	3	800	1	141	1.0375
29	M7 On-Ramp WB	1800	162.00	229.00	67.00	4.79	1	1	2	100	1	67	1.4136
30	M7 Naas Bypass EB	4100	3169.00	3316.00	147.00	2.58	1	1	3	800	1	147	1.0464
31	M7-On Ramp SB	1800	470.00	454.00	-16.00	0.74	1	1	2	100	1	-16	0.9660
32	M7-On Ramp NB	1800	37.00	30.00	-7.00	1.21	1	1	2	100	1	-7	0.8108

33	M7 NB at Newbridge	3600	1785.00	1978.00	193.00	4.45	1	1	1	268	1	193	1.1081
34	R445 Newbrdige Rd NB	3400	529.00	589.00	60.00	2.54	1	1	2	100	1	60	1.1134
35	M7 SB at Newbridge	3600	1004.00	1015.00	11.00	0.35	1	1	1	151	1	11	1.0110
36	R407 SB at Sallins Jnct	1200	324.00	341.00	17.00	0.93	1	1	2	100	1	17	1.0525
37	R407 NB at Sallins Jnct	1200	516.00	514.00	-2.00	0.09	1	1	2	100	1	-2	0.9961
38	M7 NB at Lewistown	4100	3216.00	3422.00	206.00	3.58	1	1	3	800	1	206	1.0641
39	M7 EB Off-Ramp	1800	1034.00	1056.00	22.00	0.68	1	1	1	155	1	22	1.0213
40	M7 EB Off-Ramp	1800	283.00	384.00	101.00	5.53	1	0	2	100	0	101	1.3569
41	M7 Naas Bypass WB	4100	1788.00	1865.00	77.00	1.80	1	1	1	268	1	77	1.0431
42	R445 Newbrdige Rd SB	3400	442.00	436.00	-6.00	0.29	1	1	2	100	1	-6	0.9864
43	M7 SB at Lewistown	4100	1849.00	1859.00	10.00	0.23	1	1	1	277	1	10	1.0054
44	R445 Newbridge Rd WB	3400	686.00	625.00	-61.00	2.38	1	1	2	100	1	-61	0.9111
45	R445 Newbridge Rd EB	3400	634.00	637.00	3.00	0.12	1	1	2	100	1	3	1.0047
46	R445 Johnstown Rd EB	1200	115.00	121.00	6.00	0.55	1	1	2	100	1	6	1.0522
47	R445 Johnstown Rd WB	2400	571.00	611.00	40.00	1.65	1	1	2	100	1	40	1.0701
48	R448 Kilcullen Rd. SB	1200	115.00	102.00	-13.00	1.25	1	1	2	100	1	-13	0.8870
49	R448 Kilcullen Rd. NB	1200	306.00	260.00	-46.00	2.73	1	1	2	100	1	-46	0.8497
50	M7 WB at Johnstown	6100	2108.00	2074.00	-34.00	0.74	1	1	1	316	1	-34	0.9839
51	L2006 EB	700	70.00	98.00	28.00	3.06	1	1	2	100	1	28	1.4000
52	L2006 WB	700	68.00	65.00	-3.00	0.37	1	1	2	100	1	-3	0.9559
53	L2032 Athgarvan Rd. WB	1000	110.00	101.00	-9.00	0.88	1	1	2	100	1	-9	0.9182
54	L2032 Athgarvan Rd. EB	1000	290.00	229.00	-61.00	3.79	1	1	2	100	1	-61	0.7897
55	Canal Bank Rd. NB	700	18.00	15.00	-3.00	0.74	1	1	2	100	1	-3	0.8333
56	Canal Bank Rd. SB	700	162.00	171.00	9.00	0.70	1	1	2	100	1	9	1.0556
57	R445 Naas Rd. EB	1200	646.00	614.00	-32.00	1.27	1	1	2	100	1	-32	0.9505
58	R445 Naas Rd. WB	1200	486.00	455.00	-31.00	1.43	1	1	2	100	1	-31	0.9362
59	R448 Kilcullen Rd NB	1200	517.00	441.00	-76.00	3.47	1	1	2	100	1	-76	0.8530
60	R448 Kilcullen Rd SB	1200	191.00	184.00	-7.00	0.51	1	1	2	100	1	-7	0.9634
61	Newtown Rd. EB	1000	20.00	17.00	-3.00	0.70	1	1	2	100	1	-3	0.8500
62	Newtown Rd. WB	1000	31.00	36.00	5.00	0.86	1	1	2	100	1	5	1.1613
			38348	**38812**	**464**		**62**	**60**			**57**		

Average GEH	**1.819**

AM Peak Heavy Traffic

							RESULT =	88.52%		RESULT =	100.00%		
			Observed	Modelled	Difference		REQD =	85.00%		REQD =	85.00%		
Link No.	**Link Description**	**Link Capacity (PCU's)**	**Heavy Traffic**	**Heavy Traffic**	**Heavy Traffic**	***GEH***	***COUNT***	***GEH TEST***	***CLASS TEST***	***Target Difference***	***Flow Test***	***ACT DIFF***	***FACTOR***
1	M7 WB On-Ramp	1800	1.00	4.00	3.00	1.897	1	1	2	100	1	3	4.0000
2	L2014 Kill Road WB	1000	7.00	3.00	-4.00	1.789	1	1	2	100	1	-4	0.4286
3	L2014 Kill Road EB	1000	6.00	7.00	1.00	0.392	1	1	2	100	1	1	1.1667
4	R445 Dublin Road NB	2400	42.00	30.00	-12.00	2.000	1	1	2	100	1	-12	0.7143
5	R445 Dublin Road SB	1200	36.00	31.00	-5.00	0.864	1	1	2	100	1	-5	0.8611
6	M7 SB Off-Ramp	1800	61.00	74.00	13.00	1.582	1	1	2	100	1	13	1.2131
7	M7 SB On-Ramp	1800	72.00	60.00	-12.00	1.477	1	1	2	100	1	-12	0.8333
8	M7 NB Off-Ramp	1800	28.00	46.00	18.00	2.959	1	1	2	100	1	18	1.6429
9	Newhall Overbridge EB	1100	27.00	74.00	47.00	6.614	1	0	2	100	1	47	2.7407
10	Newhall Overbridge WB	1100	77.00	45.00	-32.00	4.097	1	1	2	100	1	-32	0.5844
11	L2031 SB	700	94.00	21.00	-73.00	9.627	1	0	2	100	1	-73	0.2234
12	L2031 NB	700	18.00	13.00	-5.00	1.270	1	1	2	100	1	-5	0.7222
13	Monread Rd. WB	1200	71.00	26.00	-45.00	6.462	1	0	2	100	1	-45	0.3662
14	Monread Rd. EB	1200	70.00	31.00	-39.00	5.488	1	0	2	100	1	-39	0.4429
15	M7 WB Off-Ramp	1800	2.00	3.00	1.00	0.632	1	1	2	100	1	1	1.5000
16	Kerdiffstown Rd. WB	1000	2.00	1.00	-1.00	0.816	1	1	2	100	1	-1	0.5000
17	Kerdiffstown Rd. EB	1000	2.00	2.00	0.00	0.000	1	1	2	100	1	0	1.0000
18	Monread Rd. EB	1200	48.00	27.00	-21.00	3.429	1	1	2	100	1	-21	0.5625
19	Monread Rd. WB	1200	44.00	31.00	-13.00	2.123	1	1	2	100	1	-13	0.7045
20	L2014-Johnstown WB	1200	6.00	7.00	1.00	0.392	1	1	2	100	1	1	1.1667
21	L2014-Johnstown EB	1200	17.00	13.00	-4.00	1.033	1	1	2	100	1	-4	0.7647
22	Millennium Rd. NB	1200	61.00	30.00	-31.00	4.596	1	1	2	100	1	-31	0.4918
23	Millennium Rd. SB	1200	42.00	17.00	-25.00	4.603	1	1	2	100	1	-25	0.4048
24	Millennium Rd. SB	1200	24.00	14.00	-10.00	2.294	1	1	2	100	1	-10	0.5833
25	Millennium Rd. NB	1200	29.00	30.00	1.00	0.184	1	1	2	100	1	1	1.0345
26	R407 NB	1200	51.00	12.00	-39.00	6.949	1	0	2	100	1	-39	0.2353
27	R407 SB	1200	37.00	9.00	-28.00	5.838	1	0	2	100	1	-28	0.2432
28	M7 EB at Johnstown	6100	205.00	190.00	-15.00	1.067	1	1	2	100	1	-15	0.9268
29	M7 On-Ramp WB	1800	21.00	15.00	-6.00	1.414	1	1	2	100	1	-6	0.7143
30	M7 Naas Bypass EB	4100	163.00	173.00	10.00	0.772	1	1	2	100	1	10	1.0613
31	M7-On Ramp SB	1800	28.00	33.00	5.00	0.905	1	1	2	100	1	5	1.1786
32	M7-On Ramp NB	1800	0.00	4.00	4.00	2.828	1	1	2	100	1	4	-

33	M7 NB at Newbridge	3600	94.00	114.00	20.00	1.961	1	1	2	100	1	20	1.2128
34	R445 Newbrdige Rd NB	3400	61.00	38.00	-23.00	3.269	1	1	2	100	1	-23	0.6230
35	M7 SB at Newbridge	3600	112.00	104.00	-8.00	0.770	1	1	2	100	1	-8	0.9286
36	R407 SB at Sallins Jnct	1200	10.00	17.00	7.00	1.905	1	1	2	100	1	7	1.7000
37	R407 NB at Sallins Jnct	1200	6.00	10.00	4.00	1.414	1	1	2	100	1	4	1.6667
38	M7 NB at Lewistown	4100	111.00	159.00	48.00	4.131	1	1	2	100	1	48	1.4324
39	M7 EB On-Ramp	1800	40.00	43.00	3.00	0.466	1	1	2	100	1	3	1.0750
40	M7 EB Off-Ramp	1800	19.00	23.00	4.00	0.873	1	1	2	100	1	4	1.2105
41	M7 Naas Bypass WB	4100	239.00	242.00	3.00	0.193	1	1	2	100	1	3	1.0126
42	R445 Newbrdige Rd SB	3400	71.00	74.00	3.00	0.352	1	1	2	100	1	3	1.0423
43	M7 SB at Lewistown	4100	204.00	202.00	-2.00	0.140	1	1	2	100	1	-2	0.9902
44	R445 Newbridge Rd WB	3400	60.00	79.00	19.00	2.279	1	1	2	100	1	19	1.3167
45	R445 Newbridge Rd EB	3400	55.00	26.00	-29.00	4.557	1	1	2	100	1	-29	0.4727
46	R445 Johnstown Rd EB	1200	9.00	10.00	1.00	0.324	1	1	2	100	1	1	1.1111
47	R445 Johnstown Rd WB	2400	41.00	50.00	9.00	1.334	1	1	2	100	1	9	1.2195
48	R448 Kilcullen Rd. SB	1200	18.00	19.00	1.00	0.232	1	1	2	100	1	1	1.0556
49	R448 Kilcullen Rd. NB	1200	24.00	0.00	-24.00	6.928	1	0	2	100	1	-24	0.0000
50	M7 WB at Johnstown	6100	235.00	257.00	22.00	1.403	1	1	2	100	1	22	1.0936
51	L2006 EB	700	10.00	9.00	-1.00	0.324	1	1	2	100	1	-1	0.9000
52	L2006 WB	700	11.00	18.00	7.00	1.838	1	1	2	100	1	7	1.6364
53	L2032 Athgarvan Rd.	1000	1.00	2.00	1.00	0.816	1	1	2	100	1	1	2.0000
54	L2032 Athgarvan Rd. EB	1000	1.00	7.00	6.00	3.000	1	1	2	100	1	6	7.0000
55	Canal Bank Rd. NB	700	0.00	0.00	0.00	-	0	0	2	100	-	0	-
56	Canal Bank Rd. SB	700	6.00	6.00	0.00	0.000	1	1	2	100	1	0	1.0000
57	R445 Naas Rd. EB	1200	53.00	39.00	-14.00	2.064	1	1	2	100	1	-14	0.7358
58	R445 Naas Rd. WB	1200	50.00	30.00	-20.00	3.162	1	1	2	100	1	-20	0.6000
59	R448 Kilcullen Rd NB	1200	30.00	25.00	-5.00	0.953	1	1	2	100	1	-5	0.8333
60	R448 Kilcullen Rd SB	1200	22.00	18.00	-4.00	0.894	1	1	2	100	1	-4	0.8182
61	Newtown Rd. EB	1000	2.00	1.00	-1.00	0.816	1	1	2	100	1	-1	0.5000
62	Newtown Rd. WB	1000	2.00	5.00	3.00	1.604	1	1	2	100	1	3	2.5000
			2989	**2703**	**-286**		**61**	**54**			**61**		

Average GEH	**2.203**

AM Peak Total Traffic

							RESULT =	**90.32%**		RESULT =	**88.71%**		
			Observed	Modelled	Difference		REQD =	85.00%		REQD =	85.00%		
Link No.	**Link Description**	**Link Capacity (PCU's)**	**Total Traffic**	**Total Traffic**	**Total Traffic**	***GEH***	***COUNT***	***GEH TEST***	***CLASS TEST***	***Target Difference***	***Flow Test***	***ACT DIFF***	***FACTOR***
1	M7 WB On-Ramp	1800	72.00	85.00	13.00	1.47	1	1	2	100	1	13	1.1806
2	L2014 Kill Road WB	1000	228.00	203.00	-25.00	1.70	1	1	2	100	1	-25	0.8904
3	L2014 Kill Road EB	1000	131.00	133.00	2.00	0.17	1	1	2	100	1	2	1.0153
4	R445 Dublin Road NB	2400	894.00	843.00	-51.00	1.73	1	1	1	134	1	-51	0.9430
5	R445 Dublin Road SB	1200	593.00	594.00	1.00	0.04	1	1	2	100	1	1	1.0017
6	M7 SB Off-Ramp	1800	467.00	524.00	57.00	2.56	1	1	2	100	1	57	1.1221
7	M7 SB On-Ramp	1800	658.00	701.00	43.00	1.65	1	1	2	100	1	43	1.0653
8	M7 NB Off-Ramp	1800	641.00	794.00	153.00	5.71	1	0	2	100	0	153	1.2387
9	Newhall Overbridge EB	1100	647.00	684.00	37.00	1.43	1	1	2	100	1	37	1.0572
10	Newhall Overbridge WB	1100	644.00	685.00	41.00	1.59	1	1	2	100	1	41	1.0637
11	L2031 SB	700	397.00	262.00	-135.00	7.44	1	0	2	100	0	-135	0.6599
12	L2031 NB	700	96.00	69.00	-27.00	2.97	1	1	2	100	1	-27	0.7188
13	Monread Rd. WB	1200	527.00	405.00	-122.00	5.65	1	0	2	100	0	-122	0.7685
14	Monread Rd. EB	1200	681.00	589.00	-92.00	3.65	1	1	2	100	1	-92	0.8649
15	M7 WB Off-Ramp	1800	81.00	84.00	3.00	0.33	1	1	2	100	1	3	1.0370
16	Kerdiffstown Rd. WB	1000	39.00	45.00	6.00	0.93	1	1	2	100	1	6	1.1538
17	Kerdiffstown Rd. EB	1000	156.00	166.00	10.00	0.79	1	1	2	100	1	10	1.0641
18	Monread Rd. EB	1200	726.00	690.00	-36.00	1.35	1	1	1	109	1	-36	0.9504
19	Monread Rd. WB	1200	563.00	533.00	-30.00	1.28	1	1	2	100	1	-30	0.9467
20	L2014-Johnstown WB	1200	141.00	164.00	23.00	1.86	1	1	2	100	1	23	1.1631
21	L2014-Johnstown EB	1200	158.00	166.00	8.00	0.63	1	1	2	100	1	8	1.0506
22	Millennium Rd. NB	1200	593.00	453.00	-140.00	6.12	1	0	2	100	0	-140	0.7639
23	Millennium Rd. SB	1200	510.00	511.00	1.00	0.04	1	1	2	100	1	1	1.0020
24	Millennium Rd. SB	1200	511.00	484.00	-27.00	1.21	1	1	2	100	1	-27	0.9472
25	Millennium Rd. NB	1200	651.00	536.00	-115.00	4.72	1	1	2	100	0	-115	0.8233
26	R407 NB	1200	540.00	401.00	-139.00	6.41	1	0	2	100	0	-139	0.7426
27	R407 SB	1200	461.00	418.00	-43.00	2.05	1	1	2	100	1	-43	0.9067
28	M7 EB at Johnstown	6100	3970.00	4096.00	126.00	1.98	1	1	3	800	1	126	1.0317
29	M7 On-Ramp WB	1800	183.00	244.00	61.00	4.17	1	1	2	100	1	61	1.3333
30	M7 Naas Bypass EB	4100	3332.00	3488.00	156.00	2.67	1	1	3	800	1	156	1.0468
31	M7-On Ramp SB	1800	498.00	487.00	-11.00	0.50	1	1	2	100	1	-11	0.9779
32	M7-On Ramp NB	1800	37.00	34.00	-3.00	0.50	1	1	2	100	1	-3	0.9189

