



**TRAFFIC ENGINEERS**

REPORT TITLE

**TRAFFIC IMPACT ASSESSMENT FOR THE MIXED-USE DEVELOPMENT IN  
KWAMBONAMBI, KWAZULU-NATAL**

REPORT TYPE

**TRAFFIC IMPACT ASSESSMENT**

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**EMAAN TRAFFIC ENGINEERS (PTY) LTD**



# Document Control

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## 1. Introduction

Emaan Traffic Engineers (Pty) Ltd was appointed by Mondli Consulting to undertake a Traffic Impact Assessment (TIA) for the proposed Mixed-Use Development in Kwambonambi, KwaZulu-Natal. Figure 1 below shows the Site Location.



Figure 1: Site Location



## 2. Key Information

An overview of the key application details, site and development details is provided in Table 1 below.

Items	Details
Client Name	Mondli Consulting
Property Details	Erf 1653, KwaMbonambi
Current Zoning	Commercial
Site Area	<ul style="list-style-type: none"> <li>7.2174 Ha</li> </ul>
Intended Development	<ul style="list-style-type: none"> <li>Petrol Filling Station with Convenience Store and Take-away – 1512 m<sup>2</sup> GLA</li> <li>Retail Outlet – 2570m<sup>2</sup> GLA</li> <li>Entertainment Area (Restaurant) – 758m<sup>2</sup> GLA</li> <li>Motel – 35 Rooms</li> <li>Workshop and Battery Centre – 250m<sup>2</sup> GLA</li> <li>Truck Stop – 100 bays</li> </ul>
Current Zone	Commercial (As per zoning certificate provided by the Umfolozi Local Municipality provided in the appendix of this report)
Scenario tested	Generally, when a property has current rights, only the access intersection with the nearest public road must be analysed. However due to the size of the development, intersections with the KZN DoT roads and SANRAL interchange was also tested.
Building Restrictions	<ul style="list-style-type: none"> <li>Communication with SANRAL confirms that a 30m building line is required from the common boundary with the SANRAL road reserve.</li> <li>KZN DoT require 15m building line from the common boundary between the property and road reserve.</li> </ul> <p>This has been applied to the layout - see image below:</p>

Table 1: Overview of Site and Development Details

### 3. Study Area and Access Locations

The proposed development site is situated off the P232 in on Erf 1653 Kwambonambi, KwaZulu-Natal.

The proposed development is surrounded by industrial and agricultural land uses. The site has one two-way access off Saligna Crescent.

Locality Plan of the proposed development site is shown in Figure 2 below.

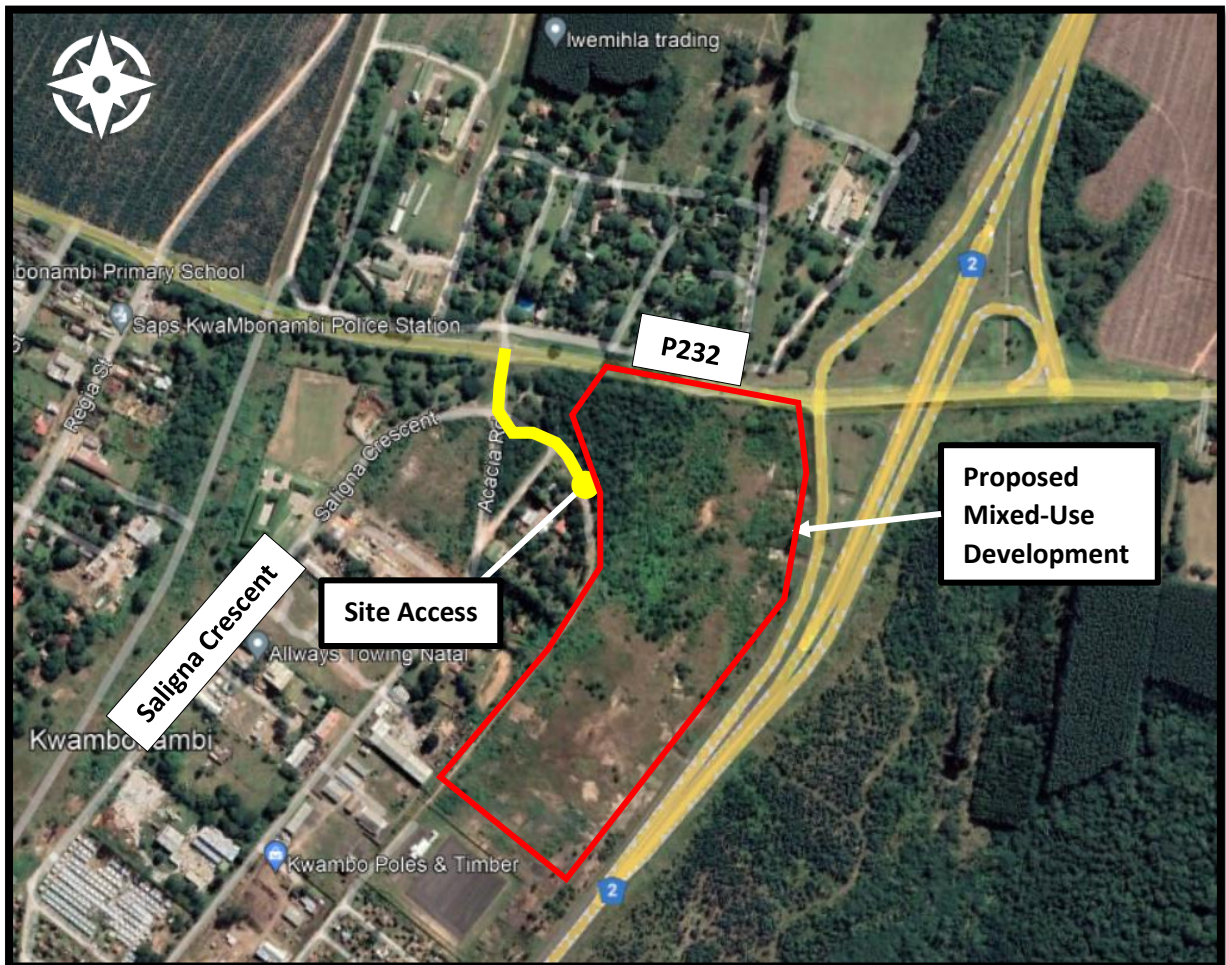


Figure 2: Locality Plan

## 4. Road Network

### 4.1 N2

Road Element	Description
Road Width	15.0m
Number of lanes	2
Jurisdiction	SANRAL
Class	1
Sidewalks	None
Speed Limit	100km/h
Location Category	Urban
Traffic Calming Measures	None

### 4.2 P232

Road Element	Description
Road Width	8.0m
Number of lanes	2
Jurisdiction	KZN DoT
Class	3
Sidewalks	Yes
Speed Limit	60km/h
Location Category	Urban
Traffic Calming Measures	None

### 4.3 Acacia Road

Road Element	Description
Road Width	6.0m
Number of lanes	2
Jurisdiction	uMfolozi Municipality
Class	4
Sidewalks	None
Speed Limit	40km/h
Location Category	Urban
Traffic Calming Measures	Speed humps



#### 4.4 Saligna Crescent

<b>Road Element</b>	<b>Description</b>
<b>Road Width</b>	7.0m
<b>Number of lanes</b>	2
<b>Jurisdiction</b>	uMfolozi Municipality
<b>Class</b>	5
<b>Sidewalks</b>	None
<b>Speed Limit</b>	40km/h
<b>Location Category</b>	Urban
<b>Traffic Calming Measures</b>	None

### 5. Background Information

#### 5.1 Existing Pedestrians and Public Transport

During the site visit moderate levels of pedestrian activity was observed approximately the proposed development.

There are no public transport facilities in the immediate vicinity of the proposed development.

#### 5.2 Existing Road Safety

Sight distance conditions along all the roads in the vicinity of the proposed development are acceptable.

Traffic generally travels at acceptable speeds on the surrounding road network in the vicinity of the proposed development.