33	M7 NB at Newbridge	3600	1879.00	2093.00	214.00	4.80	1	1	1	282	1	214	1.1139
34	R445 Newbrdige Rd NB	3400	590.00	627.00	37.00	1.50	1	1	2	100	1	37	1.0627
35	M7 SB at Newbridge	3600	1116.00	1119.00	3.00	0.09	1	1	1	167	1	3	1.0027
36	R407 SB at Sallins Jnct	1200	334.00	358.00	24.00	1.29	1	1	2	100	1	24	1.0719
37	R407 NB at Sallins Jnct	1200	522.00	524.00	2.00	0.09	1	1	2	100	1	2	1.0038
38	M7 NB at Lewistown	4100	3327.00	3582.00	255.00	4.34	1	1	3	800	1	255	1.0766
39	M7 EB On-Ramp	1800	1074.00	1099.00	25.00	0.76	1	1	1	161	1	25	1.0233
40	M7 EB Off-Ramp	1800	302.00	407.00	105.00	5.58	1	0	2	100	0	105	1.3477
41	M7 Naas Bypass WB	4100	2027.00	2108.00	81.00	1.78	1	1	1	304	1	81	1.0400
42	R445 Newbrdige Rd SB	3400	513.00	511.00	-2.00	0.09	1	1	2	100	1	-2	0.9961
43	M7 SB at Lewistown	4100	2053.00	2061.00	8.00	0.18	1	1	1	308	1	8	1.0039
44	R445 Newbridge Rd WB	3400	746.00	704.00	-42.00	1.56	1	1	1	112	1	-42	0.9437
45	R445 Newbridge Rd EB	3400	689.00	663.00	-26.00	1.00	1	1	2	100	1	-26	0.9623
46	R445 Johnstown Rd EB	1200	124.00	131.00	7.00	0.62	1	1	2	100	1	7	1.0565
47	R445 Johnstown Rd WB	2400	612.00	661.00	49.00	1.94	1	1	2	100	1	49	1.0801
48	R448 Kilcullen Rd. SB	1200	133.00	121.00	-12.00	1.06	1	1	2	100	1	-12	0.9098
49	R448 Kilcullen Rd. NB	1200	330.00	260.00	-70.00	4.08	1	1	2	100	1	-70	0.7879
50	M7 WB at Johnstown	6100	2343.00	2331.00	-12.00	0.25	1	1	1	351	1	-12	0.9949
51	L2006 EB	700	80.00	107.00	27.00	2.79	1	1	2	100	1	27	1.3375
52	L2006 WB	700	79.00	83.00	4.00	0.44	1	1	2	100	1	4	1.0506
53	L2032 Athgarvan Rd. WB	1000	111.00	104.00	-7.00	0.68	1	1	2	100	1	-7	0.9369
54	L2032 Athgarvan Rd. EB	1000	291.00	236.00	-55.00	3.39	1	1	2	100	1	-55	0.8110
55	Canal Bank Rd. NB	700	18.00	15.00	-3.00	0.74	1	1	2	100	1	-3	0.8333
56	Canal Bank Rd. SB	700	168.00	177.00	9.00	0.69	1	1	2	100	1	9	1.0536
57	R445 Naas Rd. EB	1200	699.00	653.00	-46.00	1.77	1	1	2	100	1	-46	0.9342
58	R445 Naas Rd. WB	1200	536.00	486.00	-50.00	2.21	1	1	2	100	1	-50	0.9067
59	R448 Kilcullen Rd NB	1200	547.00	466.00	-81.00	3.60	1	1	2	100	1	-81	0.8519
60	R448 Kilcullen Rd SB	1200	213.00	201.00	-12.00	0.83	1	1	2	100	1	-12	0.9437
61	Newtown Rd. EB	1000	22.00	18.00	-4.00	0.89	1	1	2	100	1	-4	0.8182
62	Newtown Rd. WB	1000	33.00	42.00	9.00	1.47	1	1	2	100	1	9	1.2727
			41337	**41519**	**182**		**62**	**56**			**55**		

Average GEH 2.030

Inter Peak Light Traffic

			Observed	Modelled	Difference		RESULT =	95.45%		RESULT =	96.97%		
							REQD =	85.00%		REQD =	85.00%		
Link No.	**Link Description**	**Link Capacity (PCU's)**	**Light Traffic**	**Light Traffic**	**Light Traffic**	***GEH***	***COUNT***	***GEH TEST***	***CLASS TEST***	***Target Difference***	***Flow Test***	***ACT DIFF***	***FACTOR***
1	M7 WB On-Ramp	1800	67.00	94.00	27	3.01	1	1	2	100	1	27	1.4030
2	L2014 Kill Road WB	1000	145.00	141.00	-4	0.33	1	1	2	100	1	-4	0.9724
3	L2014 Kill Road EB	1000	127.00	133.00	6	0.53	1	1	2	100	1	6	1.0472
4	R445 Dublin Road NB	2400	572.00	479.00	-93	4.06	1	1	2	100	1	-93	0.8374
5	R445 Dublin Road SB	1200	562.00	477.00	-85	3.73	1	1	2	100	1	-85	0.8488
6	M7 SB Off-Ramp	1800	308.00	311.00	3	0.17	1	1	2	100	1	3	1.0097
7	M7 SB On-Ramp	1800	301.00	303.00	2	0.12	1	1	2	100	1	2	1.0066
8	M7 NB Off-Ramp	1800	251.00	246.00	-5	0.32	1	1	2	100	1	-5	0.9801
9	Newhall Overbridge EB	1100	394.00	349.00	-45	2.33	1	1	2	100	1	-45	0.8858
10	Newhall Overbridge WB	1100	436.00	424.00	-12	0.58	1	1	2	100	1	-12	0.9725
11	L2031 SB	700	85.00	81.00	-4	0.44	1	1	2	100	1	-4	0.9529
12	L2031 NB	700	83.00	78.00	-5	0.56	1	1	2	100	1	-5	0.9398
13	Monread Rd. WB	1200	516.00	478.00	-38	1.70	1	1	2	100	1	-38	0.9264
14	Monread Rd. EB	1200	495.00	434.00	-61	2.83	1	1	2	100	1	-61	0.8768
15	M7 WB Off-Ramp	1800	166.00	129.00	-37	3.05	1	1	2	100	1	-37	0.7771
16	Kerdiffstown Rd. WB	1000	72.00	64.00	-8	0.97	1	1	2	100	1	-8	0.8889
17	Kerdiffstown Rd. EB	1000	65.00	78.00	13	1.54	1	1	2	100	1	13	1.2000
18	Monread Rd. EB	1200	549.00	470.00	-79	3.50	1	1	2	100	1	-79	0.8561
19	Monread Rd. WB	1200	535.00	515.00	-20	0.87	1	1	2	100	1	-20	0.9626
20	L2014-Johnstown WB	1200	61.00	68.00	7	0.87	1	1	2	100	1	7	1.1148
21	L2014-Johnstown EB	1200	81.00	92.00	11	1.18	1	1	2	100	1	11	1.1358
22	Millennium Rd. NB	1200	319.00	299.00	-20	1.14	1	1	2	100	1	-20	0.9373
23	Millennium Rd. SB	1200	345.00	363.00	18	0.96	1	1	2	100	1	18	1.0522
24	Millennium Rd. SB	1200	378.00	354.00	-24	1.25	1	1	2	100	1	-24	0.9365
25	Millennium Rd. NB	1200	335.00	279.00	-56	3.20	1	1	2	100	1	-56	0.8328
26	R407 NB	1200	412.00	348.00	-64	3.28	1	1	2	100	1	-64	0.8447
27	R407 SB	1200	421.00	380.00	-41	2.05	1	1	2	100	1	-41	0.9026
28	M7 EB at Johnstown	6100	1604.00	1610.00	6	0.15	1	1	1	241	1	6	1.0037
29	M7 On-Ramp WB	1800	144.00	173.00	29	2.30	1	1	2	100	1	29	1.2014
30	M7 Naas Bypass EB	4100	1370.00	1392.00	22	0.59	1	1	1	206	1	22	1.0161
31	M7-On Ramp SB	1800	275.00	282.00	7	0.42	1	1	2	100	1	7	1.0255
32	M7-On Ramp NB	1800	32.00	22.00	-10	1.92	1	1	2	100	1	-10	0.6875

33	M7 NB at Newbridge	3600	917.00	890.00	-27	0.90	1	1	1	138	1	-27	0.9706
34	R445 Newbrdige Rd NB	3400	399.00	440.00	41	2.00	1	1	2	100	1	41	1.1028
35	M7 SB at Newbridge	3600	1036.00	934.00	-102	3.25	1	1	1	155	1	-102	0.9015
36	R407 SB at Sallins Jnct	1200	399.00	427.00	28	1.38	1	1	2	100	1	28	1.0702
37	R407 NB at Sallins Jnct	1200	408.00	453.00	45	2.17	1	1	2	100	1	45	1.1103
38	M7 NB at Lewistown	4100	1313.00	1336.00	23	0.63	1	1	1	197	1	23	1.0175
39	M7 EB On-Ramp	1800	480.00	534.00	54	2.40	1	1	2	100	1	54	1.1125
40	M7 EB Off-Ramp	1800	137.00	187.00	50	3.93	1	1	2	100	1	50	1.3650
41	M7 Naas Bypass WB	4100	1188.00	1243.00	55	1.58	1	1	1	178	1	55	1.0463
42	R445 Newbrdige Rd SB	3400	443.00	480.00	37	1.72	1	1	2	100	1	37	1.0835
43	M7 SB at Lewistown	4100	1152.00	1202.00	50	1.46	1	1	1	173	1	50	1.0434
44	R445 Newbridge Rd WB	3400	634.00	583.00	-51	2.07	1	1	2	100	1	-51	0.9196
45	R445 Newbridge Rd EB	3400	550.00	534.00	-16	0.69	1	1	2	100	1	-16	0.9709
46	R445 Johnstown Rd EB	1200	132.00	150.00	18	1.52	1	1	2	100	1	18	1.1364
47	R445 Johnstown Rd WB	2400	597.00	713.00	116	4.53	1	1	2	100	0	116	1.1943
48	R448 Kilcullen Rd. SB	1200	146.00	131.00	-15	1.27	1	1	2	100	1	-15	0.8973
49	R448 Kilcullen Rd. NB	1200	147.00	136.00	-11	0.92	1	1	2	100	1	-11	0.9252
50	M9 NB before Kilcullen	4100	478.00	474.00	-4	0.18	1	1	2	100	1	-4	0.9916
51	M9 SB before Kilcullen	4100	458.00	436.00	-22	1.04	1	1	2	100	1	-22	0.9520
52	M7 WB at Johnstown	6100	1556.00	1580.00	24	0.61	1	1	1	233	1	24	1.0154
53	L2006 EB	700	40.00	84.00	44	5.59	1	0	2	100	1	44	2.1000
54	L2006 WB	700	42.00	44.00	2	0.30	1	1	2	100	1	2	1.0476
55	R410 Blessington Rd. WB	1200	120.00	125.00	5	0.45	1	1	2	100	1	5	1.0417
56	R410 Blessington Rd. EB	1200	120.00	122.00	2	0.18	1	1	2	100	1	2	1.0167
57	L2032 Athgarvan Rd. WB	1000	87.00	83.00	-4	0.43	1	1	2	100	1	-4	0.9540
58	L2032 Athgarvan Rd. EB	1000	81.00	79.00	-2	0.22	1	1	2	100	1	-2	0.9753
59	Canal Bank Rd. NB	700	14.00	0.00	-14	5.29	1	0	2	100	1	-14	0.0000
60	Canal Bank Rd. SB	700	20.00	30.00	10	2.00	1	1	2	100	1	10	1.5000
61	R445 Naas Rd. EB	1200	564.00	451.00	-113	5.02	1	0	2	100	0	-113	0.7996
62	R445 Naas Rd. WB	1200	483.00	421.00	-62	2.92	1	1	2	100	1	-62	0.8716
63	R448 Kilcullen Rd NB	1200	203.00	232.00	29	1.97	1	1	2	100	1	29	1.1429
64	R448 Kilcullen Rd SB	1200	204.00	207.00	3	0.21	1	1	2	100	1	3	1.0147
65	Newtown Rd. EB	1000	22.00	20.00	-2	0.44	1	1	2	100	1	-2	0.9091
66	Newtown Rd. WB	1000	21.00	31.00	10	1.96	1	1	2	100	1	10	1.4762
			26097	**25738**	**-359**		**66**	**63**			**64**		

Average GEH **1.684**

Inter Peak Heavy Traffic

			Observed	Modelled	Difference		RESULT =	100.00 %		RESULT =	100.00%		
							REQD =	85.00%		REQD =	85.00%		
Link No.	**Link Description**	**Link Capacity (PCU's)**	**Heavy Traffic**	**Heavy Traffic**	**Heavy Traffic**	***GEH***	***COUNT***	***GEH TEST***	***CLASS TEST***	***Target Difference***	***Flow Test***	***ACT DIFF***	***FACTOR***
1	M7 WB On-Ramp	1800	0.00	5.00	5	3.162	1	1	2	100	1	5	-
2	L2014 Kill Road WB	1000	4.00	5.00	1	0.471	1	1	2	100	1	1	1.2500
3	L2014 Kill Road EB	1000	4.00	4.00	0	0.000	1	1	2	100	1	0	1.0000
4	R445 Dublin Road NB	2400	34.00	37.00	3	0.504	1	1	2	100	1	3	1.0882
5	R445 Dublin Road SB	1200	35.00	35.00	0	0.000	1	1	2	100	1	0	1.0000
6	M7 SB Off-Ramp	1800	56.00	63.00	7	0.907	1	1	2	100	1	7	1.1250
7	M7 SB On-Ramp	1800	51.00	58.00	7	0.948	1	1	2	100	1	7	1.1373
8	M7 NB Off-Ramp	1800	30.00	32.00	2	0.359	1	1	2	100	1	2	1.0667
9	Newhall Overbridge EB	1100	32.00	31.00	-1	0.178	1	1	2	100	1	-1	0.9688
10	Newhall Overbridge WB	1100	52.00	51.00	-1	0.139	1	1	2	100	1	-1	0.9808
11	L2031 SB	700	34.00	24.00	-10	1.857	1	1	2	100	1	-10	0.7059
12	L2031 NB	700	20.00	21.00	1	0.221	1	1	2	100	1	1	1.0500
13	Monread Rd. WB	1200	90.00	52.00	-38	4.510	1	1	2	100	1	-38	0.5778
14	Monread Rd. EB	1200	81.00	51.00	-30	3.693	1	1	2	100	1	-30	0.6296
15	M7 WB Off-Ramp	1800	3.00	3.00	0	0.000	1	1	2	100	1	0	1.0000
16	Kerdiffstown Rd. WB	1000	1.00	0.00	-1	1.414	1	1	2	100	1	-1	0.0000
17	Kerdiffstown Rd. EB	1000	1.00	1.00	0	0.000	1	1	2	100	1	0	1.0000
18	Monread Rd. EB	1200	43.00	56.00	13	1.848	1	1	2	100	1	13	1.3023
19	Monread Rd. WB	1200	45.00	61.00	16	2.198	1	1	2	100	1	16	1.3556
20	L2014-Johnstown WB	1200	3.00	4.00	1	0.535	1	1	2	100	1	1	1.3333
21	L2014-Johnstown EB	1200	4.00	4.00	0	0.000	1	1	2	100	1	0	1.0000
22	Millennium Rd. NB	1200	45.00	30.00	-15	2.449	1	1	2	100	1	-15	0.6667
23	Millennium Rd. SB	1200	49.00	30.00	-19	3.023	1	1	2	100	1	-19	0.6122
24	Millennium Rd. SB	1200	22.00	26.00	4	0.816	1	1	2	100	1	4	1.1818
25	Millennium Rd. NB	1200	21.00	27.00	6	1.225	1	1	2	100	1	6	1.2857
26	R407 NB	1200	51.00	27.00	-24	3.843	1	1	2	100	1	-24	0.5294
27	R407 SB	1200	46.00	23.00	-23	3.916	1	1	2	100	1	-23	0.5000
28	M7 EB at Johnstown	6100	260.00	257.00	-3	0.187	1	1	2	100	1	-3	0.9885
29	M7 On-Ramp WB	1800	19.00	19.00	0	0.000	1	1	2	100	1	0	1.0000
30	M7 Naas Bypass EB	4100	255.00	243.00	-12	0.760	1	1	2	100	1	-12	0.9529
31	M7-On Ramp SB	1800	31.00	35.00	4	0.696	1	1	2	100	1	4	1.1290
32	M7-On Ramp NB	1800	4.00	0.00	-4	2.828	1	1	2	100	1	-4	0.0000

33	M7 NB at Newbridge	3600	124.00	144.00	20	1.728	1	1	2	100	1	20	1.1613
34	R445 Newbrdige Rd NB	3400	67.00	66.00	-1	0.123	1	1	2	100	1	-1	0.9851
35	M7 SB at Newbridge	3600	121.00	125.00	4	0.361	1	1	2	100	1	4	1.0331
36	R407 SB at Sallins Jnct	1200	5.00	14.00	9	2.920	1	1	2	100	1	9	2.8000
37	R407 NB at Sallins Jnct	1200	6.00	16.00	10	3.015	1	1	2	100	1	10	2.6667
38	M7 NB at Lewistown	4100	235.00	218.00	-17	1.130	1	1	2	100	1	-17	0.9277
39	M7 EB On-Ramp	1800	39.00	39.00	0	0.000	1	1	2	100	1	0	1.0000
40	M7 EB Off-Ramp	1800	20.00	22.00	2	0.436	1	1	2	100	1	2	1.1000
41	M7 Naas Bypass WB	4100	206.00	203.00	-3	0.210	1	1	2	100	1	-3	0.9854
42	R445 Newbrdige Rd SB	3400	78.00	64.00	-14	1.661	1	1	2	100	1	-14	0.8205
43	M7 SB at Lewistown	4100	177.00	177.00	0	0.000	1	1	2	100	1	0	1.0000
44	R445 Newbridge Rd WB	3400	55.00	55.00	0	0.000	1	1	2	100	1	0	1.0000
45	R445 Newbridge Rd EB	3400	57.00	53.00	-4	0.539	1	1	2	100	1	-4	0.9298
46	R445 Johnstown Rd EB	1200	11.00	12.00	1	0.295	1	1	2	100	1	1	1.0909
47	R445 Johnstown Rd WB	2400	52.00	51.00	-1	0.139	1	1	2	100	1	-1	0.9808
48	R448 Kilcullen Rd. SB	1200	18.00	16.00	-2	0.485	1	1	2	100	1	-2	0.8889
49	R448 Kilcullen Rd. NB	1200	19.00	13.00	-6	1.500	1	1	2	100	1	-6	0.6842
50	M9 NB before Kilcullen	4100	68.00	80.00	12	1.395	1	1	2	100	1	12	1.1765
51	M9 SB before Kilcullen	4100	68.00	71.00	3	0.360	1	1	2	100	1	3	1.0441
52	M7 WB at Johnstown	6100	215.00	220.00	5	0.339	1	1	2	100	1	5	1.0233
53	L2006 EB	700	8.00	8.00	0	0.000	1	1	2	100	1	0	1.0000
54	L2006 WB	700	5.00	13.00	8	2.667	1	1	2	100	1	8	2.6000
55	R410 Blessington Rd. WB	1200	5.00	9.00	4	1.512	1	1	2	100	1	4	1.8000
56	R410 Blessington Rd. EB	1200	5.00	7.00	2	0.816	1	1	2	100	1	2	1.4000
57	L2032 Athgarvan Rd. WB	1000	3.00	2.00	-1	0.632	1	1	2	100	1	-1	0.6667
58	L2032 Athgarvan Rd. EB	1000	5.00	5.00	0	0.000	1	1	2	100	1	0	1.0000
59	Canal Bank Rd. NB	700	1.00	0.00	-1	1.414	1	1	2	100	1	-1	0.0000
60	Canal Bank Rd. SB	700	2.00	0.00	-2	2.000	1	1	2	100	1	-2	0.0000
61	R445 Naas Rd. EB	1200	63.00	43.00	-20	2.747	1	1	2	100	1	-20	0.6825
62	R445 Naas Rd. WB	1200	54.00	42.00	-12	1.732	1	1	2	100	1	-12	0.7778
63	R448 Kilcullen Rd NB	1200	25.00	30.00	5	0.953	1	1	2	100	1	5	1.2000
64	R448 Kilcullen Rd SB	1200	28.00	32.00	4	0.730	1	1	2	100	1	4	1.1429
65	Newtown Rd. EB	1000	4.00	0.00	-4	2.828	1	1	2	100	1	-4	0.0000
66	Newtown Rd. WB	1000	3.00	2.00	-1	0.632	1	1	2	100	1	-1	0.6667
			3278	**3167**	**-111**		**66**	**66**			**66**		

Average GEH **1.182**

Inter Peak Total Traffic

			Observed	Modelled	Difference		RESULT =	95.45%		RESULT =	96.97%		
							REQD =	85.00%		REQD =	85.00%		
Link No.	**Link Description**	**Link Capacity (PCU's)**	**Total Traffic**	**Total Traffic**	**Total Traffic**	***GEH***	***COUNT***	***GEH TEST***	***CLASS TEST***	***Target Difference***	***Flow Test***	***ACT DIFF***	***FACTOR***
1	M7 WB On-Ramp	1800	67.00	99.00	32.00	3.51	1	1	2	100	1	32	1.4776
2	L2014 Kill Road WB	1000	149.00	146.00	-3.00	0.25	1	1	2	100	1	-3	0.9799
3	L2014 Kill Road EB	1000	131.00	136.00	5.00	0.43	1	1	2	100	1	5	1.0382
4	R445 Dublin Road NB	2400	606.00	516.00	-90.00	3.80	1	1	2	100	1	-90	0.8515
5	R445 Dublin Road SB	1200	597.00	513.00	-84.00	3.57	1	1	2	100	1	-84	0.8593
6	M7 SB Off-Ramp	1800	364.00	374.00	10.00	0.52	1	1	2	100	1	10	1.0275
7	M7 SB On-Ramp	1800	352.00	360.00	8.00	0.42	1	1	2	100	1	8	1.0227
8	M7 NB Off-Ramp	1800	281.00	278.00	-3.00	0.18	1	1	2	100	1	-3	0.9893
9	Newhall Overbridge EB	1100	426.00	380.00	-46.00	2.29	1	1	2	100	1	-46	0.8920
10	Newhall Overbridge WB	1100	488.00	475.00	-13.00	0.59	1	1	2	100	1	-13	0.9734
11	L2031 SB	700	119.00	105.00	-14.00	1.32	1	1	2	100	1	-14	0.8824
12	L2031 NB	700	103.00	99.00	-4.00	0.40	1	1	2	100	1	-4	0.9612
13	Monread Rd. WB	1200	606.00	530.00	-76.00	3.19	1	1	2	100	1	-76	0.8746
14	Monread Rd. EB	1200	576.00	485.00	-91.00	3.95	1	1	2	100	1	-91	0.8420
15	M7 WB Off-Ramp	1800	169.00	132.00	-37.00	3.02	1	1	2	100	1	-37	0.7811
16	Kerdiffstown Rd. WB	1000	73.00	64.00	-9.00	1.09	1	1	2	100	1	-9	0.8767
17	Kerdiffstown Rd. EB	1000	66.00	79.00	13.00	1.53	1	1	2	100	1	13	1.1970
18	Monread Rd. EB	1200	592.00	526.00	-66.00	2.79	1	1	2	100	1	-66	0.8885
19	Monread Rd. WB	1200	580.00	576.00	-4.00	0.17	1	1	2	100	1	-4	0.9931
20	L2014-Johnstown WB	1200	64.00	71.00	7.00	0.85	1	1	2	100	1	7	1.1094
21	L2014-Johnstown EB	1200	85.00	96.00	11.00	1.16	1	1	2	100	1	11	1.1294
22	Millennium Rd. NB	1200	364.00	329.00	-35.00	1.88	1	1	2	100	1	-35	0.9038
23	Millennium Rd. SB	1200	394.00	393.00	-1.00	0.05	1	1	2	100	1	-1	0.9975
24	Millennium Rd. SB	1200	400.00	379.00	-21.00	1.06	1	1	2	100	1	-21	0.9475
25	Millennium Rd. NB	1200	356.00	307.00	-49.00	2.69	1	1	2	100	1	-49	0.8624
26	R407 NB	1200	463.00	375.00	-88.00	4.30	1	1	2	100	1	-88	0.8099
27	R407 SB	1200	467.00	402.00	-65.00	3.12	1	1	2	100	1	-65	0.8608
28	M7 EB at Johnstown	6100	1864.00	1867.00	3.00	0.07	1	1	1	280	1	3	1.0016
29	M7 On-Ramp WB	1800	163.00	192.00	29.00	2.18	1	1	2	100	1	29	1.1779
30	M7 Naas Bypass EB	4100	1625.00	1636.00	11.00	0.27	1	1	1	244	1	11	1.0068
31	M7-On Ramp SB	1800	306.00	317.00	11.00	0.62	1	1	2	100	1	11	1.0359
32	M7-On Ramp NB	1800	36.00	22.00	-14.00	2.60	1	1	2	100	1	-14	0.6111

33	M7 NB at Newbridge	3600	1041.00	1034.00	-7.00	0.22	1	1	1	156	1	-7	0.9933
34	R445 Newbrdige Rd NB	3400	466.00	506.00	40.00	1.81	1	1	2	100	1	40	1.0858
35	M7 SB at Newbridge	3600	1157.00	1060.00	-97.00	2.91	1	1	1	174	1	-97	0.9162
36	R407 SB at Sallins Jnct	1200	404.00	441.00	37.00	1.80	1	1	2	100	1	37	1.0916
37	R407 NB at Sallins Jnct	1200	414.00	468.00	54.00	2.57	1	1	2	100	1	54	1.1304
38	M7 NB at Lewistown	4100	1548.00	1553.00	5.00	0.13	1	1	1	232	1	5	1.0032
39	M7 EB On-Ramp	1800	519.00	573.00	54.00	2.31	1	1	2	100	1	54	1.1040
40	M7 EB Off-Ramp	1800	157.00	209.00	52.00	3.84	1	1	2	100	1	52	1.3312
41	M7 Naas Bypass WB	4100	1394.00	1445.00	51.00	1.35	1	1	1	209	1	51	1.0366
42	R445 Newbrdige Rd SB	3400	521.00	544.00	23.00	1.00	1	1	2	100	1	23	1.0441
43	M7 SB at Lewistown	4100	1329.00	1379.00	50.00	1.36	1	1	1	199	1	50	1.0376
44	R445 Newbridge Rd WB	3400	689.00	638.00	-51.00	1.98	1	1	2	100	1	-51	0.9260
45	R445 Newbridge Rd EB	3400	607.00	587.00	-20.00	0.82	1	1	2	100	1	-20	0.9671
46	R445 Johnstown Rd EB	1200	143.00	161.00	18.00	1.46	1	1	2	100	1	18	1.1259
47	R445 Johnstown Rd WB	2400	649.00	764.00	115.00	4.33	1	1	2	100	0	115	1.1772
48	R448 Kilcullen Rd. SB	1200	164.00	147.00	-17.00	1.36	1	1	2	100	1	-17	0.8963
49	R448 Kilcullen Rd. NB	1200	166.00	149.00	-17.00	1.35	1	1	2	100	1	-17	0.8976
50	M9 NB before Kilcullen	4100	546.00	554.00	8.00	0.34	1	1	2	100	1	8	1.0147
51	M9 SB before Kilcullen	4100	526.00	508.00	-18.00	0.79	1	1	2	100	1	-18	0.9658
52	M7 WB at Johnstown	6100	1771.00	1800.00	29.00	0.69	1	1	1	266	1	29	1.0164
53	L2006 EB	700	48.00	92.00	44.00	5.26	1	0	2	100	1	44	1.9167
54	L2006 WB	700	47.00	57.00	10.00	1.39	1	1	2	100	1	10	1.2128
55	R410 Blessington Rd. WB	1200	125.00	134.00	9.00	0.79	1	1	2	100	1	9	1.0720
56	R410 Blessington Rd. EB	1200	125.00	130.00	5.00	0.44	1	1	2	100	1	5	1.0400
57	L2032 Athgarvan Rd. WB	1000	90.00	85.00	-5.00	0.53	1	1	2	100	1	-5	0.9444
58	L2032 Athgarvan Rd. EB	1000	86.00	84.00	-2.00	0.22	1	1	2	100	1	-2	0.9767
59	Canal Bank Rd. NB	700	15.00	0.00	-15.00	5.48	1	0	2	100	1	-15	0.0000
60	Canal Bank Rd. SB	700	22.00	30.00	8.00	1.57	1	1	2	100	1	8	1.3636
61	R445 Naas Rd. EB	1200	627.00	494.00	-133.00	5.62	1	0	2	100	0	-133	0.7879
62	R445 Naas Rd. WB	1200	537.00	463.00	-74.00	3.31	1	1	2	100	1	-74	0.8622
63	R448 Kilcullen Rd NB	1200	228.00	262.00	34.00	2.17	1	1	2	100	1	34	1.1491
64	R448 Kilcullen Rd SB	1200	232.00	239.00	7.00	0.46	1	1	2	100	1	7	1.0302
65	Newtown Rd. EB	1000	26.00	20.00	-6.00	1.25	1	1	2	100	1	-6	0.7692
66	Newtown Rd. WB	1000	24.00	33.00	9.00	1.69	1	1	2	100	1	9	1.3750
			29375	**28902**	**-473**		**66**	**63**			**64**		
				Average GEH		**1.765**							