## 6. Traffic Demand Estimation

### 6.1 Assessment Years

The maximum potential trip generation of the proposed site during the peak periods will be less than 2 000 veh/h and therefore a design horizon year of 5 years (2027) needs to be assessed in terms of the TMH16 South African Traffic Impact Assessments and Site Traffic Assessments Manual (August 2012).

### 6.2 Traffic Counts

The existing traffic volumes on the surrounding road network immediately surrounding the site were obtained from classified traffic counts undertaken by Emaan Traffic Engineers at the following intersections on Friday, 17 June 2022:

- Acacia Road / Saligna Crescent
- P232 / Acacia Road
- P232 / N2 West Ramp
- P232 / N2 East Ramp

The traffic counts were undertaken from 06:00 to 18:00, recording all movements by vehicle type. An analysis of the traffic counts revealed that the weekday AM peak hour on this road network occurred from 07:00 to 08:00 and the weekday PM peak hour occurred from 16:00 to 17:00, both of which are typical peak commuter periods for a weekday commuter morning and afternoon in an industrial urban area.

The results and analysis of the traffic counts are contained in the Appendix B to this report. The 2022 weekday AM and PM peak hour traffic volumes on the surrounding road network are shown on Figure 3 below.

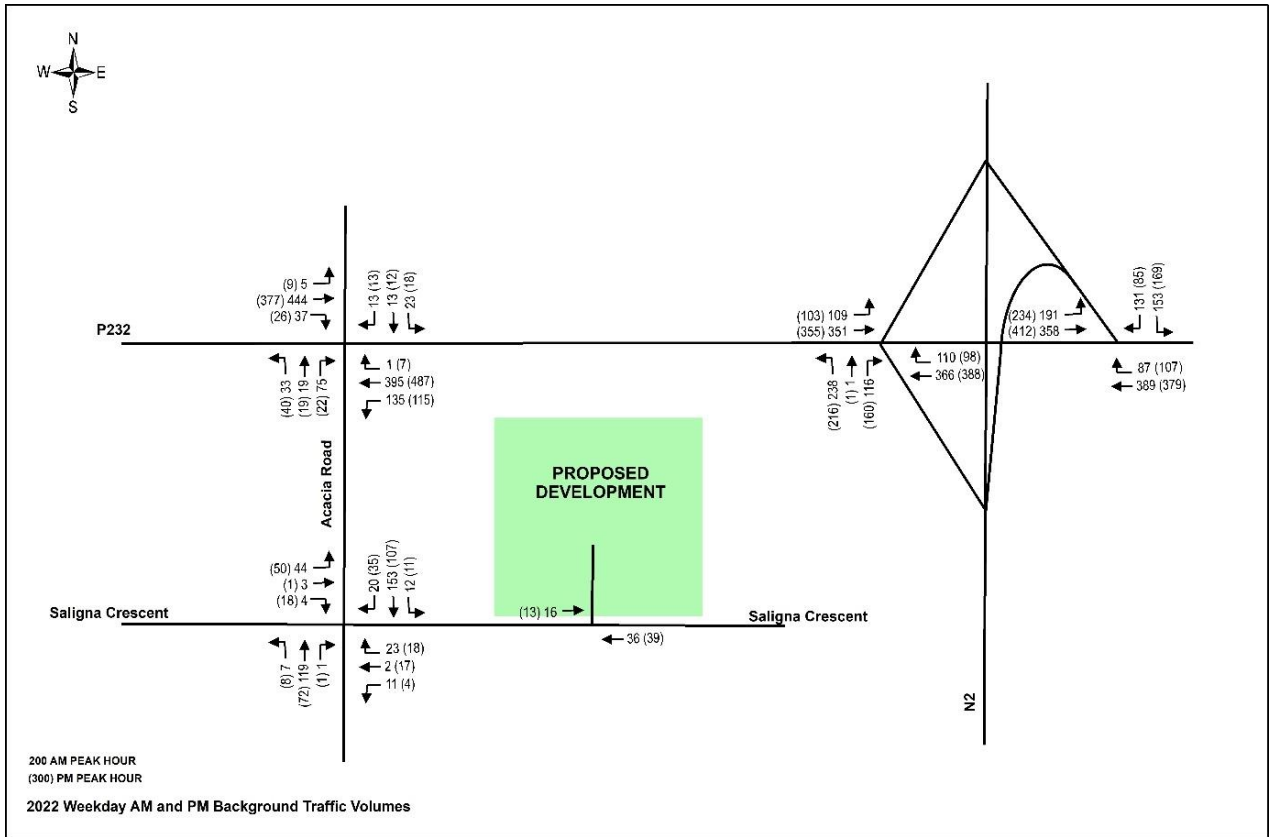


Figure 3: Existing Weekday AM and PM Traffic Volumes

### 6.3 Approved Neighbouring Developments and Future Upgrades

There are no known approved neighbouring developments in the area that are expected to be developed in the vicinity of the site within a similar time frame that could have an impact on the traffic conditions within the study area.

### 6.4 Traffic Growth Rates

In order to assess the 5-year design horizon the existing background peak hour traffic needs to be factored up by a specified growth rate from 2022 to 2027. The Richards Bay area has the potential to develop further, therefore increasing the traffic volumes in this area in the future.

Due to this a 2.5% per annum growth rate as indicated in the TMH16 South African Traffic Impact Assessments and Site Traffic Assessments Manual (August 2012) is considered reasonable for the roads expected to be affected by the traffic generated by the proposed site.

The existing traffic volumes were thus factored up by a compound growth rate of 2.5% to a 2027 5-year design horizon. The 2027 5-year design horizon background traffic is shown below in Figure 4.