PM Peak Light Traffic

			Observed	Modelled	Difference		RESULT =	90.32%		RESULT =	90.32%		
							REQD =	85.00%		REQD =	85.00%		
Link No.	**Link Description**	**Link Capacity (PCU's)**	**Light Traffic**	**Light Traffic**	**Light Traffic**	***GEH***	***COUNT***	***GEH TEST***	***CLASS TEST***	***Target Difference***	***Flow Test***	***ACT DIFF***	***FACTOR***
1	M7 WB On-Ramp	1800	103.00	122.00	19.00	1.79	1	1	2	100	1	19	1.1845
2	L2014 Kill Road WB	1000	229.00	211.00	-18.00	1.21	1	1	2	100	1	-18	0.9214
3	L2014 Kill Road EB	1000	175.00	188.00	13.00	0.96	1	1	2	100	1	13	1.0743
4	R445 Dublin Road NB	2400	700.00	652.00	-48.00	1.85	1	1	1	105	1	-48	0.9314
5	R445 Dublin Road SB	1200	977.00	685.00	-292.00	10.13	1	0	1	147	0	-292	0.7011
6	M7 SB Off-Ramp	1800	574.00	804.00	230.00	8.76	1	0	2	100	0	230	1.4007
7	M7 SB On-Ramp	1800	484.00	490.00	6.00	0.27	1	1	2	100	1	6	1.0124
8	M7 NB Off-Ramp	1600	388.00	389.00	1.00	0.05	1	1	2	100	1	1	1.0026
9	Newhall Overbridge EB	1100	549.00	544.00	-5.00	0.21	1	1	2	100	1	-5	0.9909
10	Newhall Overbridge WB	1100	691.00	710.00	19.00	0.72	1	1	2	100	1	19	1.0275
11	L2031 SB	700	84.00	106.00	22.00	2.26	1	1	2	100	1	22	1.2619
12	L2031 NB	700	186.00	152.00	-34.00	2.62	1	1	2	100	1	-34	0.8172
13	Monread Rd. WB	1200	643.00	437.00	-206.00	8.86	1	0	2	100	0	-206	0.6796
14	Monread Rd. EB	1200	594.00	533.00	-61.00	2.57	1	1	2	100	1	-61	0.8973
15	M7 WB Off-Ramp	1800	89.00	91.00	2.00	0.21	1	1	2	100	1	2	1.0225
16	Kerdiffstown Rd. WB	1000	167.00	142.00	-25.00	2.01	1	1	2	100	1	-25	0.8503
17	Kerdiffstown Rd. EB	1000	66.00	68.00	2.00	0.24	1	1	2	100	1	2	1.0303
18	Monread Rd. EB	1200	700.00	667.00	-33.00	1.26	1	1	1	105	1	-33	0.9529
19	Monread Rd. WB	1200	664.00	688.00	24.00	0.92	1	1	2	100	1	24	1.0361
20	L2014-Johnstown WB	1200	126.00	121.00	-5.00	0.45	1	1	2	100	1	-5	0.9603
21	L2014-Johnstown EB	1200	249.00	239.00	-10.00	0.64	1	1	2	100	1	-10	0.9598
22	Millennium Rd. NB	1200	436.00	460.00	24.00	1.13	1	1	2	100	1	24	1.0550
23	Millennium Rd. SB	1200	614.00	436.00	-178.00	7.77	1	0	2	100	0	-178	0.7101
24	Millennium Rd. SB	1200	670.00	528.00	-142.00	5.80	1	0	2	100	0	-142	0.7881
25	Millennium Rd. NB	1200	449.00	422.00	-27.00	1.29	1	1	2	100	1	-27	0.9399
26	R407 NB	1200	413.00	366.00	-47.00	2.38	1	1	2	100	1	-47	0.8862
27	R407 SB	1200	520.00	471.00	-49.00	2.20	1	1	2	100	1	-49	0.9058
28	M7 EB at Johnstown	6100	2317.00	2284.00	-33.00	0.69	1	1	1	348	1	-33	0.9858
29	M7 On-Ramp WB	1800	319.00	425.00	106.00	5.50	1	0	2	100	0	106	1.3323
30	M7 Naas Bypass EB	4100	1811.00	1905.00	94.00	2.18	1	1	1	272	1	94	1.0519
31	M7-On Ramp SB	1800	725.00	767.00	42.00	1.54	1	1	1	109	1	42	1.0579
32	M7-On Ramp NB	1800	39.00	24.00	-15.00	2.67	1	1	2	100	1	-15	0.6154

33	M7 NB at Newbridge	3600	1252.00	1203.00	-49.00	1.40	1	1	1	188	1	-49	0.9609
34	R445 Newbrdige Rd NB	3400	523.00	589.00	66.00	2.80	1	1	2	100	1	66	1.1262
35	M7 SB at Newbridge	3600	1786.00	1865.00	79.00	1.85	1	1	1	268	1	79	1.0442
36	R407 SB at Sallins Jnct	1200	402.00	450.00	48.00	2.33	1	1	2	100	1	48	1.1194
37	R407 NB at Sallins Jnct	1200	463.00	451.00	-12.00	0.56	1	1	2	100	1	-12	0.9741
38	M7 NB at Lewistown	4100	1745.00	1805.00	60.00	1.42	1	1	1	262	1	60	1.0344
39	M7 EB On-Ramp	1800	622.00	638.00	16.00	0.64	1	1	2	100	1	16	1.0257
40	M7 EB Off-Ramp	1800	161.00	168.00	7.00	0.55	1	1	2	100	1	7	1.0435
41	M7 Naas Bypass WB	4100	3464.00	3656.00	192.00	3.22	1	1	3	800	1	192	1.0554
42	R445 Newbrdige Rd SB	3400	560.00	601.00	41.00	1.70	1	1	2	100	1	41	1.0732
43	M7 SB at Lewistown	4100	3610.00	3610.00	0.00	0.00	1	1	3	800	1	0	1.0000
44	R445 Newbridge Rd WB	3400	642.00	584.00	-58.00	2.34	1	1	2	100	1	-58	0.9097
45	R445 Newbridge Rd EB	3400	797.00	789.00	-8.00	0.28	1	1	1	120	1	-8	0.9900
46	R445 Johnstown Rd EB	1200	180.00	189.00	9.00	0.66	1	1	2	100	1	9	1.0500
47	R445 Johnstown Rd WB	2400	1199.00	1138.00	-61.00	1.78	1	1	1	180	1	-61	0.9491
48	R448 Kilcullen Rd. SB	1200	276.00	254.00	-22.00	1.35	1	1	2	100	1	-22	0.9203
49	R448 Kilcullen Rd. NB	1200	141.00	120.00	-21.00	1.84	1	1	2	100	1	-21	0.8511
50	M7 WB at Johnstown	6100	3976.00	4085.00	109.00	1.72	1	1	3	800	1	109	1.0274
51	L2006 EB	700	69.00	48.00	-21.00	2.75	1	1	2	100	1	-21	0.6957
52	L2006 WB	700	84.00	98.00	14.00	1.47	1	1	2	100	1	14	1.1667
53	L2032 Athgarvan Rd. WB	1000	203.00	157.00	-46.00	3.43	1	1	2	100	1	-46	0.7734
54	L2032 Athgarvan Rd. EB	1000	92.00	85.00	-7.00	0.74	1	1	2	100	1	-7	0.9239
55	Canal Bank Rd. NB	700	56.00	47.00	-9.00	1.25	1	1	2	100	1	-9	0.8393
56	Canal Bank Rd. SB	700	23.00	28.00	5.00	0.99	1	1	2	100	1	5	1.2174
57	R445 Naas Rd. EB	1200	544.00	595.00	51.00	2.14	1	1	2	100	1	51	1.0938
58	R445 Naas Rd. WB	1200	392.00	483.00	91.00	4.35	1	1	2	100	1	91	1.2321
59	R448 Kilcullen Rd NB	1200	198.00	233.00	35.00	2.38	1	1	2	100	1	35	1.1768
60	R448 Kilcullen Rd SB	1200	422.00	339.00	-83.00	4.26	1	1	2	100	1	-83	0.8033
61	Newtown Rd. EB	1000	15.00	19.00	4.00	0.97	1	1	2	100	1	4	1.2667
62	Newtown Rd. WB	1000	26.00	34.00	8.00	1.46	1	1	2	100	1	8	1.3077
			40674	**40488**	**-186**		**62**	**56**			**56**		

Average GEH **2.158**

PM Peak Heavy Traffic

							RESULT =	91.94%		RESULT =	100.00%		
			Observed	Modelled	Difference		REQD =	85.00%		REQD =	85.00%		
Link No.	**Link Description**	**Link Capacity (PCU's)**	**Heavy Traffic**	**Heavy Traffic**	**Heavy Traffic**	***GEH***	***COUNT***	***GEH TEST***	***CLASS TEST***	***Target Difference***	***Flow Test***	***ACT DIFF***	***FACTOR***
1	M7 WB On-Ramp	1800	3.00	5.00	2.00	1.000	1	1	2	100	1	2	1.6667
2	L2014 Kill Road WB	1000	6.00	5.00	-1.00	0.426	1	1	2	100	1	-1	0.8333
3	L2014 Kill Road EB	1000	3.00	4.00	1.00	0.535	1	1	2	100	1	1	1.3333
4	R445 Dublin Road NB	2400	23.00	23.00	0.00	0.000	1	1	2	100	1	0	1.0000
5	R445 Dublin Road SB	1200	24.00	16.00	-8.00	1.789	1	1	2	100	1	-8	0.6667
6	M7 SB Off-Ramp	1800	40.00	49.00	9.00	1.349	1	1	2	100	1	9	1.2250
7	M7 SB On-Ramp	1800	32.00	37.00	5.00	0.851	1	1	2	100	1	5	1.1563
8	M7 NB Off-Ramp	1600	24.00	25.00	1.00	0.202	1	1	2	100	1	1	1.0417
9	Newhall Overbridge EB	1100	32.00	27.00	-5.00	0.921	1	1	2	100	1	-5	0.8438
10	Newhall Overbridge WB	1100	42.00	45.00	3.00	0.455	1	1	2	100	1	3	1.0714
11	L2031 SB	700	25.00	21.00	-4.00	0.834	1	1	2	100	1	-4	0.8400
12	L2031 NB	700	21.00	18.00	-3.00	0.679	1	1	2	100	1	-3	0.8571
13	Monread Rd. WB	1200	69.00	22.00	-47.00	6.968	1	0	2	100	1	-47	0.3188
14	Monread Rd. EB	1200	56.00	30.00	-26.00	3.965	1	1	2	100	1	-26	0.5357
15	M7 WB Off-Ramp	1800	3.00	4.00	1.00	0.535	1	1	2	100	1	1	1.3333
16	Kerdiffstown Rd. WB	1000	0.00	1.00	1.00	1.414	1	1	2	100	1	1	-
17	Kerdiffstown Rd. EB	1000	0.00	1.00	1.00	1.414	1	1	2	100	1	1	-
18	Monread Rd. EB	1200	28.00	29.00	1.00	0.187	1	1	2	100	1	1	1.0357
19	Monread Rd. WB	1200	18.00	24.00	6.00	1.309	1	1	2	100	1	6	1.3333
20	L2014-Johnstown WB	1200	0.00	1.00	1.00	1.414	1	1	2	100	1	1	-
21	L2014-Johnstown EB	1200	4.00	3.00	-1.00	0.535	1	1	2	100	1	-1	0.7500
22	Millennium Rd. NB	1200	39.00	31.00	-8.00	1.352	1	1	2	100	1	-8	0.7949
23	Millennium Rd. SB	1200	51.00	17.00	-34.00	5.831	1	0	2	100	1	-34	0.3333
24	Millennium Rd. SB	1200	16.00	17.00	1.00	0.246	1	1	2	100	1	1	1.0625
25	Millennium Rd. NB	1200	23.00	24.00	1.00	0.206	1	1	2	100	1	1	1.0435
26	R407 NB	1200	41.00	3.00	-38.00	8.102	1	0	2	100	1	-38	0.0732
27	R407 SB	1200	46.00	2.00	-44.00	8.981	1	0	2	100	1	-44	0.0435
28	M7 EB at Johnstown	6100	196.00	180.00	-16.00	1.167	1	1	2	100	1	-16	0.9184
29	M7 On-Ramp WB	1800	12.00	18.00	6.00	1.549	1	1	2	100	1	6	1.5000
30	M7 Naas Bypass EB	4100	167.00	160.00	-7.00	0.547	1	1	2	100	1	-7	0.9581
31	M7-On Ramp SB	1800	20.00	20.00	0.00	0.000	1	1	2	100	1	0	1.0000
32	M7-On Ramp NB	1800	1.00	1.00	0.00	0.000	1	1	2	100	1	0	1.0000

33	M7 NB at Newbridge	3600	109.00	93.00	-16.00		1.592	1	1	2	100	1	-16	0.8532
34	R445 Newbrdige Rd NB	3400	44.00	37.00	-7.00		1.100	1	1	2	100	1	-7	0.8409
35	M7 SB at Newbridge	3600	94.00	84.00	-10.00		1.060	1	1	2	100	1	-10	0.8936
36	R407 SB at Sallins Jnct	1200	3.00	4.00	1.00		0.535	1	1	2	100	1	1	1.3333
37	R407 NB at Sallins Jnct	1200	1.00	2.00	1.00		0.816	1	1	2	100	1	1	2.0000
38	M7 NB at Lewistown	4100	158.00	149.00	-9.00		0.726	1	1	2	100	1	-9	0.9430
39	M7 EB On-Ramp	1800	30.00	29.00	-1.00		0.184	1	1	2	100	1	-1	0.9667
40	M7 EB Off-Ramp	1800	10.00	6.00	-4.00		1.414	1	1	2	100	1	-4	0.6000
41	M7 Naas Bypass WB	4100	155.00	147.00	-8.00		0.651	1	1	2	100	1	-8	0.9484
42	R445 Newbrdige Rd SB	3400	63.00	48.00	-15.00		2.013	1	1	2	100	1	-15	0.7619
43	M7 SB at Lewistown	4100	134.00	116.00	-18.00		1.610	1	1	2	100	1	-18	0.8657
44	R445 Newbridge Rd WB	3400	41.00	30.00	-11.00		1.846	1	1	2	100	1	-11	0.7317
45	R445 Newbridge Rd EB	3400	32.00	34.00	2.00		0.348	1	1	2	100	1	2	1.0625
46	R445 Johnstown Rd EB	1200	3.00	6.00	3.00		1.414	1	1	2	100	1	3	2.0000
47	R445 Johnstown Rd WB	2400	26.00	33.00	7.00		1.289	1	1	2	100	1	7	1.2692
48	R448 Kilcullen Rd. SB	1200	23.00	0.00	-23.00		6.782	1	0	2	100	1	-23	0.0000
49	R448 Kilcullen Rd. NB	1200	13.00	12.00	-1.00		0.283	1	1	2	100	1	-1	0.9231
50	M7 WB at Johnstown	6100	154.00	153.00	-1.00		0.081	1	1	2	100	1	-1	0.9935
51	L2006 EB	700	9.00	11.00	2.00		0.632	1	1	2	100	1	2	1.2222
52	L2006 WB	700	7.00	9.00	2.00		0.707	1	1	2	100	1	2	1.2857
53	L2032 Athgarvan Rd. WB	1000	3.00	4.00	1.00		0.535	1	1	2	100	1	1	1.3333
54	L2032 Athgarvan Rd. EB	1000	2.00	2.00	0.00		0.000	1	1	2	100	1	0	1.0000
55	Canal Bank Rd. NB	700	2.00	2.00	0.00		0.000	1	1	2	100	1	0	1.0000
56	Canal Bank Rd. SB	700	1.00	2.00	1.00		0.816	1	1	2	100	1	1	2.0000
57	R445 Naas Rd. EB	1200	46.00	30.00	-16.00		2.596	1	1	2	100	1	-16	0.6522
58	R445 Naas Rd. WB	1200	29.00	25.00	-4.00		0.770	1	1	2	100	1	-4	0.8621
59	R448 Kilcullen Rd NB	1200	14.00	14.00	0.00		0.000	1	1	2	100	1	0	1.0000
60	R448 Kilcullen Rd SB	1200	32.00	12.00	-20.00		4.264	1	1	2	100	1	-20	0.3750
61	Newtown Rd. EB	1000	1.00	2.00	1.00		0.816	1	1	2	100	1	1	2.0000
62	Newtown Rd. WB	1000	0.00	1.00	1.00		1.414	1	1	2	100	1	1	-
			2304	**1960**	**-344**			**62**	**57**			**62**		