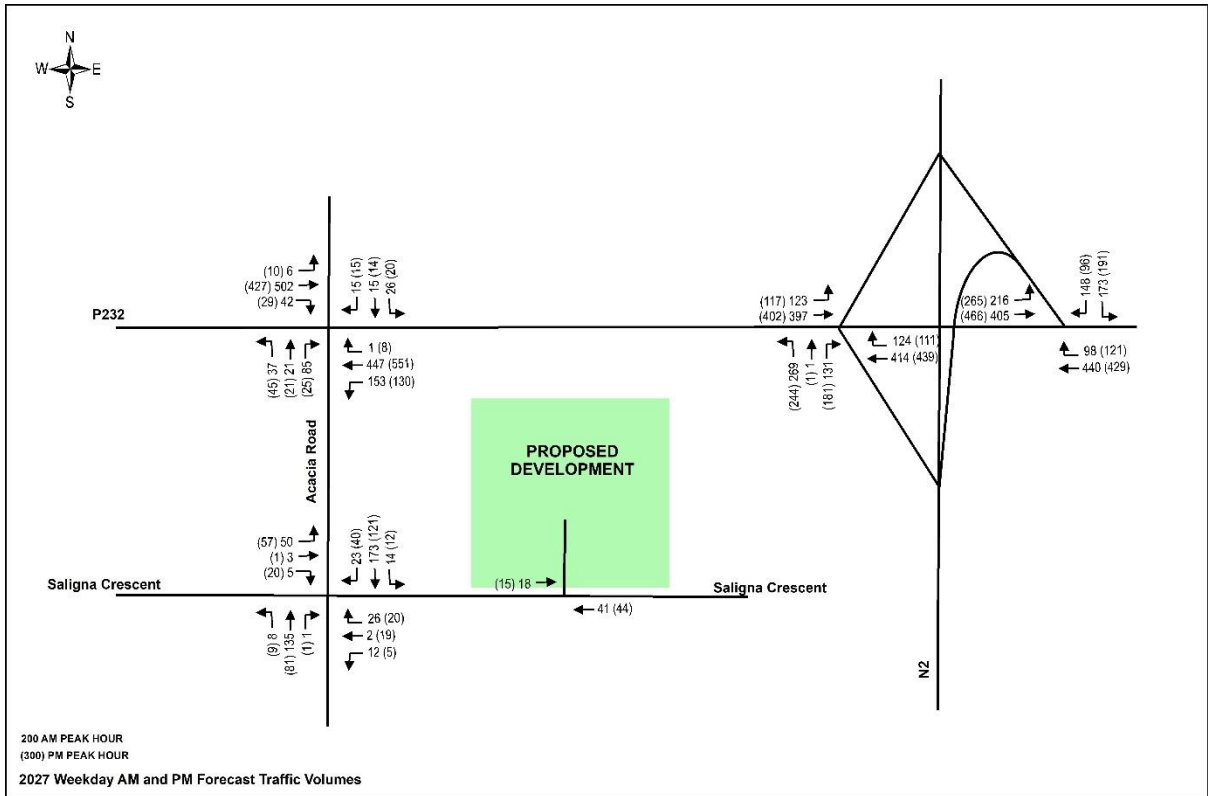


Figure 4: 2027 Background Traffic Volumes



## 6.5 Planning Year without Development Generated Traffic

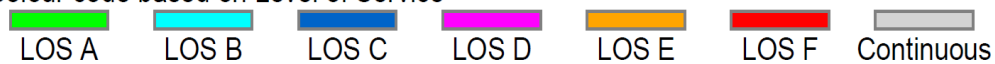
### 6.5.1 Method of Analysis

The SIDRA computer software package was used to analyse the traffic conditions at the intersections within the study area. The underlying objective of intersection analysis is to quantify the performance of an intersection regarding specified traffic volumes and environmental conditions. This traffic operational performance can be measured in terms of 'Level of Service' (LOS).

Six levels of service exist, ranging from A to F. LOS A represents the best operating conditions (free-flow conditions and no delay or congestion) whereas LOS F represents the worst, (breakdown conditions with congestion and very high delays). LOS D is deemed the minimum acceptable level of service.

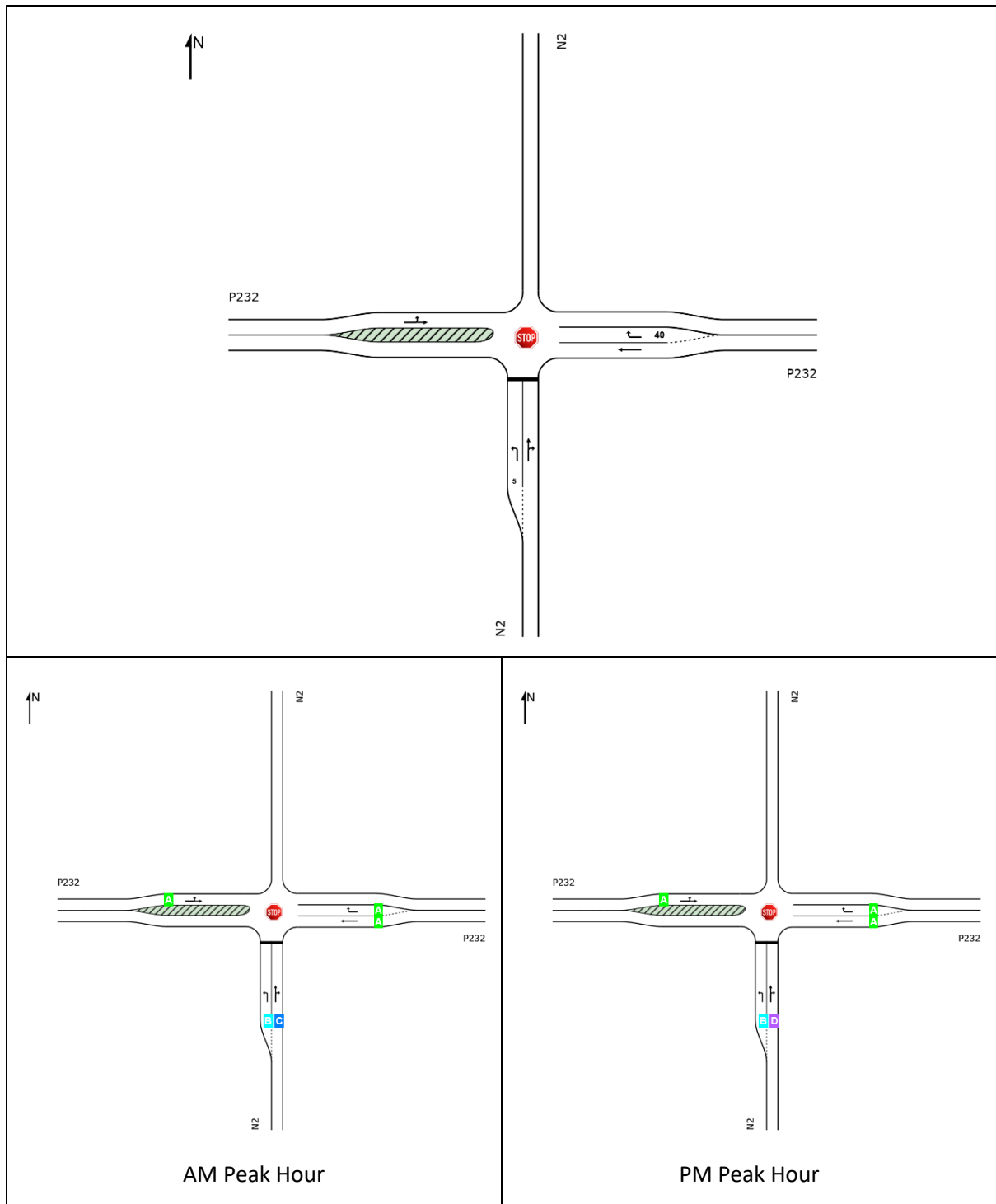
The legend hereafter is used to depict the LOS of each movement at the intersections.

Colour code based on Level of Service



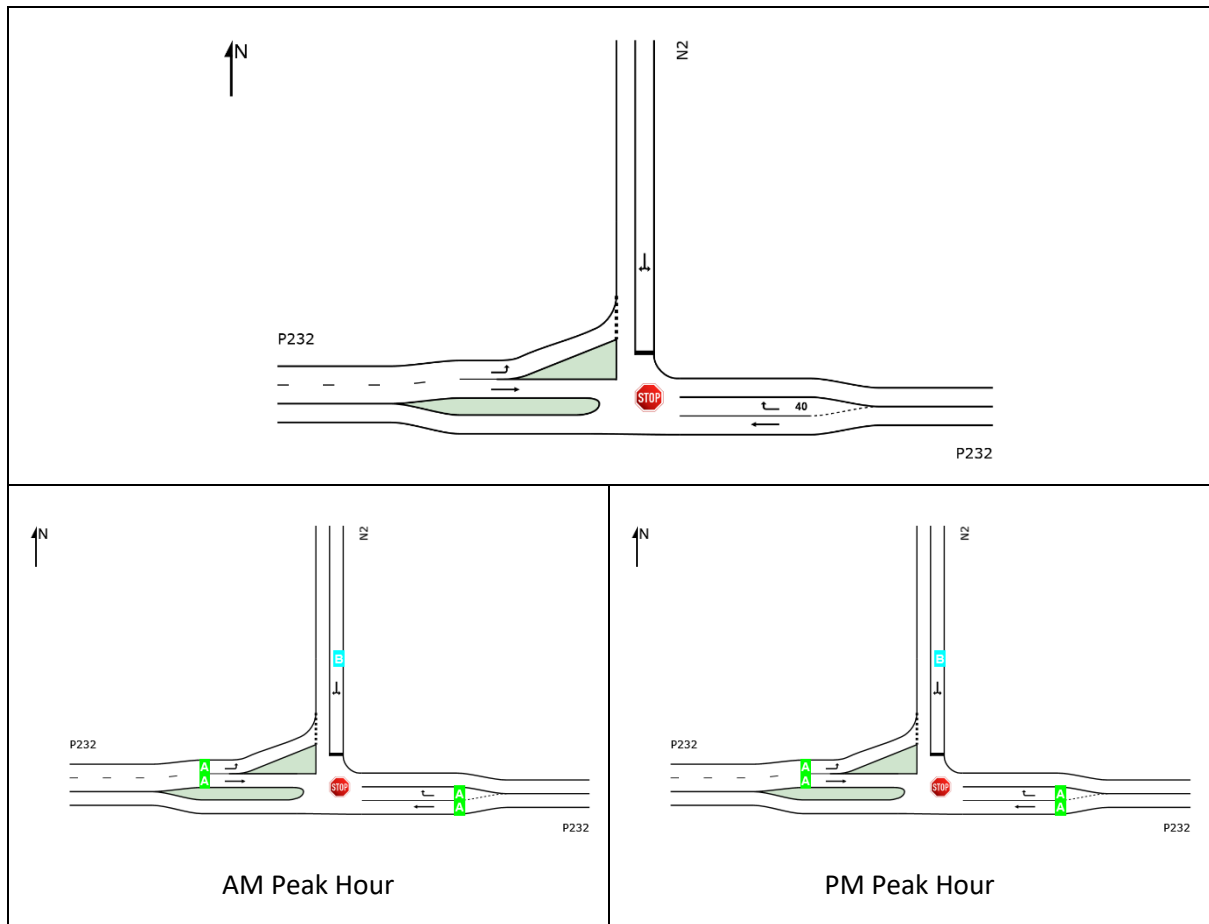
The results of these analyses are presented below with the details contained in the Appendix C to this report.

### 6.5.2 P232 / N2 West Ramp Intersection



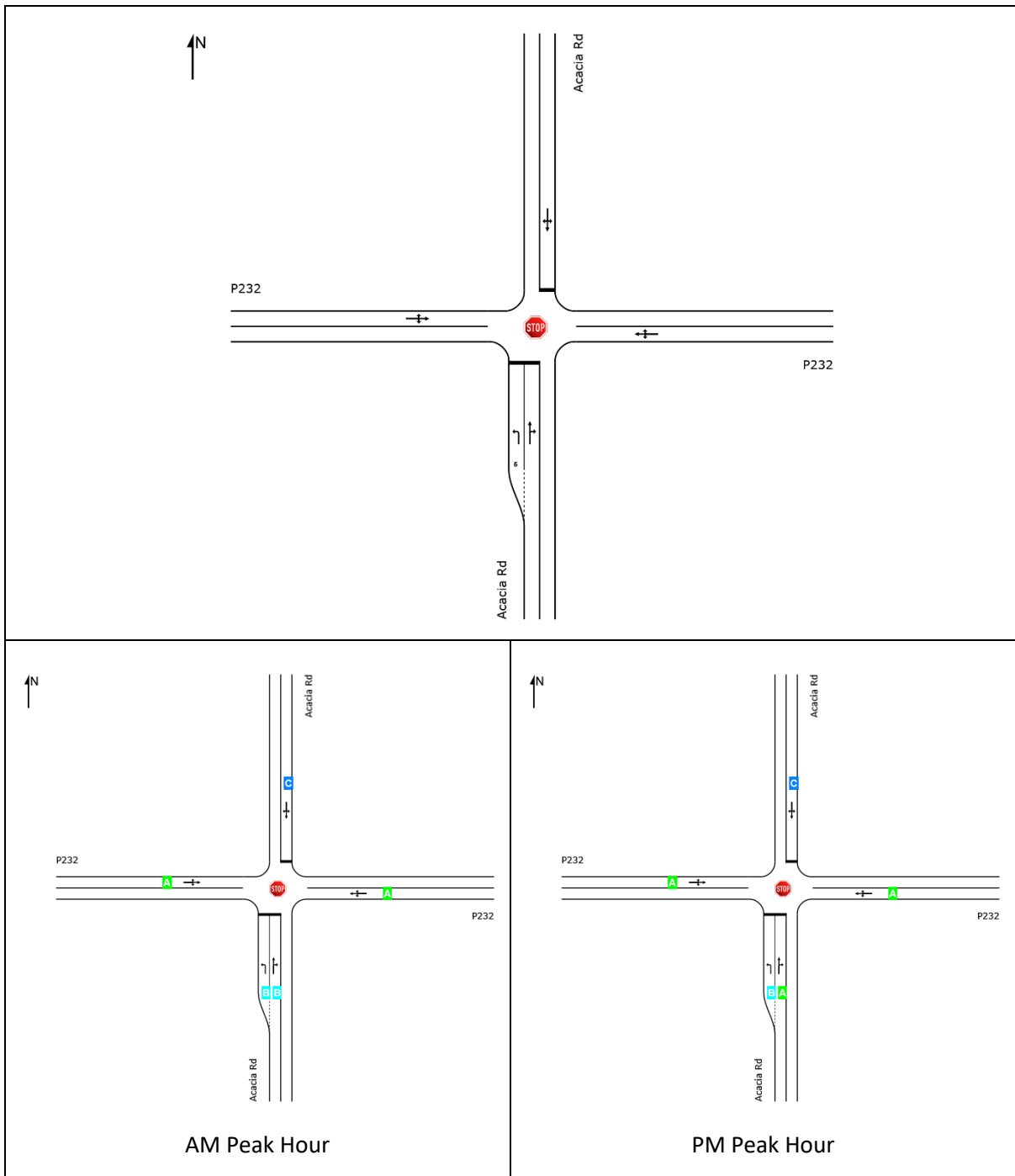
The SIDRA analysis indicates that the intersection operates at an acceptable Level of Service during the AM peak hour and the PM peak hour.

### 6.5.3 P232 / N2 East Ramp Intersection



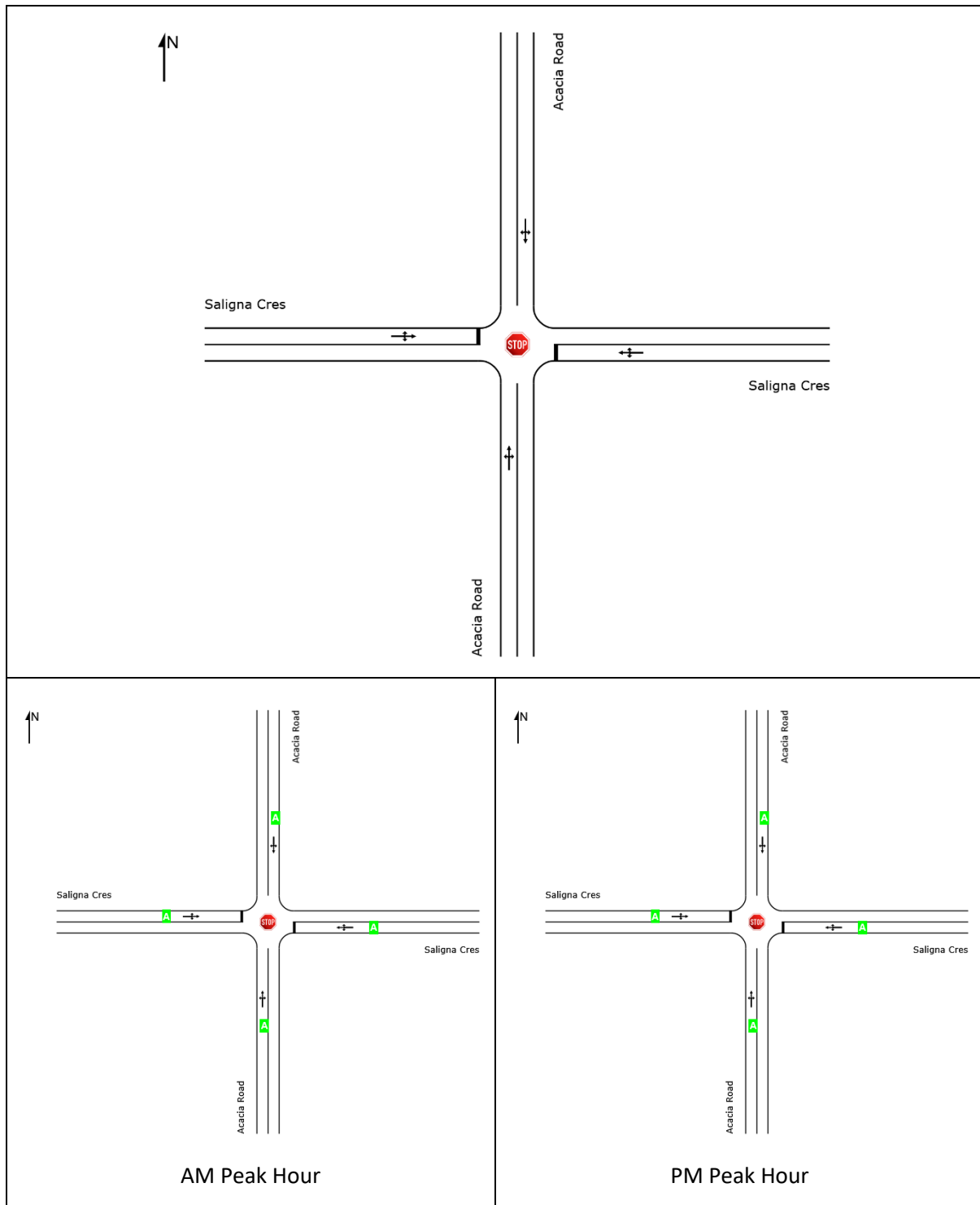
The SIDRA analysis indicates that the intersection operates at an acceptable Level of Service during the AM peak hour and the PM peak hour.