Average GEH	**1.469**

PM Peak Total Traffic

								RESULT =	88.71%		RESULT =	88.71%		
			Observed	Modelled	Difference			REQD =	85.00%		REQD =	85.00%		
Link No.	**Link Description**	**Link Capacity (PCU's)**	**Total Traffic**	**Total Traffic**	**Total Traffic**		***GEH***	***COUNT***	***GEH TEST***	***CLASS TEST***	***Target Difference***	***Flow Test***	***ACT DIFF***	***FACTOR***
1	M7 WB On-Ramp	1800	106.00	127.00	21.00		1.95	1	1	2	100	1	21	1.1981
2	L2014 Kill Road WB	1000	235.00	216.00	-19.00		1.27	1	1	2	100	1	-19	0.9191
3	L2014 Kill Road EB	1000	178.00	191.00	13.00		0.96	1	1	2	100	1	13	1.0730
4	R445 Dublin Road NB	2400	723.00	675.00	-48.00		1.82	1	1	1	108	1	-48	0.9336
5	R445 Dublin Road SB	1200	1001.00	701.00	-300.00		10.28	1	0	1	150	0	-300	0.7003
6	M7 SB Off-Ramp	1800	614.00	852.00	238.00		8.79	1	0	2	100	0	238	1.3876
7	M7 SB On-Ramp	1800	516.00	527.00	11.00		0.48	1	1	2	100	1	11	1.0213
8	M7 NB Off-Ramp	1600	412.00	415.00	3.00		0.15	1	1	2	100	1	3	1.0073
9	Newhall Overbridge EB	1100	581.00	571.00	-10.00		0.42	1	1	2	100	1	-10	0.9828
10	Newhall Overbridge WB	1100	733.00	755.00	22.00		0.81	1	1	1	110	1	22	1.0300
11	L2031 SB	700	109.00	127.00	18.00		1.66	1	1	2	100	1	18	1.1651
12	L2031 NB	700	207.00	170.00	-37.00		2.69	1	1	2	100	1	-37	0.8213
13	Monread Rd. WB	1200	712.00	459.00	-253.00		10.46	1	0	1	107	0	-253	0.6447
14	Monread Rd. EB	1200	650.00	563.00	-87.00		3.53	1	1	2	100	1	-87	0.8662
15	M7 WB Off-Ramp	1800	92.00	95.00	3.00		0.31	1	1	2	100	1	3	1.0326
16	Kerdiffstown Rd. WB	1000	167.00	142.00	-25.00		2.01	1	1	2	100	1	-25	0.8503
17	Kerdiffstown Rd. EB	1000	66.00	70.00	4.00		0.49	1	1	2	100	1	4	1.0606
18	Monread Rd. EB	1200	728.00	696.00	-32.00		1.20	1	1	1	109	1	-32	0.9560
19	Monread Rd. WB	1200	682.00	712.00	30.00		1.14	1	1	2	100	1	30	1.0440
20	L2014-Johnstown WB	1200	126.00	122.00	-4.00		0.36	1	1	2	100	1	-4	0.9683
21	L2014-Johnstown EB	1200	253.00	242.00	-11.00		0.70	1	1	2	100	1	-11	0.9565
22	Millennium Rd. NB	1200	475.00	490.00	15.00		0.68	1	1	2	100	1	15	1.0316
23	Millennium Rd. SB	1200	665.00	453.00	-212.00		8.97	1	0	2	100	0	-212	0.6812
24	Millennium Rd. SB	1200	686.00	545.00	-141.00		5.68	1	0	2	100	0	-141	0.7945
25	Millennium Rd. NB	1200	472.00	446.00	-26.00		1.21	1	1	2	100	1	-26	0.9449
26	R407 NB	1200	454.00	369.00	-85.00		4.19	1	1	2	100	1	-85	0.8128
27	R407 SB	1200	566.00	472.00	-94.00		4.13	1	1	2	100	1	-94	0.8339
28	M7 EB at Johnstown	6100	2513.00	2464.00	-49.00		0.98	1	1	1	377	1	-49	0.9805
29	M7 On-Ramp WB	1800	331.00	443.00	112.00		5.69	1	0	2	100	0	112	1.3384
30	M7 Naas Bypass EB	4100	1978.00	2066.00	88.00		1.96	1	1	1	297	1	88	1.0445
31	M7-On Ramp SB	1800	745.00	787.00	42.00		1.52	1	1	1	112	1	42	1.0564
32	M7-On Ramp NB	1800	40.00	25.00	-15.00		2.63	1	1	2	100	1	-15	0.6250

33	M7 NB at Newbridge	3600	1361.00	1297.00	-64.00	1.76	1	1	1	204	1	-64	0.9530
34	R445 Newbrdige Rd NB	3400	567.00	627.00	60.00	2.46	1	1	2	100	1	60	1.1058
35	M7 SB at Newbridge	3600	1880.00	1948.00	68.00	1.55	1	1	1	282	1	68	1.0362
36	R407 SB at Sallins Jnct	1200	405.00	455.00	50.00	2.41	1	1	2	100	1	50	1.1235
37	R407 NB at Sallins Jnct	1200	464.00	453.00	-11.00	0.51	1	1	2	100	1	-11	0.9763
38	M7 NB at Lewistown	4100	1903.00	1954.00	51.00	1.16	1	1	1	285	1	51	1.0268
39	M7 EB On-Ramp	1800	652.00	668.00	16.00	0.62	1	1	2	100	1	16	1.0245
40	M7 EB Off-Ramp	1800	171.00	174.00	3.00	0.23	1	1	2	100	1	3	1.0175
41	M7 Naas Bypass WB	4100	3619.00	3802.00	183.00	3.00	1	1	3	800	1	183	1.0506
42	R445 Newbrdige Rd SB	3400	623.00	649.00	26.00	1.03	1	1	2	100	1	26	1.0417
43	M7 SB at Lewistown	4100	3744.00	3726.00	-18.00	0.29	1	1	3	800	1	-18	0.9952
44	R445 Newbridge Rd WB	3400	683.00	613.00	-70.00	2.75	1	1	2	100	1	-70	0.8975
45	R445 Newbridge Rd EB	3400	829.00	823.00	-6.00	0.21	1	1	1	124	1	-6	0.9928
46	R445 Johnstown Rd EB	1200	183.00	194.00	11.00	0.80	1	1	2	100	1	11	1.0601
47	R445 Johnstown Rd WB	2400	1225.00	1171.00	-54.00	1.56	1	1	1	184	1	-54	0.9559
48	R448 Kilcullen Rd. SB	1200	299.00	254.00	-45.00	2.71	1	1	2	100	1	-45	0.8495
49	R448 Kilcullen Rd. NB	1200	154.00	133.00	-21.00	1.75	1	1	2	100	1	-21	0.8636
50	M7 WB at Johnstown	6100	4130.00	4239.00	109.00	1.69	1	1	3	800	1	109	1.0264
51	L2006 EB	700	78.00	59.00	-19.00	2.30	1	1	2	100	1	-19	0.7564
52	L2006 WB	700	91.00	107.00	16.00	1.61	1	1	2	100	1	16	1.1758
53	L2032 Athgarvan Rd. WB	1000	206.00	162.00	-44.00	3.24	1	1	2	100	1	-44	0.7864
54	L2032 Athgarvan Rd. EB	1000	94.00	87.00	-7.00	0.74	1	1	2	100	1	-7	0.9255
55	Canal Bank Rd. NB	700	58.00	50.00	-8.00	1.09	1	1	2	100	1	-8	0.8621
56	Canal Bank Rd. SB	700	24.00	30.00	6.00	1.15	1	1	2	100	1	6	1.2500
57	R445 Naas Rd. EB	1200	590.00	625.00	35.00	1.42	1	1	2	100	1	35	1.0593
58	R445 Naas Rd. WB	1200	421.00	509.00	88.00	4.08	1	1	2	100	1	88	1.2090
59	R448 Kilcullen Rd NB	1200	212.00	247.00	35.00	2.31	1	1	2	100	1	35	1.1651
60	R448 Kilcullen Rd SB	1200	454.00	351.00	-103.00	5.13	1	0	2	100	0	-103	0.7731
61	Newtown Rd. EB	1000	16.00	21.00	5.00	1.16	1	1	2	100	1	5	1.3125
62	Newtown Rd. WB	1000	26.00	36.00	10.00	1.80	1	1	2	100	1	10	1.3846
			42978	**42452**	**-526**		**62**	**55**			**55**		

Average GEH	**2.284**

Appendix E
Validation Data

AM Peak Light Traffic

							RESULT =	95.00%		RESULT =	95.00%		
			Observed	Modelled	Difference		REQD =	85.00%		REQD =	85.00%		
Link No.	**Link Description**	**Link Capacity (PCU's)**	**Light Traffic**	**Light Traffic**	**Light Traffic**	***GEH***	***COUNT***	***GEH TEST***	***CLASS TEST***	***Target Difference***	***Flow Test***	***ACT DIFF***	***FACTOR***
1	Johnstown Overbridge NB	1000	194.00	171.00	-23.00	1.70	1	1	2	100	1	-23	0.8814
2	Johnstown Overbridge SB	1000	95.00	95.00	0.00	0.00	1	1	2	100	1	0	1.0000
3	M7 SB On-Ramp	1800	411.00	444.00	33.00	1.60	1	1	2	100	1	33	1.0803
4	R445 Naas Rd. WB	1500	839.00	791.00	-48.00	1.68	1	1	1	126	1	-48	0.9428
5	R445 Naas Rd. EB	1500	804.00	799.00	-5.00	0.18	1	1	1	121	1	-5	0.9938
6	Monread Rd. WB	1200	500.00	480.00	-20.00	0.90	1	1	2	100	1	-20	0.9600
7	Monread Rd. EB	1200	630.00	658.00	28.00	1.10	1	1	2	100	1	28	1.0444
8	M7 On-ramp EB	1800	278.00	268.00	-10.00	0.61	1	1	2	100	1	-10	0.9640
9	Millennium Rd. NB	1200	368.00	333.00	-35.00	1.87	1	1	2	100	1	-35	0.9049
10	Millennium Rd. SB	1200	503.00	454.00	-49.00	2.24	1	1	2	100	1	-49	0.9026
11	R407 Sallins Rd. NB	1200	650.00	644.00	-6.00	0.24	1	1	2	100	1	-6	0.9908
12	R407 Sallins Rd. SB	1200	835.00	709.00	-126.00	4.53	1	1	1	125	0	-126	0.8491
13	M9 NB before Kilcullen	4100	852.00	942.00	90.00	3.01	1	1	1	128	1	90	1.1056
14	M9 SB before Kilcullen	4100	502.00	590.00	88.00	3.77	1	1	2	100	1	88	1.1753
15	R409 Caragh Rd. EB.	1200	324.00	423.00	99.00	5.12	1	0	2	100	1	99	1.3056
16	R409 Caragh Rd. WB.	1200	234.00	286.00	52.00	3.22	1	1	2	100	1	52	1.2222
17	Greatconnell Rd. NB	700	167.00	194.00	27.00	2.01	1	1	2	100	1	27	1.1617
18	Greatconnell Rd. SB	700	45.00	63.00	18.00	2.45	1	1	2	100	1	18	1.4000
19	M7 Business Pk. inbound	1000	213.00	213.00	0.00	0.00	1	1	2	100	1	0	1.0000
20	M7 Business Pk. outbound	1000	45.00	45.00	0.00	0.00	1	1	2	100	1	0	1.0000
			8489	**8602**	**113**		**20**	**19**			**19**		

Average GEH **1.811**

AM Peak Heavy Traffic

							RESULT =	95.00%		RESULT =	100.00%		
			Observed	Modelled	Difference		REQD =	85.00%		REQD =	85.00%		
Link No.	**Link Description**	**Link Capacity (PCU's)**	**Heavy Traffic**	**Heavy Traffic**	**Heavy Traffic**	**GEH**	**COUNT**	**GEH TEST**	**CLASS TEST**	**Target Difference**	**Flow Test**	**ACT DIFF**	**FACTOR**
1	Johnstown Overbridge NB	1000	3.00	4.00	1.00	**0.535**	**1**	**1**	**2**	**100**	**1**	**1**	**1.3333**
2	Johnstown Overbridge SB	1000	3.00	3.00	0.00	**0.000**	**1**	**1**	**2**	**100**	**1**	**0**	**1.0000**
3	M7 SB On-Ramp	1800	32.00	33.00	1.00	**0.175**	**1**	**1**	**2**	**100**	**1**	**1**	**1.0313**
4	R445 Naas Rd. WB	1500	57.00	42.00	-15.00	**2.132**	**1**	**1**	**2**	**100**	**1**	**-15**	**0.7368**
5	R445 Naas Rd. EB	1500	57.00	63.00	6.00	**0.775**	**1**	**1**	**2**	**100**	**1**	**6**	**1.1053**
6	Monread Rd. WB	1200	37.00	26.00	-11.00	**1.960**	**1**	**1**	**2**	**100**	**1**	**-11**	**0.7027**
7	Monread Rd. EB	1200	34.00	37.00	3.00	**0.504**	**1**	**1**	**2**	**100**	**1**	**3**	**1.0882**
8	M7 On-ramp EB	1800	3.00	4.00	1.00	**0.535**	**1**	**1**	**2**	**100**	**1**	**1**	**1.3333**
9	Millennium Rd. NB	1200	24.00	24.00	0.00	**0.000**	**1**	**1**	**2**	**100**	**1**	**0**	**1.0000**
10	Millennium Rd. SB	1200	35.00	9.00	-26.00	**5.543**	**1**	**0**	**2**	**100**	**1**	**-26**	**0.2571**
11	R407 Sallins Rd. NB	1200	26.00	25.00	-1.00	**0.198**	**1**	**1**	**2**	**100**	**1**	**-1**	**0.9615**
12	R407 Sallins Rd. SB	1200	39.00	30.00	-9.00	**1.532**	**1**	**1**	**2**	**100**	**1**	**-9**	**0.7692**
13	M9 NB before Kilcullen	4100	54.00	28.00	-26.00	**4.061**	**1**	**1**	**2**	**100**	**1**	**-26**	**0.5185**
14	M9 SB before Kilcullen	4100	69.00	117.00	48.00	**4.977**	**1**	**1**	**2**	**100**	**1**	**48**	**1.6957**
15	R409 Caragh Rd. EB.	1200	12.00	13.00	1.00	**0.283**	**1**	**1**	**2**	**100**	**1**	**1**	**1.0833**
16	R409 Caragh Rd. WB.	1200	4.00	9.00	5.00	**1.961**	**1**	**1**	**2**	**100**	**1**	**5**	**2.2500**
17	Greatconnell Rd. NB	700	0.00	9.00	9.00	**4.243**	**1**	**1**	**2**	**100**	**1**	**9**	**#DIV/0!**
18	Greatconnell Rd. SB	700	0.00	12.00	12.00	**4.899**	**1**	**1**	**2**	**100**	**1**	**12**	**#DIV/0!**
19	M7 Business Pk. inbound	1000	8.00	11.00	3.00	**0.973**	**1**	**1**	**2**	**100**	**1**	**3**	**1.3750**
20	M7 Business Pk. outbound	1000	3.00	8.00	5.00	**2.132**	**1**	**1**	**2**	**100**	**1**	**5**	**2.6667**
			500	**507**	**7**		**20**	**19**			**20**		

Average GEH **1.871**

AM Peak Total Traffic

							RESULT =	90.00%		RESULT =	85.00%		
			Observed	Modelled	Difference		REQD =	85.00%		REQD =	85.00%		
Link No.	**Link Description**	**Link Capacity (PCU's)**	**Total Traffic**	**Total Traffic**	**Total Traffic**	***GEH***	***COUNT***	***GEH TEST***	***CLASS TEST***	***Target Difference***	***Flow Test***	***ACT DIFF***	***FACTOR***
1	Johnstown Overbridge NB	1000	197.00	175.00	-22.00	1.61	1	1	2	100	1	-22	0.8883
2	Johnstown Overbridge SB	1000	98.00	98.00	0.00	0.00	1	1	2	100	1	0	1.0000
3	M7 SB On-Ramp	1800	443.00	477.00	34.00	1.59	1	1	2	100	1	34	1.0767
4	R445 Naas Rd. WB	1500	896.00	833.00	-63.00	2.14	1	1	1	134	1	-63	0.9297
5	R445 Naas Rd. EB	1500	861.00	862.00	1.00	0.03	1	1	1	129	1	1	1.0012
6	Monread Rd. WB	1200	537.00	506.00	-31.00	1.36	1	1	2	100	1	-31	0.9423
7	Monread Rd. EB	1200	664.00	695.00	31.00	1.19	1	1	2	100	1	31	1.0467
8	M7 On-ramp EB	1800	281.00	273.00	-8.00	0.48	1	1	2	100	1	-8	0.9715
9	Millennium Rd. NB	1200	392.00	358.00	-34.00	1.76	1	1	2	100	1	-34	0.9133
10	Millennium Rd. SB	1200	538.00	463.00	-75.00	3.35	1	1	2	100	1	-75	0.8606
11	R407 Sallins Rd. NB	1200	676.00	669.00	-7.00	0.27	1	1	2	100	1	-7	0.9896
12	R407 Sallins Rd. SB	1200	874.00	740.00	-134.00	4.72	1	1	1	131	0	-134	0.8467
13	M9 NB before Kilcullen	4100	906.00	970.00	64.00	2.09	1	1	1	136	1	64	1.0706
14	M9 SB before Kilcullen	4100	571.00	708.00	137.00	5.42	1	0	2	100	0	137	1.2399
15	R409 Caragh Rd. EB.	1200	336.00	437.00	101.00	5.14	1	0	2	100	0	101	1.3006
16	R409 Caragh Rd. WB.	1200	238.00	294.00	56.00	3.43	1	1	2	100	1	56	1.2353
17	Greatconnell Rd. NB	700	167.00	202.00	35.00	2.58	1	1	2	100	1	35	1.2096
18	Greatconnell Rd. SB	700	45.00	75.00	30.00	3.87	1	1	2	100	1	30	1.6667
19	M7 Business Pk. inbound	1000	221.00	224.00	3.00	0.20	1	1	2	100	1	3	1.0136
20	M7 Business Pk. outbound	1000	48.00	53.00	5.00	0.70	1	1	2	100	1	5	1.1042
			8989	**9112**	**123**		**20**	**18**			**17**		