### 6.5.4 P232 / Acacia Road Intersection



The SIDRA analysis indicates that the intersection operates at an acceptable Level of Service during the AM peak hour and the PM peak hour.

### 6.5.5 Saligna Crescent / Acacia Road Intersection



The SIDRA analysis indicates that the intersection operates at a good Level of Service during the AM peak hour and the PM peak hour.



## 6.6 Development Particulars

The total proposed intended development will comprise the following:

- Petrol Filling Station with Convenience Store and Take-away – 1512 m<sup>2</sup> GLA
- Retail Outlet – 2570m<sup>2</sup> GLA
- Entertainment Area (Restaurant) – 758m<sup>2</sup> GLA
- Motel – 35 rooms
- Workshop and Battery Centre – 250m<sup>2</sup> GLA
- Truck Stop – 100 bays

Access to the proposed development will be off Saligna Crescent as shown in Figure 5 below.

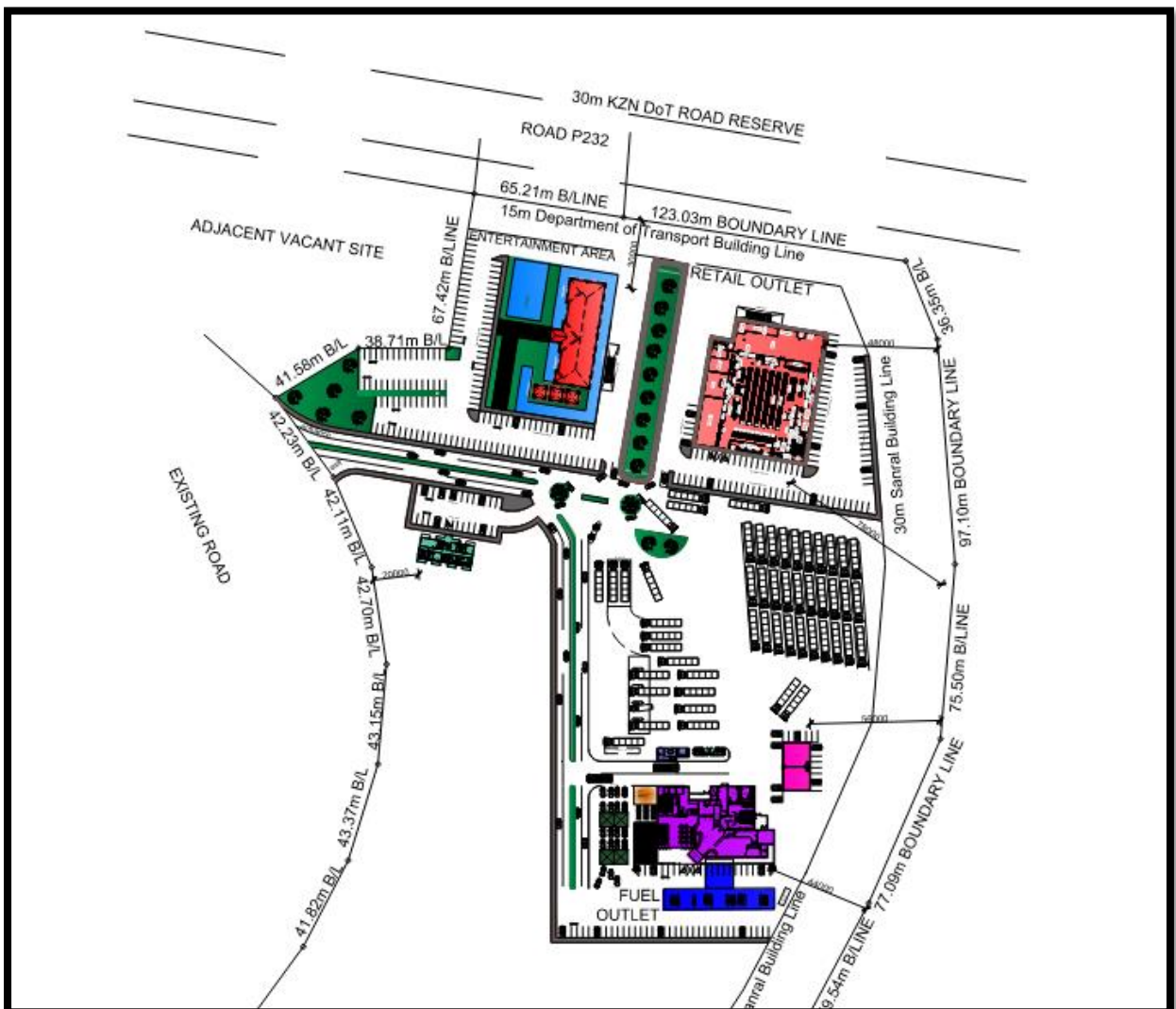


Figure 5: Proposed KwaMbonambi Mixed-Use Development

## 6.7 Trip Generation Rates and Modal Splits

Generally, when a property has current rights, only the access intersection with the nearest public road must be analysed. However due to the size of the development, intersections with the KZN DoT roads and SANRAL interchange was also tested.

The trip generation rates for the above-mentioned land uses as contained in the TMH17 South African Trip Data Manual (September 2013) have been used to calculate the maximum potential traffic that could be generated by the proposed development. TMH17 South African Trip Data Manual does not have trip generation rates for a petrol filling station and therefore the trip generation rates as contained in the South African Trip Generation Rates Manual (1995) have been used to calculate the maximum potential traffic that could be attracted by the proposed petrol filling station.

The trip generation rates and directional splits for each land use are shown below.

### Retail (Convenience store, take-away and retail outlet – 4082m<sup>2</sup> GLA):

- Weekday AM Peak Hour: 0.6 veh/h two-way per 100m<sup>2</sup> with a 65:35 (In: Out) directional split
- Weekday PM Peak Hour: 3.4 veh/h two-way per 100m<sup>2</sup> with a 50:50 (In: Out) directional split

For a shopping centre, a Retail Size Adjustment Factor must be multiplied to the Trip Generation Rates to compensate for the size of the shops. The Retail Size Adjustment Factor for the shops was calculated to be 3.77.

The adjusted trip generation rates for the retail are as follows:

- Weekday AM Peak Hour: 2.26 veh/h two-way per 100m<sup>2</sup> with a 65:35 (In: Out) directional split
- Weekday PM Peak Hour: 12.82 veh/h two-way per 100m<sup>2</sup> with a 50:50 (In: Out) directional split

### Petrol filling station (PFS):

- Weekday AM Peak Hour: 4% of traffic on P232 with a 50:50 (In: Out) directional split
- Weekday PM Peak Hour: 4% of traffic on P232 with a 50:50 (In: Out) directional split

Of the above, 16% are deemed to be new trips on the surrounding road network and the balance will pass by trips already travelling along P232.

### Restaurant (Entertainment area and swimming pool):

- Weekday AM Peak Hour: 0.75 veh/h two-way per 100m<sup>2</sup> with a 70:30 (In: Out) directional split
- Weekday PM Peak Hour: 11.80 veh/h two-way per 100m<sup>2</sup> with a 40:60 (In: Out) directional split

### Hotel (Motel):

- Weekday AM Peak Hour: 0.50 veh/h two-way per room with a 60:40 (In: Out) directional split
- Weekday PM Peak Hour: 0.50 veh/h two-way per room with a 55:45 (In: Out) directional split

Vehicle fitment centre (Workshop and battery centre):

- Weekday AM Peak Hour: 3.00 veh/h two-way per 100m<sup>2</sup> with a 65:35 (In: Out) directional split
- Weekday PM Peak Hour: 4.30 veh/h two-way per 100m<sup>2</sup> with a 45:55 (In: Out) directional split

Truck stop:

- Weekday AM Peak Hour: 40% of truck stop capacity (converted to PCUs) with a 50:50 (In: Out) directional split
- Weekday PM Peak Hour: 40% of truck stop capacity (converted to PCUs) with a 50:50 (In: Out) directional split

## 6.8 Trip Generation

Based on the above trip generation rates and directional splits, the maximum potential trip generation for the weekday AM and PM periods are calculated in Table 2 below:

Land Use	Quantity	Trip Gen Rate		Total Two-way Trips	AM Peak Hour		PM Peak Hour	
					IN	OUT	IN	OUT
Retail (Convenience Store, Take-away and Retail Outlet)	4082	AM	2.26	92	60	32	262	262
		PM	12.82	523				
PFS P232 - Eastbound	542	AM	0.04	22	11	11	9	9
	417	PM	0.04	17				
PFS P232 - Westbound	531	AM	0.04	21	11	11	13	13
	609	PM	0.04	24				
Entertainment Area (Restaurant)	758	AM	0.75	6	4	2	36	54
		PM	11.80	89				
Motel (Rooms)	35	AM	0.50	18	11	7	10	8
		PM	0.50	18				
Workshop and Battery Centre	250	AM	3.00	8	5	3	5	6
		PM	4.30	11				
Truck Stop	300	AM	0.40	120	60	60	60	60
		PM	0.40	120				
<b>TOTAL</b>					<b>161</b>	<b>126</b>	<b>394</b>	<b>411</b>

Table 2: Maximum Potential Trip Generation by Peak Hour

## 6.9 Pass-by Trips and Diverted Trips

The TMH16 South African Traffic Impact Assessments and Site Traffic Assessments Manual (August 2012) indicates that retail and a petrol filling station attracts pass-by and diverted trips.

Pass-by trips are trips that are already on the road network directly adjacent to the points of access to the site where the traffic can turn directly into or out of the site. These trips are not new trips on the adjacent road network. Only the traffic patterns of these trips will be altered due to the presence of the new development.

Diverted trips are trips already on the road network but not directly adjacent to the access to the site. These trips are similar to the pass-by trips, except that they have to deviate to other roads to obtain access to the proposed development. Diverted trips will tend to return to their original route and continue to the original destinations after visiting the development. The diverted trips will thus only be new trips on certain segments of the road network, but not on the streets from which they are diverted.

In accordance with TMH16 South African Traffic Impact Assessments and Site Traffic Assessments Manual (August 2012) a petrol filling station will generate a total 84% pass-by trips in the AM and PM peak hours.

Also, in accordance with TMH16 South African Traffic Impact Assessments and Site Traffic Assessments Manual (August 2012) retail with a floor area of 4082m<sup>2</sup> will generate a total 36% pass-by trips in the Friday PM peak hour, as well as 29% diverted trips in the Friday PM peak hour.

The pass-by and diverted trips generated by the proposed development are shown in Figure 6.

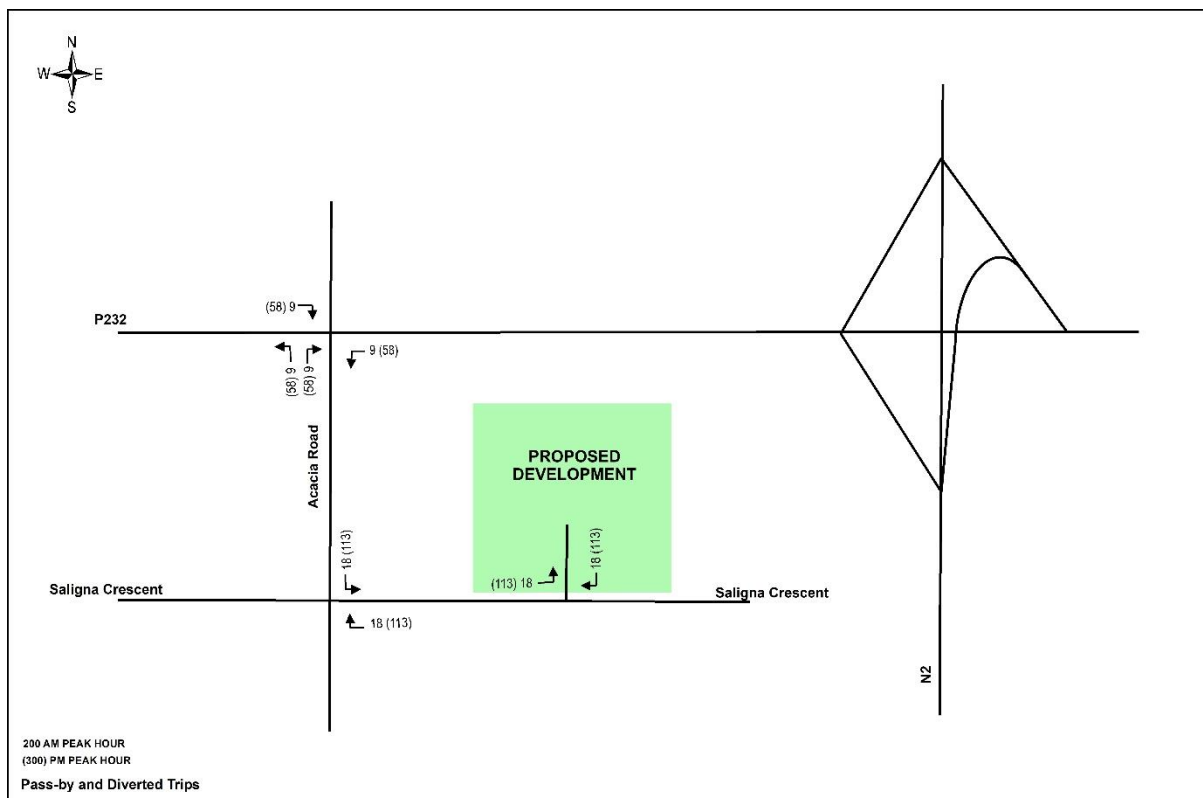


Figure 6: Pass-by and Diverted Trips

## 6.10 Trip Distribution and Assignment

The new traffic generated by the proposed development was distributed based on the distribution pattern as the 2022 background traffic flows and local knowledge. The resulting trip distribution pattern during the AM peak and the PM peak hour is shown in Figure 7 below.

Based on the trip distribution pattern, the new trips expected to be generated by the proposed development in have been assigned onto the surrounding road network as shown in Figure 8 below.