Average GEH **2.097**

Inter Peak Light Traffic

							RESULT =	100.00%		RESULT =	100.00%		
			Observed	Modelled	Difference		REQD =	85.00%		REQD =	85.00%		
Link No.	**Link Description**	**Link Capacity (PCU's)**	**Light Traffic**	**Light Traffic**	**Light Traffic**	***GEH***	***COUNT***	***GEH TEST***	***CLASS TEST***	***Target Difference***	***Flow Test***	***ACT DIFF***	***FACTOR***
1	Johnstown Overbridge NB	1000	94.00	78.00	-16	1.73	1	1	2	100	1	-16	0.8298
2	Johnstown Overbridge SB	1000	94.00	102.00	8	0.81	1	1	2	100	1	8	1.0851
3	M7 SB On-Ramp	1800	246.00	270.00	24	1.49	1	1	2	100	1	24	1.0976
4	R445 Naas Rd. WB	1500	703.00	710.00	7	0.26	1	1	1	105	1	7	1.0100
5	R445 Naas Rd. EB	1500	629.00	637.00	8	0.32	1	1	2	100	1	8	1.0127
6	Monread Rd. WB	1200	564.00	575.00	11	0.46	1	1	2	100	1	11	1.0195
7	Monread Rd. EB	1200	529.00	558.00	29	1.24	1	1	2	100	1	29	1.0548
8	M7 On-ramp EB	1800	80.00	113.00	33	3.36	1	1	2	100	1	33	1.4125
9	Millennium Rd. NB	1200	267.00	265.00	-2	0.12	1	1	2	100	1	-2	0.9925
10	Millennium Rd. SB	1200	279.00	349.00	70	3.95	1	1	2	100	1	70	1.2509
11	R407 Sallins Rd. NB	1200	647.00	634.00	-13	0.51	1	1	2	100	1	-13	0.9799
12	R407 Sallins Rd. SB	1200	588.00	644.00	56	2.26	1	1	2	100	1	56	1.0952
13	R409 Caragh Rd. EB.	1200	184.00	192.00	8	0.58	1	1	2	100	1	8	1.0435
14	R409 Caragh Rd. WB.	1200	165.00	215.00	50	3.63	1	1	2	100	1	50	1.3030
15	Greatconnell Rd. NB	700	45.00	38.00	-7	1.09	1	1	2	100	1	-7	0.8444
16	Greatconnell Rd. SB	700	35.00	29.00	-6	1.06	1	1	2	100	1	-6	0.8286
17	M7 Business Pk. inbound	1000	91.00	92.00	1	0.10	1	1	2	100	1	1	1.0110
18	M7 Business Pk. outbound	1000	128.00	130.00	2	0.18	1	1	2	100	1	2	1.0156
			5368	**5631**	**263**		**18**	**18**			**18**		

Average GEH **1.286**

Inter Peak Heavy Traffic

							RESULT =	100.00%		RESULT =	100.00%		
			Observed	Modelled	Difference		REQD =	85.00%		REQD =	85.00%		
Link No.	**Link Description**	**Link Capacity (PCU's)**	**Heavy Traffic**	**Heavy Traffic**	**Heavy Traffic**	***GEH***	***COUNT***	***GEH TEST***	***CLASS TEST***	***Target Difference***	***Flow Test***	***ACT DIFF***	***FACTOR***
1	Johnstown Overbridge NB	1000	4.00	3.00	-1.00	0.535	1	1	2	100	1	-1	0.7500
2	Johnstown Overbridge SB	1000	3.00	3.00	0.00	0.000	1	1	2	100	1	0	1.0000
3	M7 SB On-Ramp	1800	36.00	37.00	1.00	0.166	1	1	2	100	1	1	1.0278
4	R445 Naas Rd. WB	1500	48.00	43.00	-5.00	0.741	1	1	2	100	1	-5	0.8958
5	R445 Naas Rd. EB	1500	44.00	48.00	4.00	0.590	1	1	2	100	1	4	1.0909
6	Monread Rd. WB	1200	28.00	47.00	19.00	3.103	1	1	2	100	1	19	1.6786
7	Monread Rd. EB	1200	24.00	45.00	21.00	3.575	1	1	2	100	1	21	1.8750
8	M7 On-ramp EB	1800	4.00	4.00	0.00	0.000	1	1	2	100	1	0	1.0000
9	Millennium Rd. NB	1200	33.00	39.00	6.00	1.000	1	1	2	100	1	6	1.1818
10	Millennium Rd. SB	1200	27.00	35.00	8.00	1.437	1	1	2	100	1	8	1.2963
11	R407 Sallins Rd. NB	1200	31.00	45.00	14.00	2.271	1	1	2	100	1	14	1.4516
12	R407 Sallins Rd. SB	1200	29.00	44.00	15.00	2.483	1	1	2	100	1	15	1.5172
13	R409 Caragh Rd. EB.	1200	4.00	20.00	16.00	4.619	1	1	2	100	1	16	5.0000
14	R409 Caragh Rd. WB.	1200	4.00	11.00	7.00	2.556	1	1	2	100	1	7	2.7500
15	Greatconnell Rd. NB	700	4.00	1.00	-3.00	1.897	1	1	2	100	1	-3	0.2500
16	Greatconnell Rd. SB	700	3.00	2.00	-1.00	0.632	1	1	2	100	1	-1	0.6667
17	M7 Business Pk. inbound	1000	8.00	3.00	-5.00	2.132	1	1	2	100	1	-5	0.3750
18	M7 Business Pk. outbound	1000	9.00	5.00	-4.00	1.512	1	1	2	100	1	-4	0.5556
			343	**435**	**92**		**18**	**18**			**18**		

Average GEH **1.625**

Inter Peak Total Traffic

							RESULT =	100.00%		RESULT =	100.00%		
			Observed	Modelled	Difference		REQD =	85.00%		REQD =	85.00%		
Link No.	**Link Description**	**Link Capacity (PCU's)**	**Total Traffic**	**Total Traffic**	**Total Traffic**	***GEH***	***COUNT***	***GEH TEST***	***CLASS TEST***	***Target Difference***	***Flow Test***	***ACT DIFF***	***FACTOR***
1	Johnstown Overbridge NB	1000	98.00	81.00	-17.00	1.80	1	1	2	100	1	-17	0.8265
2	Johnstown Overbridge SB	1000	97.00	105.00	8.00	0.80	1	1	2	100	1	8	1.0825
3	M7 SB On-Ramp	1800	282.00	307.00	25.00	1.46	1	1	2	100	1	25	1.0887
4	R445 Naas Rd. WB	1500	751.00	752.00	1.00	0.04	1	1	1	113	1	1	1.0013
5	R445 Naas Rd. EB	1500	673.00	685.00	12.00	0.46	1	1	2	100	1	12	1.0178
6	Monread Rd. WB	1200	592.00	622.00	30.00	1.22	1	1	2	100	1	30	1.0507
7	Monread Rd. EB	1200	553.00	603.00	50.00	2.08	1	1	2	100	1	50	1.0904
8	M7 On-ramp EB	1800	84.00	117.00	33.00	3.29	1	1	2	100	1	33	1.3929
9	Millennium Rd. NB	1200	300.00	305.00	5.00	0.29	1	1	2	100	1	5	1.0167
10	Millennium Rd. SB	1200	306.00	384.00	78.00	4.20	1	1	2	100	1	78	1.2549
11	R407 Sallins Rd. NB	1200	678.00	679.00	1.00	0.04	1	1	2	100	1	1	1.0015
12	R407 Sallins Rd. SB	1200	617.00	689.00	72.00	2.82	1	1	2	100	1	72	1.1167
13	R409 Caragh Rd. EB.	1200	188.00	212.00	24.00	1.70	1	1	2	100	1	24	1.1277
14	R409 Caragh Rd. WB.	1200	169.00	226.00	57.00	4.06	1	1	2	100	1	57	1.3373
15	Greatconnell Rd. NB	700	49.00	40.00	-9.00	1.35	1	1	2	100	1	-9	0.8163
16	Greatconnell Rd. SB	700	38.00	31.00	-7.00	1.19	1	1	2	100	1	-7	0.8158
17	M7 Business Pk. inbound	1000	99.00	94.00	-5.00	0.51	1	1	2	100	1	-5	0.9495
18	M7 Business Pk. outbound	1000	137.00	135.00	-2.00	0.17	1	1	2	100	1	-2	0.9854
			5711	**6067**	**356**		**18**	**18**			**18**		

Average GEH **1.525**

PM Peak Light Traffic

							RESULT =	95.00%		RESULT =	90.00%		
			Observed	Modelled	Difference		REQD =	85.00%		REQD =	85.00%		
Link No.	**Link Description**	**Link Capacity (PCU's)**	**Light Traffic**	**Light Traffic**	**Light Traffic**	***GEH***	***COUNT***	***GEH TEST***	***CLASS TEST***	***Target Difference***	***Flow Test***	***ACT DIFF***	***FACTOR***
1	Johnstown Overbridge NB	1000	233.00	197.00	-36.00	2.46	1	1	2	100	1	-36	0.8455
2	Johnstown Overbridge SB	1000	137.00	131.00	-6.00	0.52	1	1	2	100	1	-6	0.9562
3	M7 SB On-Ramp	1800	710.00	758.00	48.00	1.77	1	1	1	107	1	48	1.0676
4	R445 Naas Rd. WB	1500	921.00	853.00	-68.00	2.28	1	1	1	138	1	-68	0.9262
5	R445 Naas Rd. EB	1500	829.00	953.00	124.00	4.15	1	1	1	124	1	124	1.1496
6	Monread Rd. WB	1200	689.00	628.00	-61.00	2.38	1	1	2	100	1	-61	0.9115
7	Monread Rd. EB	1200	593.00	601.00	8.00	0.33	1	1	2	100	1	8	1.0135
8	M7 On-ramp EB	1800	108.00	91.00	-17.00	1.70	1	1	2	100	1	-17	0.8426
9	Millennium Rd. NB	1200	441.00	421.00	-20.00	0.96	1	1	2	100	1	-20	0.9546
10	Millennium Rd. SB	1200	433.00	440.00	7.00	0.34	1	1	2	100	1	7	1.0162
11	R407 Sallins Rd. NB	1200	918.00	731.00	-187.00	6.51	1	0	1	138	0	-187	0.7963
12	R407 Sallins Rd. SB	1200	671.00	677.00	6.00	0.23	1	1	2	100	1	6	1.0089
13	M9 NB before Kilcullen	4100	596.00	483.00	-113.00	4.86	1	1	2	100	0	-113	0.8104
14	M9 SB before Kilcullen	4100	1071.00	1067.00	-4.00	0.12	1	1	1	161	1	-4	0.9963
15	R409 Caragh Rd. EB.	1200	310.00	330.00	20.00	1.12	1	1	2	100	1	20	1.0645
16	R409 Caragh Rd. WB.	1200	395.00	376.00	-19.00	0.97	1	1	2	100	1	-19	0.9519
17	Greatconnell Rd. NB	700	65.00	70.00	5.00	0.61	1	1	2	100	1	5	1.0769
18	Greatconnell Rd. SB	700	109.00	141.00	32.00	2.86	1	1	2	100	1	32	1.2936
19	M7 Business Pk. inbound	1000	45.00	45.00	0.00	0.00	1	1	2	100	1	0	1.0000
20	M7 Business Pk. outbound	1000	235.00	242.00	7.00	0.45	1	1	2	100	1	7	1.0298
			9509	**9235**	**-274**		**20**	**19**			**18**		

Average GEH **1.732**

PM Peak Heavy Traffic

							RESULT =	95.00%		RESULT =	100.00%		
			Observed	Modelled	Difference		REQD =	85.00%		REQD =	85.00%		
Link No.	**Link Description**	**Link Capacity (PCU's)**	**Heavy Traffic**	**Heavy Traffic**	**Heavy Traffic**	***GEH***	***COUNT***	***GEH TEST***	***CLASS TEST***	***Target Difference***	***Flow Test***	***ACT DIFF***	***FACTOR***
1	Johnstown Overbridge NB	1000	2.00	2.00	0.00	0.000	1	1	2	100	1	0	1.0000
2	Johnstown Overbridge SB	1000	5.00	3.00	-2.00	1.000	1	1	2	100	1	-2	0.6000
3	M7 SB On-Ramp	1800	20.00	19.00	-1.00	0.226	1	1	2	100	1	-1	0.9500
4	R445 Naas Rd. WB	1500	36.00	35.00	-1.00	0.168	1	1	2	100	1	-1	0.9722
5	R445 Naas Rd. EB	1500	34.00	50.00	16.00	2.469	1	1	2	100	1	16	1.4706
6	Monread Rd. WB	1200	12.00	25.00	13.00	3.022	1	1	2	100	1	13	2.0833
7	Monread Rd. EB	1200	14.00	31.00	17.00	3.584	1	1	2	100	1	17	2.2143
8	M7 On-ramp EB	1800	3.00	2.00	-1.00	0.632	1	1	2	100	1	-1	0.6667
9	Millennium Rd. NB	1200	35.00	19.00	-16.00	3.079	1	1	2	100	1	-16	0.5429
10	Millennium Rd. SB	1200	18.00	10.00	-8.00	2.138	1	1	2	100	1	-8	0.5556
11	R407 Sallins Rd. NB	1200	19.00	23.00	4.00	0.873	1	1	2	100	1	4	1.2105
12	R407 Sallins Rd. SB	1200	19.00	17.00	-2.00	0.471	1	1	2	100	1	-2	0.8947
13	M9 NB before Kilcullen	4100	52.00	72.00	20.00	2.540	1	1	2	100	1	20	1.3846
14	M9 SB before Kilcullen	4100	56.00	19.00	-37.00	6.042	1	0	2	100	1	-37	0.3393
15	R409 Caragh Rd. EB.	1200	1.00	9.00	8.00	3.578	1	1	2	100	1	8	9.0000
16	R409 Caragh Rd. WB.	1200	3.00	17.00	14.00	4.427	1	1	2	100	1	14	5.6667
17	Greatconnell Rd. NB	700	0.00	8.00	8.00	4.000	1	1	2	100	1	8	-
18	Greatconnell Rd. SB	700	2.00	3.00	1.00	0.632	1	1	2	100	1	1	1.5000
19	M7 Business Pk. inbound	1000	7.00	7.00	0.00	0.000	1	1	2	100	1	0	1.0000
20	M7 Business Pk. outbound	1000	5.00	8.00	3.00	1.177	1	1	2	100	1	3	1.6000
			343	**379**	**36**		**20**	**19**			**20**		

Average GEH **2.003**

PM Peak Total Traffic

							RESULT =	95.00%		RESULT =	90.00%		
			Observed	Modelled	Difference		REQD =	85.00%		REQD =	85.00%		
Link No.	**Link Description**	**Link Capacity (PCU's)**	**Total Traffic**	**Total Traffic**	**Total Traffic**	***GEH***	***COUNT***	***GEH TEST***	***CLASS TEST***	***Target Difference***	***Flow Test***	***ACT DIFF***	***FACTOR***
1	Johnstown Overbridge NB	1000	235.00	199.00	-36.00	2.44	1	1	2	100	1	-36	0.8468
2	Johnstown Overbridge SB	1000	142.00	134.00	-8.00	0.68	1	1	2	100	1	-8	0.9437
3	M7 SB On-Ramp	1800	730.00	777.00	47.00	1.71	1	1	1	110	1	47	1.0644
4	R445 Naas Rd. WB	1500	957.00	888.00	-69.00	2.27	1	1	1	144	1	-69	0.9279
5	R445 Naas Rd. EB	1500	863.00	1003.00	140.00	4.58	1	1	1	129	0	140	1.1622
6	Monread Rd. WB	1200	701.00	653.00	-48.00	1.84	1	1	1	105	1	-48	0.9315
7	Monread Rd. EB	1200	607.00	633.00	26.00	1.04	1	1	2	100	1	26	1.0428
8	M7 On-ramp EB	1800	111.00	93.00	-18.00	1.78	1	1	2	100	1	-18	0.8378
9	Millennium Rd. NB	1200	476.00	440.00	-36.00	1.68	1	1	2	100	1	-36	0.9244
10	Millennium Rd. SB	1200	451.00	449.00	-2.00	0.09	1	1	2	100	1	-2	0.9956
11	R407 Sallins Rd. NB	1200	937.00	754.00	-183.00	6.29	1	0	1	141	0	-183	0.8047
12	R407 Sallins Rd. SB	1200	690.00	694.00	4.00	0.15	1	1	2	100	1	4	1.0058
13	M9 NB before Kilcullen	4100	648.00	555.00	-93.00	3.79	1	1	2	100	1	-93	0.8565
14	M9 SB before Kilcullen	4100	1127.00	1086.00	-41.00	1.23	1	1	1	169	1	-41	0.9636
15	R409 Caragh Rd. EB.	1200	311.00	339.00	28.00	1.55	1	1	2	100	1	28	1.0900
16	R409 Caragh Rd. WB.	1200	398.00	393.00	-5.00	0.25	1	1	2	100	1	-5	0.9874
17	Greatconnell Rd. NB	700	65.00	78.00	13.00	1.54	1	1	2	100	1	13	1.2000
18	Greatconnell Rd. SB	700	111.00	144.00	33.00	2.92	1	1	2	100	1	33	1.2973
19	M7 Business Pk. inbound	1000	52.00	52.00	0.00	0.00	1	1	2	100	1	0	1.0000
20	M7 Business Pk. outbound	1000	240.00	251.00	11.00	0.70	1	1	2	100	1	11	1.0458
			9852	**9615**	**-237**		**20**	**19**			**18**		
				Average GEH		**1.829**							

Appendix F

Internal Zone Trip End Growth Factors

Table F-1: AM Peak Internal Growth Factors – Low Growth

NTM Zone	Opening Year (2015)				Design Year (2030)				Forecast Year (2045)			
	LV		HV		LV		HV		LV		HV	
	2012 - 2015		2012 - 2015		2012 - 2030		2012 - 2030		2012 - 2045		2012 - 2045	
	O	D	O	D	O	D	O	D	O	D	O	D
494	1.032	1.032	1.011	1.014	1.193	1.193	1.049	1.062	1.293	1.293	1.051	1.065
496	1.028	1.035	1.008	1.005	1.167	1.211	1.035	1.022	1.253	1.322	1.037	1.023
500	1.028	1.035	1.008	1.005	1.167	1.211	1.035	1.022	1.253	1.322	1.037	1.023
502	1.040	1.047	1.009	1.000	1.246	1.298	1.042	1.000	1.379	1.465	1.044	1.000
504	1.065	1.029	1.021	1.020	1.429	1.175	1.096	1.090	1.691	1.265	1.100	1.094
508	1.026	1.041	1.006	1.000	1.157	1.254	1.028	1.000	1.237	1.392	1.029	1.000
510	1.053	1.026	1.015	1.017	1.343	1.157	1.069	1.076	1.541	1.237	1.072	1.079
512	1.029	1.048	1.018	1.008	1.175	1.304	1.083	1.035	1.265	1.475	1.087	1.037
514	1.065	1.029	1.021	1.020	1.429	1.175	1.096	1.090	1.691	1.265	1.100	1.094

Table F-2: AM Peak Internal Growth Factors – Medium Growth

NTM Zone	Opening Year (2015)				Design Year (2030)				Forecast Year (2045)			
	LV		HV		LV		HV		LV		HV	
	2012 - 2015		2012 - 2015		2012 - 2030		2012 - 2030		2012 - 2045		2012 - 2045	
	O	D	O	D	O	D	O	D	O	D	O	D
494	1.040	1.040	1.020	1.021	1.237	1.237	1.090	1.095	1.349	1.349	1.093	1.098
496	1.035	1.050	1.015	1.012	1.203	1.303	1.068	1.056	1.296	1.454	1.070	1.058
500	1.035	1.050	1.015	1.012	1.203	1.303	1.068	1.056	1.296	1.454	1.070	1.058
502	1.047	1.056	1.018	1.000	1.286	1.345	1.082	1.000	1.426	1.521	1.086	1.000
504	1.072	1.037	1.029	1.028	1.462	1.219	1.135	1.129	1.717	1.321	1.141	1.135
508	1.033	1.050	1.014	1.000	1.195	1.303	1.061	1.000	1.284	1.454	1.063	1.000
510	1.059	1.035	1.022	1.024	1.371	1.203	1.103	1.108	1.563	1.296	1.107	1.113
512	1.036	1.057	1.025	1.015	1.215	1.355	1.116	1.068	1.314	1.537	1.120	1.070
514	1.072	1.037	1.029	1.028	1.462	1.219	1.135	1.129	1.717	1.321	1.141	1.135

Table F-3: AM Peak Internal Growth Factors – High Growth

NTM Zone	Opening Year (2015)				Design Year (2030)				Forecast Year (2045)			
	LV		HV		LV		HV		LV		HV	
	2012 - 2015		2012 - 2015		2012 - 2030		2012 - 2030		2012 - 2045		2012 - 2045	
	O	D	O	D	O	D	O	D	O	D	O	D
494	1.065	1.069	1.050	1.052	1.380	1.410	1.250	1.264	1.523	1.569	1.283	1.300
496	1.062	1.081	1.046	1.044	1.357	1.495	1.230	1.217	1.490	1.696	1.260	1.245
500	1.062	1.081	1.046	1.044	1.357	1.495	1.230	1.217	1.490	1.696	1.260	1.245
502	1.075	1.083	1.048	1.000	1.449	1.509	1.244	1.000	1.626	1.719	1.276	1.000
504	1.094	1.069	1.060	1.059	1.593	1.410	1.310	1.304	1.850	1.569	1.354	1.347
508	1.059	1.078	1.045	1.000	1.343	1.472	1.223	1.000	1.468	1.662	1.253	1.000
510	1.082	1.066	1.053	1.056	1.502	1.388	1.271	1.283	1.707	1.535	1.309	1.322
512	1.064	1.085	1.057	1.046	1.376	1.523	1.291	1.230	1.517	1.740	1.331	1.260
514	1.094	1.069	1.060	1.059	1.593	1.410	1.310	1.304	1.850	1.569	1.354	1.347

Table F-4: Inter Peak Internal Growth Factors – Low Growth

NTM Zone	Opening Year (2015)				Design Year (2030)				Forecast Year (2045)			
	LV		HV		LV		HV		LV		HV	
	2012 - 2015		2012 - 2015		2012 - 2030		2012 - 2030		2012 - 2045		2012 - 2045	
	O	D	O	D	O	D	O	D	O	D	O	D
494	1.029	1.029	1.009	1.011	1.175	1.175	1.042	1.049	1.265	1.265	1.044	1.053
496	1.011	1.017	1.000	1.000	1.062	1.097	1.000	1.000	1.091	1.144	1.000	1.000
500	1.011	1.017	1.000	1.000	1.062	1.097	1.000	1.000	1.091	1.144	1.000	1.000
502	1.035	1.037	1.008	1.009	1.211	1.227	1.035	1.042	1.322	1.349	1.037	1.044
504	1.048	1.022	1.018	1.014	1.306	1.132	1.084	1.062	1.479	1.197	1.089	1.065
508	1.024	1.032	1.003	1.005	1.140	1.193	1.014	1.022	1.210	1.293	1.015	1.023
510	1.035	1.018	1.012	1.011	1.211	1.105	1.056	1.049	1.322	1.156	1.059	1.053
512	1.030	1.037	1.010	1.007	1.179	1.230	1.043	1.031	1.272	1.353	1.046	1.033
514	1.048	1.022	1.018	1.014	1.306	1.132	1.084	1.062	1.479	1.197	1.089	1.065

Table F-5: Inter Peak Internal Growth Factors – Medium Growth

NTM Zone	Opening Year (2015)				Design Year (2030)				Forecast Year (2045)			
	LV		HV		LV		HV		LV		HV	
	2012 - 2015		2012 - 2015		2012 - 2030		2012 - 2030		2012 - 2045		2012 - 2045	
	O	D	O	D	O	D	O	D	O	D	O	D
494	1.037	1.037	1.018	1.018	1.218	1.218	1.082	1.082	1.317	1.317	1.086	1.086
496	1.020	1.028	1.006	1.006	1.110	1.159	1.028	1.028	1.155	1.229	1.029	1.029
500	1.020	1.028	1.006	1.006	1.110	1.159	1.028	1.028	1.155	1.229	1.029	1.029
502	1.042	1.045	1.017	1.018	1.251	1.268	1.076	1.082	1.369	1.395	1.079	1.086
504	1.057	1.031	1.026	1.022	1.351	1.176	1.122	1.103	1.529	1.254	1.128	1.107
508	1.032	1.041	1.011	1.014	1.184	1.243	1.049	1.062	1.266	1.356	1.051	1.065
510	1.042	1.025	1.020	1.018	1.251	1.143	1.090	1.082	1.369	1.204	1.094	1.086
512	1.037	1.047	1.018	1.015	1.218	1.280	1.083	1.070	1.317	1.414	1.087	1.073
514	1.057	1.031	1.026	1.022	1.351	1.176	1.122	1.103	1.529	1.254	1.128	1.107

Table F-6: Inter Peak Internal Growth Factors – High Growth

NTM Zone	Opening Year (2015)				Design Year (2030)				Forecast Year (2045)			
	LV		HV		LV		HV		LV		HV	
	2012 - 2015		2012 - 2015		2012 - 2030		2012 - 2030		2012 - 2045		2012 - 2045	
	O	D	O	D	O	D	O	D	O	D	O	D
494	1.064	1.066	1.048	1.050	1.389	1.407	1.246	1.253	1.570	1.598	1.284	1.293
496	1.046	1.058	1.037	1.037	1.269	1.350	1.184	1.184	1.384	1.507	1.212	1.212
500	1.046	1.058	1.037	1.037	1.269	1.350	1.184	1.184	1.384	1.507	1.212	1.212
502	1.071	1.073	1.047	1.048	1.439	1.455	1.240	1.246	1.648	1.675	1.277	1.284
504	1.082	1.060	1.057	1.053	1.526	1.365	1.294	1.274	1.792	1.532	1.341	1.318
508	1.059	1.068	1.041	1.044	1.359	1.423	1.205	1.219	1.522	1.624	1.236	1.252
510	1.068	1.055	1.051	1.050	1.423	1.326	1.260	1.253	1.624	1.471	1.301	1.293
512	1.066	1.075	1.049	1.046	1.402	1.472	1.250	1.234	1.589	1.703	1.289	1.271
514	1.082	1.060	1.057	1.053	1.526	1.365	1.294	1.274	1.792	1.532	1.341	1.318

Table F-7: PM Peak Internal Growth Factors – Low Growth

NTM Zone	Opening Year (2015)				Design Year (2030)				Forecast Year (2045)			
	LV		HV		LV		HV		LV		HV	
	2012 - 2015		2012 - 2015		2012 - 2030		2012 - 2030		2012 - 2045		2012 - 2045	
	O	D	O	D	O	D	O	D	O	D	O	D
494	1.032	1.032	1.014	1.011	1.193	1.193	1.062	1.049	1.293	1.293	1.065	1.051
496	1.035	1.028	1.005	1.008	1.211	1.167	1.022	1.035	1.322	1.253	1.023	1.037
500	1.035	1.028	1.005	1.008	1.211	1.167	1.022	1.035	1.322	1.253	1.023	1.037
502	1.047	1.040	1.000	1.009	1.298	1.246	1.000	1.042	1.465	1.379	1.000	1.044
504	1.029	1.065	1.020	1.021	1.175	1.429	1.090	1.096	1.265	1.691	1.094	1.100
508	1.041	1.026	1.000	1.006	1.254	1.157	1.000	1.028	1.392	1.237	1.000	1.029
510	1.026	1.053	1.017	1.015	1.157	1.343	1.076	1.069	1.237	1.541	1.079	1.072
512	1.048	1.029	1.008	1.018	1.304	1.175	1.035	1.083	1.475	1.265	1.037	1.087
514	1.029	1.065	1.020	1.021	1.175	1.429	1.090	1.096	1.265	1.691	1.094	1.100

Table F-8: PM Peak Internal Growth Factors – Medium Growth

NTM Zone	Opening Year (2015)				Design Year (2030)				Forecast Year (2045)			
	LV		HV		LV		HV		LV		HV	
	2012 - 2015		2012 - 2015		2012 - 2030		2012 - 2030		2012 - 2045		2012 - 2045	
	O	D	O	D	O	D	O	D	O	D	O	D
494	1.040	1.040	1.021	1.020	1.237	1.237	1.095	1.090	1.349	1.349	1.098	1.093
496	1.050	1.035	1.012	1.015	1.303	1.203	1.056	1.068	1.454	1.296	1.058	1.070
500	1.050	1.035	1.012	1.015	1.303	1.203	1.056	1.068	1.454	1.296	1.058	1.070
502	1.056	1.047	1.000	1.018	1.345	1.286	1.000	1.082	1.521	1.426	1.000	1.086
504	1.037	1.072	1.028	1.029	1.219	1.462	1.129	1.135	1.321	1.717	1.135	1.141
508	1.050	1.033	1.000	1.014	1.303	1.195	1.000	1.061	1.454	1.284	1.000	1.063
510	1.035	1.059	1.024	1.022	1.203	1.371	1.108	1.103	1.296	1.563	1.113	1.107
512	1.057	1.036	1.015	1.025	1.355	1.215	1.068	1.116	1.537	1.314	1.070	1.120
514	1.037	1.072	1.028	1.029	1.219	1.462	1.129	1.135	1.321	1.717	1.135	1.141

Table F-9: PM Peak Internal Growth Factors – High Growth

NTM Zone	Opening Year (2015)				Design Year (2030)				Forecast Year (2045)			
	LV		HV		LV		HV		LV		HV	
	2012 - 2015		2012 - 2015		2012 - 2030		2012 - 2030		2012 - 2045		2012 - 2045	
	O	D	O	D	O	D	O	D	O	D	O	D
494	1.069	1.065	1.052	1.050	1.410	1.380	1.264	1.250	1.569	1.523	1.300	1.283
496	1.081	1.062	1.044	1.046	1.495	1.357	1.217	1.230	1.696	1.490	1.245	1.260
500	1.081	1.062	1.044	1.046	1.495	1.357	1.217	1.230	1.696	1.490	1.245	1.260
502	1.083	1.075	1.000	1.048	1.509	1.449	1.000	1.244	1.719	1.626	1.000	1.276
504	1.069	1.094	1.059	1.060	1.410	1.593	1.304	1.310	1.569	1.850	1.347	1.354
508	1.078	1.059	1.000	1.045	1.472	1.343	1.000	1.223	1.662	1.468	1.000	1.253
510	1.066	1.082	1.056	1.053	1.388	1.502	1.283	1.271	1.535	1.707	1.322	1.309
512	1.085	1.064	1.046	1.057	1.523	1.376	1.230	1.291	1.740	1.517	1.260	1.331
514	1.069	1.094	1.059	1.060	1.410	1.593	1.304	1.310	1.569	1.850	1.347	1.354

Appendix G

Allocation of Future Growth in Naas and Environs

Project:	**M7 Naas Newbridge Bypass Upgrade Scheme**	Job No:	**60241946**
Subject:	**Future Year Forecasting & Demand Allocation**		
Prepared by:	**Declan Keenan**	Date:	**29th April 2013**
Checked by:	**Philip Shiels**	Date:	**29th April 2013**
Approved by:	**Dan Brennan**	Date:	**29th April 2013**

1.0 Overview

The function of this Technical Note is to assess the future land use zonings within the key urban areas of Naas, Sallins, Johnstown and Kill. This assessment will inform the allocation of future growth in the traffic model used as part of the design and appraisal of the following schemes:

- M7 Naas Newbridge Bypass Upgrade Scheme (Sanctioning Authority - NRA); and
- M7 Osberstown Interchange and Sallins Bypass (Sanctioning Authority - DTTAS).