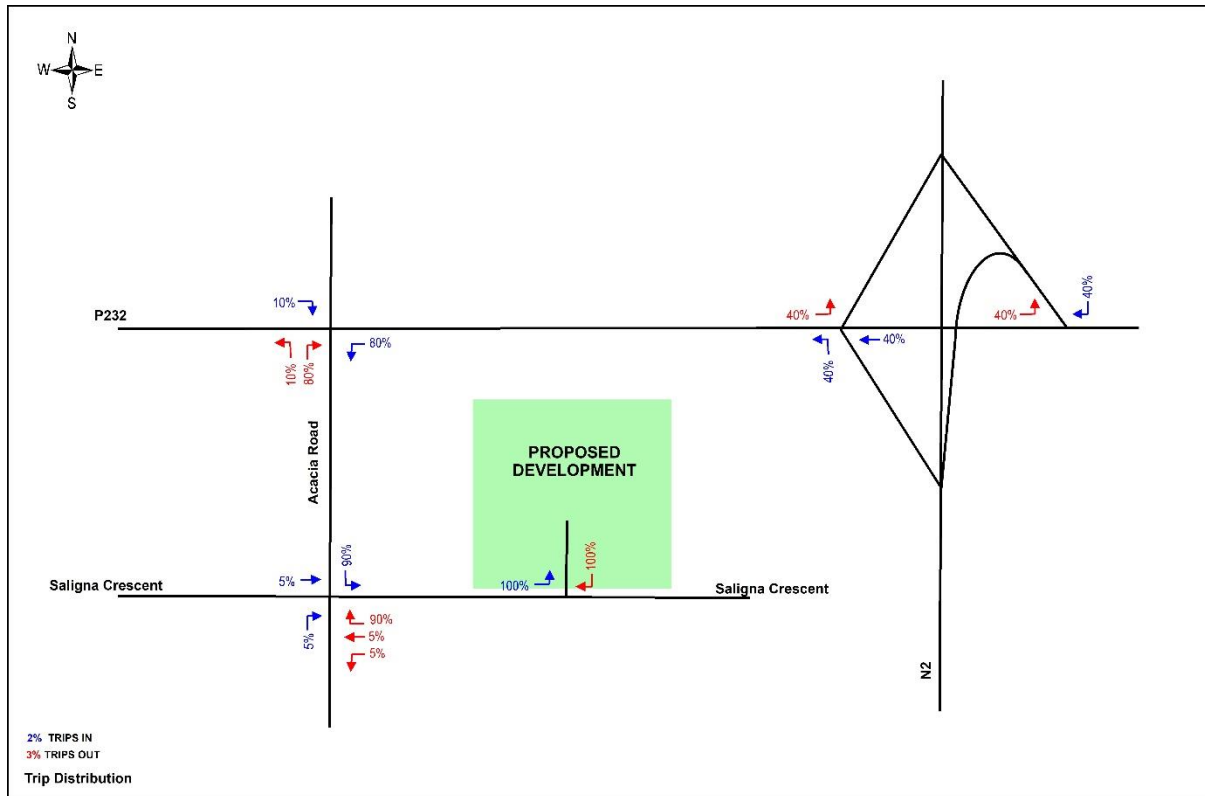


Figure 7: Trip Distribution



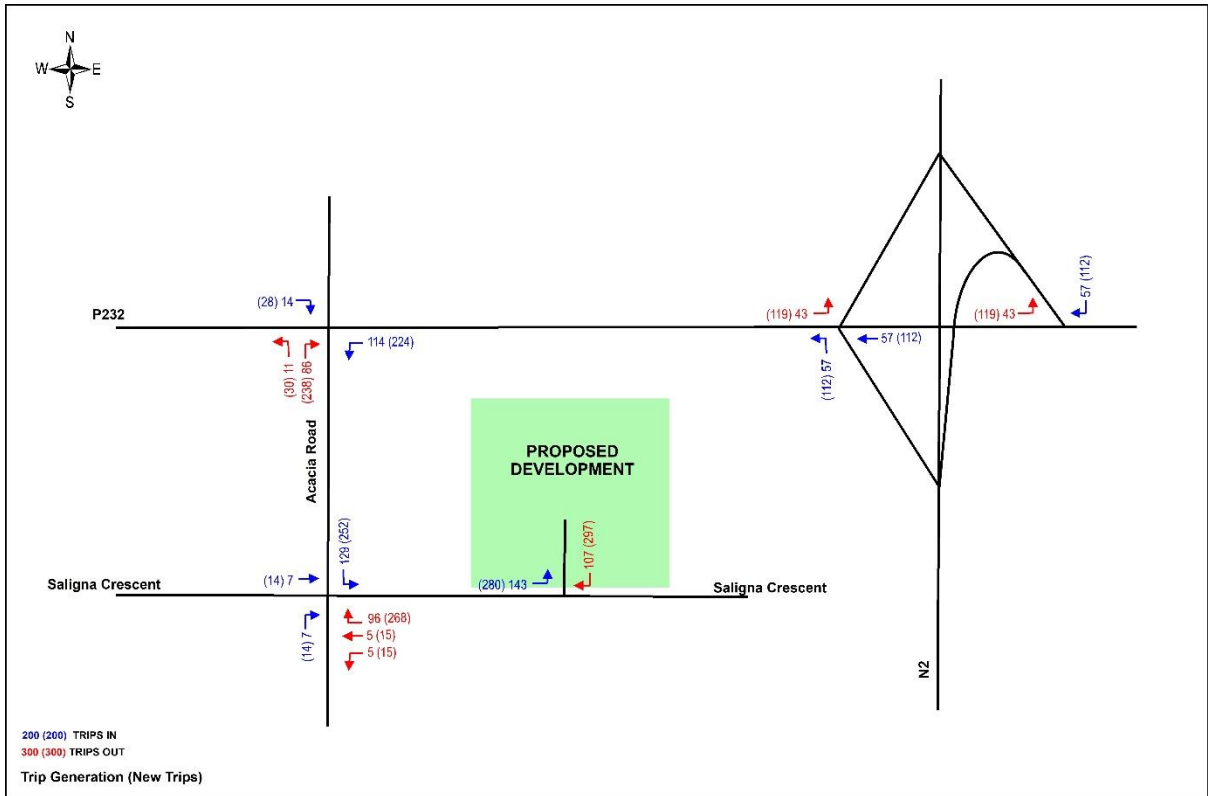


Figure 8: Trip Generation (New Trips)

## 7. Planning Year Traffic Analysis with Development Traffic

The planning year traffic analysis (2027) will be carried out by adding the 5-year background traffic volumes and the pass-by and diverted trips and the new development generated traffic volumes.

The 2027 design year background traffic volumes with the total development generated traffic volumes is shown in Figure 9 below.