The urban areas outlined above are all contained within the NRA National Traffic Model (NTM) zone 504, which is illustrated in Figure 1.1. Data on the land use zonings in NTM zone 504 are based on data from the following publications:

- Naas Local Area Plan (LAP) 2011 – 2017;
- Kildare County Development Plan (CDP) 2011 – 2017;
- Kildare County Development Plan 2011 – 2017 Variation No.1 (To Incorporate Small Towns) June 2012 (Kill); and
- Sallins Local Area Plan (LAP) 2009.

Both schemes are being appraised in accordance with the NRA Project Appraisal Guidelines (PAG).

2.0 Background

The NTM is a strategic traffic model of the national and regional road network and is used in the appraisal of national road schemes. The NTM consists of 874 zones, one of which covers the Naas area and its environs (Zone 504).

To inform the design and appraisal of a national road scheme the NRA provide growth factors for each zone in the NTM up to 2040 for three future growth scenarios, namely Low, Medium and High. Each scheme must be appraised based on the growth factors supplied by the NRA which are specified in the PAG.

3.0 Assessment

This Technical Note will focus on the following 3 key process:

(1) Assess the quantum of additional traffic generated by the expected build out of the zoned lands in the 2011 – 2017 Naas LAP and 2011 – 2017 Kildare County Development Plan that are located within the NTM Zone 504;

(2) Compare the additional traffic in NTM Zone 504 generated by the zoned lands from (1) against the additional traffic estimated by the growth factors outlined in the PAG for NTM Zone 504;
(3) Use the zoning of lands in the Naas LAP and Kildare County Development Plan to distribute the additional demand for NTM zone 504, for each NRA growth scenario.

The proposed design year for both schemes is 2030; therefore the NRA growth scenarios have been developed to represent the demand for this year. Although the land-use zonings for the Naas LAP and Kildare CDP cover the period 2011 -2017, the actual full build of both plans will be at a point well beyond the horizon of the current plans, and for the purpose of this exercise, has been assumed to be in line with the scheme design year.

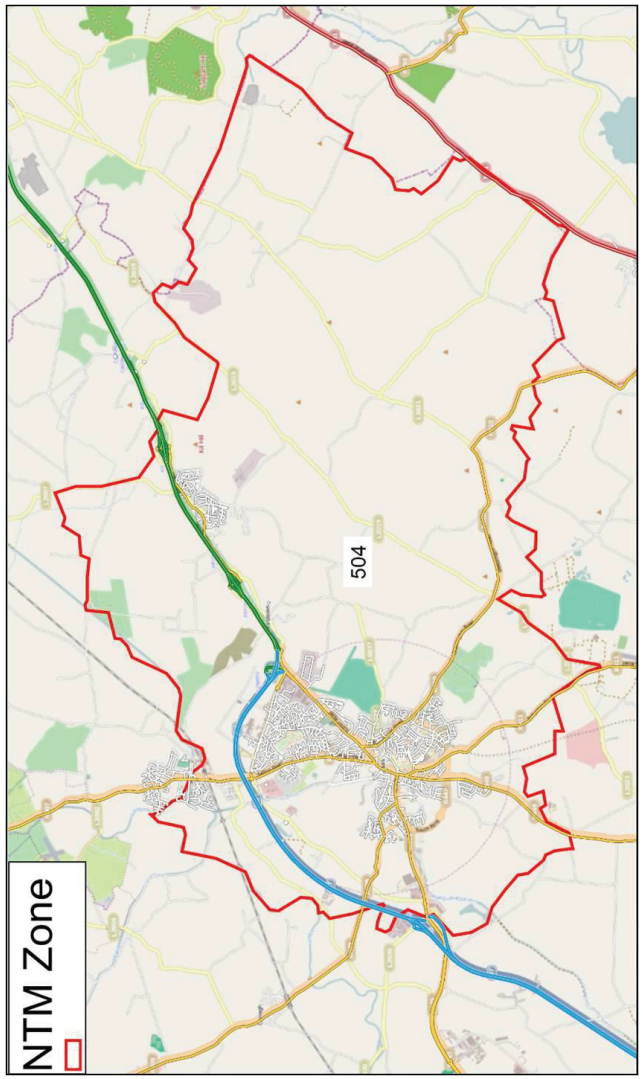


Figure 1.1 – NTM Zone 504 Area

4.0 Naas Local Area Plan 2011 – 2017

The zoning objectives of the Naas Local Area Plan (LAP) 2011 – 2017 and the quantum of zoned lands (Hectares) are presented in Table 4.1. The zoning map for the Naas LAP is illustrated in Figure 4.1

The table also illustrates the zoned lanes of the key development area in the Naas LAP known as the North Western Quadrant (NWQ). The NWQ is illustrated in Figure 4.2

Table 4.1 - Naas LAP Zoning Objectives

Naas LAP		Hectares (incl. NWQ)			North West Quadrant (Ha)
Ref	Specific Zoning Objective	Total	Existing	New	
A	Town Centre	47	47	-	-
B	Existing/Infill Residential	388	388	-	-
C	New Residential	136	-	136	25
E	Community and Education	56	29	27	21
F	Open Space and Amenity	177	177	-	-
G	Urban Village	5	-	5	5
H	Industry and Warehousing	70	60	10	2
I	Agriculture	577	577	-	-
J	Transport and Utilities	2	2	-	-
K	Commercial and Residential	5	5	-	-
L	Leisure and Amenity	4	2	2	-
M	Future Park/Green Belt	87	87	-	-
N	Neighbourhood Centre	4	3	1	-
Q	Enterprise and Employment	119	46	73	69
R	Retail/Commercial	9	3	2	-
U	Utilities/Services	2	2	-	-
W	White Land*	37	-	37	37
Total (Ha)		**1725**	**1428**	**293**	**159**

** Zoning Objective of White Land is to 'ensure the consolidation of future development outside the period of this plan'. Therefore it is not considered as part of this assessment.*

In order to estimate the potential impact of the zoning objectives of the LAP in terms of the generation of additional traffic the following methodology was applied:

- Trip rates for each land use in the Naas LAP were established using the TRICS database;
- These trips rates were then applied to the quantum of undeveloped lands in the Naas LAP;
- A number of assumptions were then applied to the zones lands, these include:
  - Plot Ratios per m^2 of GFA;
  - Housing Density per Hectare;
  - 80% full build out of zoned lands; and
  - Impact of shared and/or linked trips (22.5%)

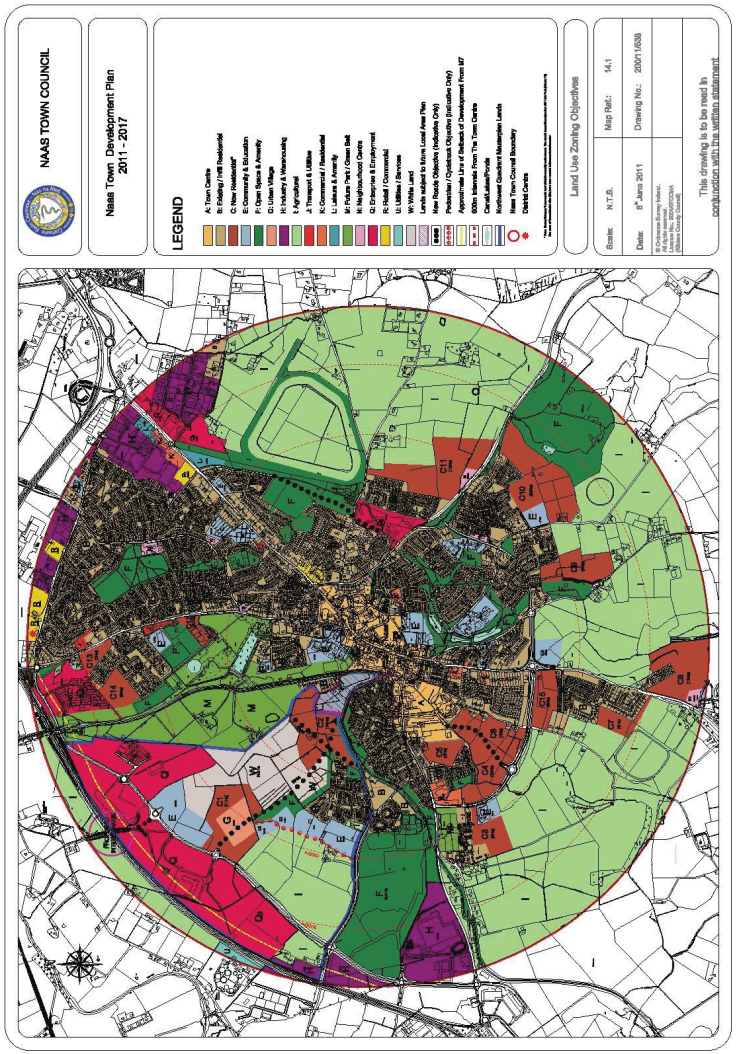


Figure 4.1: Naas LAP 2011 – 2017 Zoning Objectives

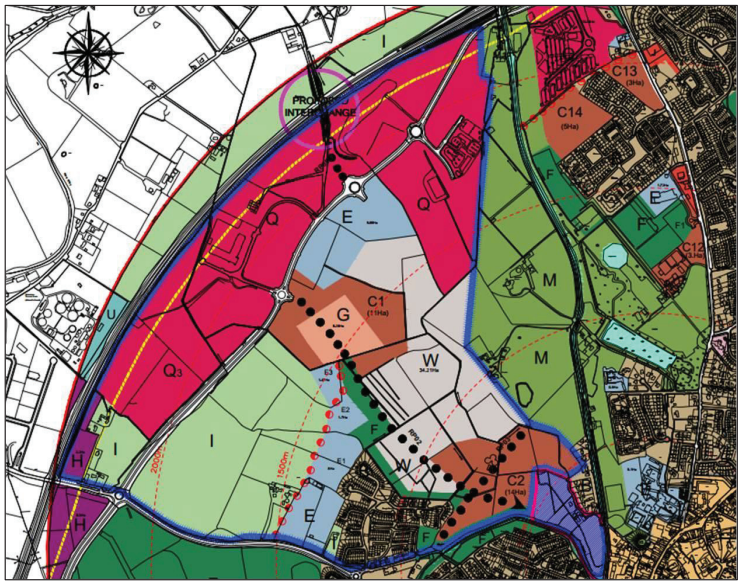


Figure 2.2 – Naas LAP 'North Western Quadrant' Zoning Objectives

4.1 *Trip Rates*

Trip rates for each land use objective of the LAP are provided in Table 4.2. Details of the generation of these trip rates are provided in Appendix A of this Technical Note.

Table 4.2 - Naas LAP Land Use Vehicular Trip Rates

Naas LAP		AM Peak (08:00 – 09:00)			Inter Peak (13:00 – 14:00)			PM Peak (17:00 – 18:00)		
Ref	Land Use	IN	Out	Total	IN	Out	Total	IN	Out	Total
C	New Residential	0.19	0.41	0.61	0.22	0.22	0.44	0.43	0.27	0.70
Q	Enterprise and Employment	0.99	0.16	1.15	0.42	0.46	0.88	0.20	0.94	1.14
E	Community & Education	2.91	1.97	4.88	0.65	0.38	1.03	0.20	0.94	1.14
H	Industrial/Warehousing	0.37	0.17	0.54	0.27	0.27	0.53	0.09	0.32	0.41
G	Urban Village	1.57	1.10	2.66	1.16	1.05	2.21	1.50	1.83	3.33
R	Retail Commercial	1.99	1.52	3.51	4.74	4.87	9.61	3.92	4.30	8.23

4.3 Naas Local Area Plan Additional Traffic

The additional traffic generated as a result of the zoning objectives of the Naas LAP are presented in Table 4.3.

Table 4.3 – Naas LAP Additional Traffic

Naas Local Area Plan				Trips								
Zoning Objectives	Area (Ha)	Plot Ratio/House Density (Units or m^2 GFA/Ha)	Development Schedule (Units or Ha)	AM Peak			Inter Peak			PM Peak		
				IN	Out	Total	IN	Out	Total	IN	Out	Total
New Residential	136	25	2,720	520	1,126	1,646	611	588	1,198	1,164	737	1,901
Enterprise and Employment	73	0.25	16	1,448	229	1,678	619	672	1,291	298	1,369	1,667
Community & Education	27	0.10	2	629	426	1,055	140	82	223	44	203	247
Industrial/Warehousing	10	0.25	2	74	33	107	54	53	107	18	63	82
Urban Village	5	0.25	1	157	110	266	116	105	221	150	183	333
Retail Commercial	2	0.25	0.4	80	61	140	190	195	384	157	172	329
Total	**253**		**Sub-Total**	**2,907**	**1,985**	**4,892**	**1,729**	**1,695**	**3,424**	**1,832**	**2,727**	**4,559**
			Total*	**2,253**	**1,538**	**3,791**	**1,340**	**1,314**	**2,654**	**1,419**	**2,113**	**3,533**

**Takes into account the assumption of 22.5% shared or linked trips.*

4.4 North Western Quadrant Additional Traffic

The additional traffic generated as a result of the zoning objectives of the North Western Quadrant are presented in Table 4.4.

Table 4.4 – North Western Quadrant Additional Traffic

North Western Quadrant				Trips								
Zoning Objectives	Area (Ha)	Plot Ratio/House Density (Units or m^2 GFA/Ha)	Development Schedule (Units or Ha)	AM Peak			Inter Peak			PM Peak		
				IN	Out	Total	IN	Out	Total	IN	Out	Total
New Residential	25	25	2,720	96	207	303	112	108	220	214	136	350
Enterprise and Employment	69	0.25	16	1,369	217	1,586	585	635	1,221	282	1,294	1,576
Community & Education	21	0.10	2	489	332	821	109	64	173	34	158	192
Industrial/Warehousing	2	0.25	2	16	7	24	12	12	23	4	14	18
Urban Village	5	0.25	1	157	110	266	116	105	221	150	183	333
Total	**122**		**Sub-Total**	**2,126**	**872**	**2,998**	**934**	**924**	**1,859**	**684**	**1,784**	**2,468**
			Total*	**1,648**	**676**	**2,324**	**724**	**716**	**1,440**	**530**	**1,383**	**1,913**
			% of LAP	73%	44%	61%	54%	55%	54%	37%	65%	54%

**Takes into account the assumption of 22.5% shared or linked trips.*

4.5 Kildare County Development Plan 2011 - 2017

There are 4 other urban areas that are also included in Zone 504, Kill, Johnstown, Naas Environs and Sallins (part of). The future land use objectives of these areas are outlined in the Kildare County Development Plan 2011 – 2017 and Sallins Local Area Plan 2009. These areas and their land uses are illustrated in Appendix B.

4.5.1 Naas Environs

The environs of Naas are illustrated in Figures A, B and C in Appendix B. There are 3 distinct areas as follows:

- Naas North;
- Naas South; and
- Naas West – (located outside of zone 504, therefore not included in this assessment)

Although zoning objective are illustrated on each of the figures for the 3 areas which cover the 'Naas Environs' the actual quantum of development in terms of area is not provided. Therefore a number of assumptions have been made as to the likely quantum of development that may generate traffic for each area:

- Naas North
  - Industry & Warehousing – 3Ha
- Naas South
  - Low Density Residential – 5Ha (40 units)
  - Community and Education – 4Ha

4.5.2 Johnstown

The zoning objectives of Johnstown village are illustrated in Figure D in Appendix B. The following land uses are taken into consideration:

- Johnstown
  - New Residential – 4.1Ha (82 units)

4.5.3 Kill

The level of development in Kill is outlined in the following variation to the County Development Plan:

- Kildare County Development Plan 2011 – 2017 Variation No.1 (To Incorporate Small Towns) June 2012 (Kill).

It indicates that there will be an additional 149 residential units provided by 2017 under the existing plan.

4.5.4 Sallins (part of)

An area of Sallins to the south of the rail line is included in NTM Zone 504 and is taken into consideration in this assessment. There is an area of land zoned new residential to the south of the rail line and it is estimated that there will be approximately 75 units in this area.

The additional trips generated by these areas are presented in Table 4.5. The total number of additional trips generated in zone 504 is illustrated in Table 4.6