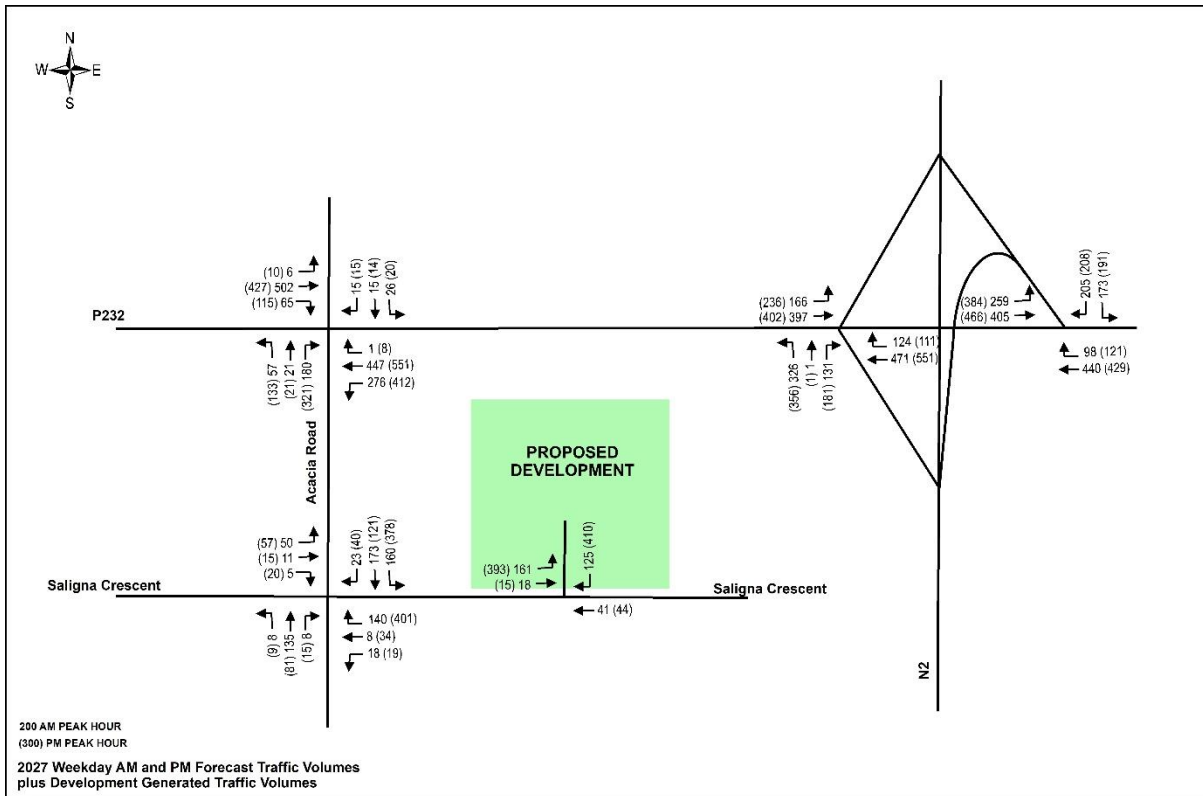
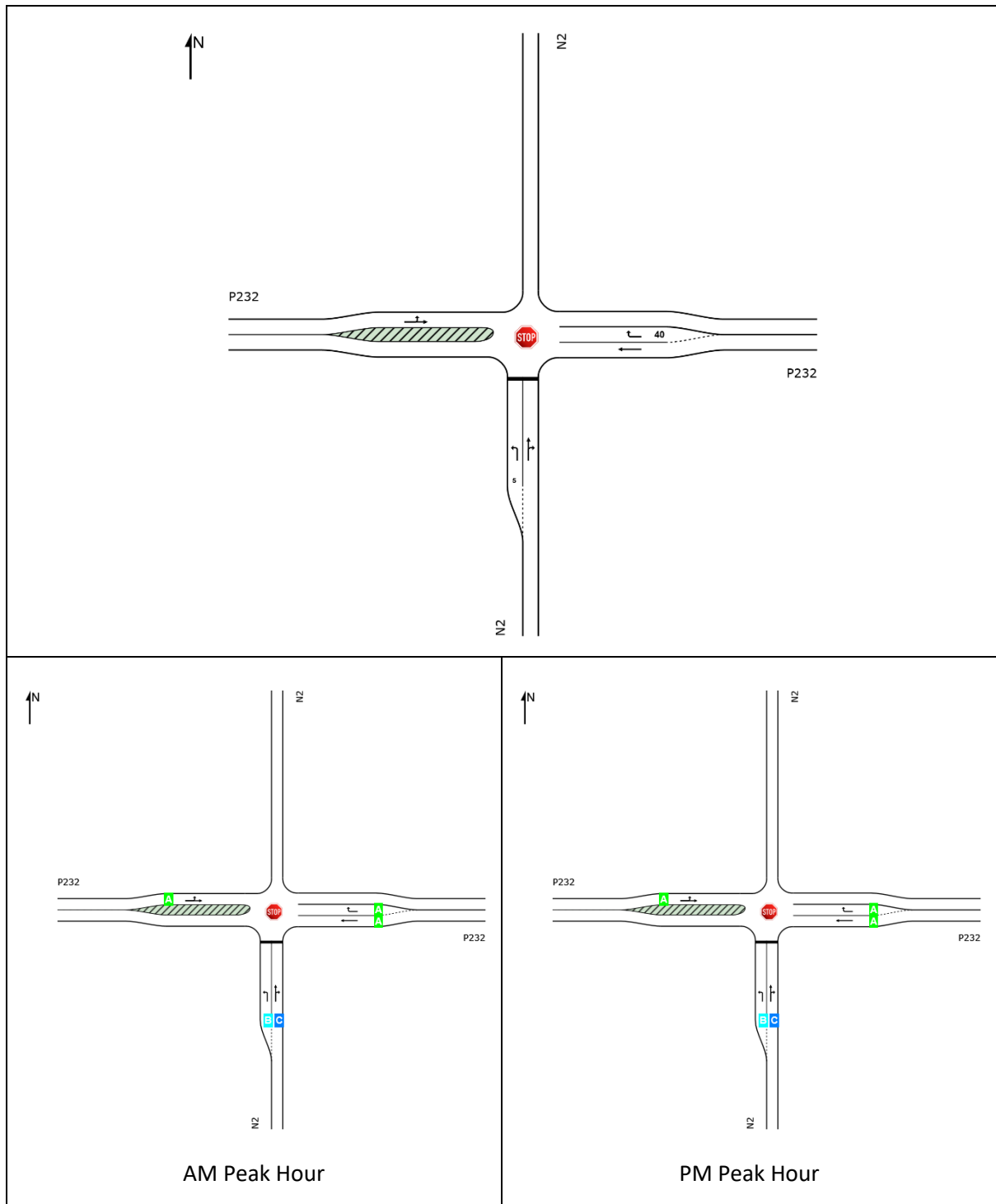


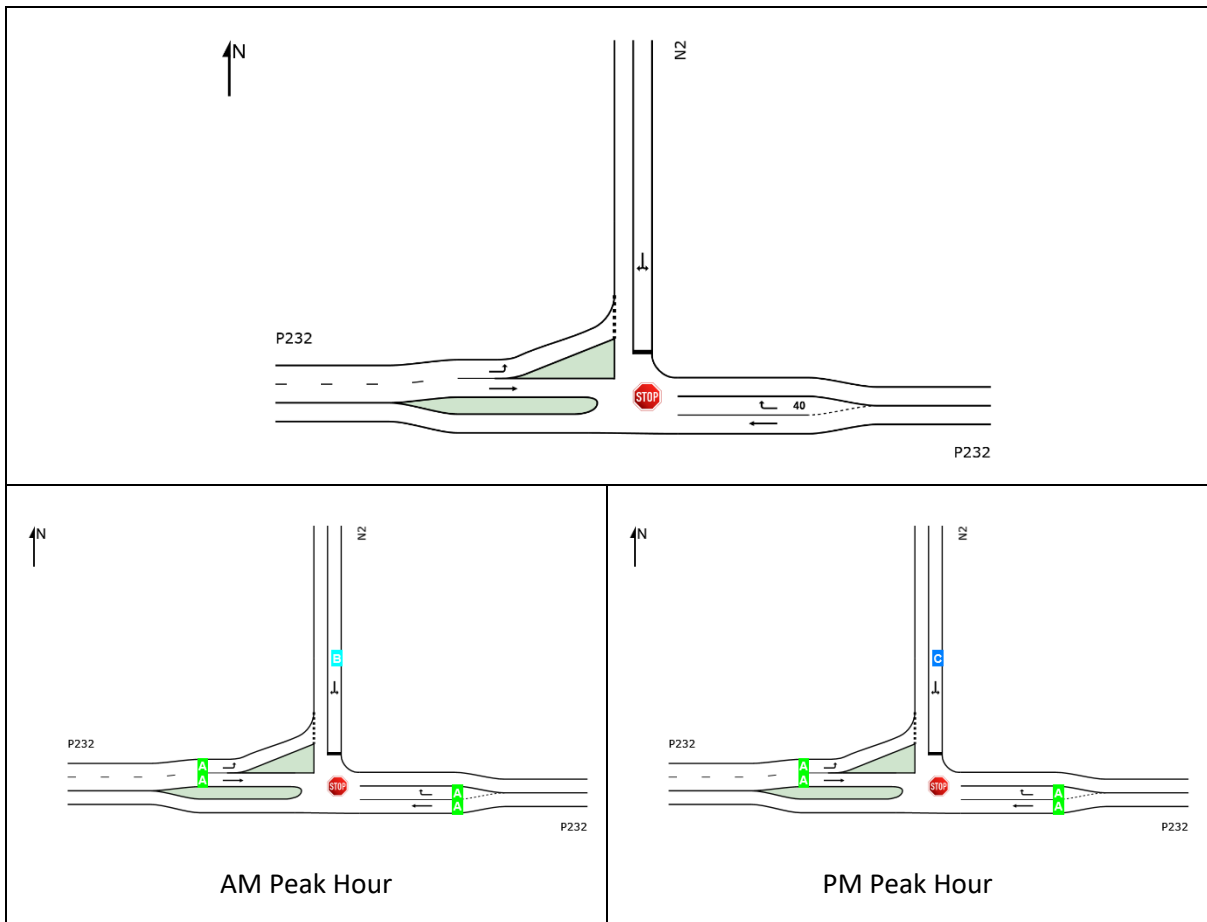
Figure 9: Planning Year Traffic Volumes with Development Generated Traffic

## 7.1 P232 / N2 West Ramp Intersection



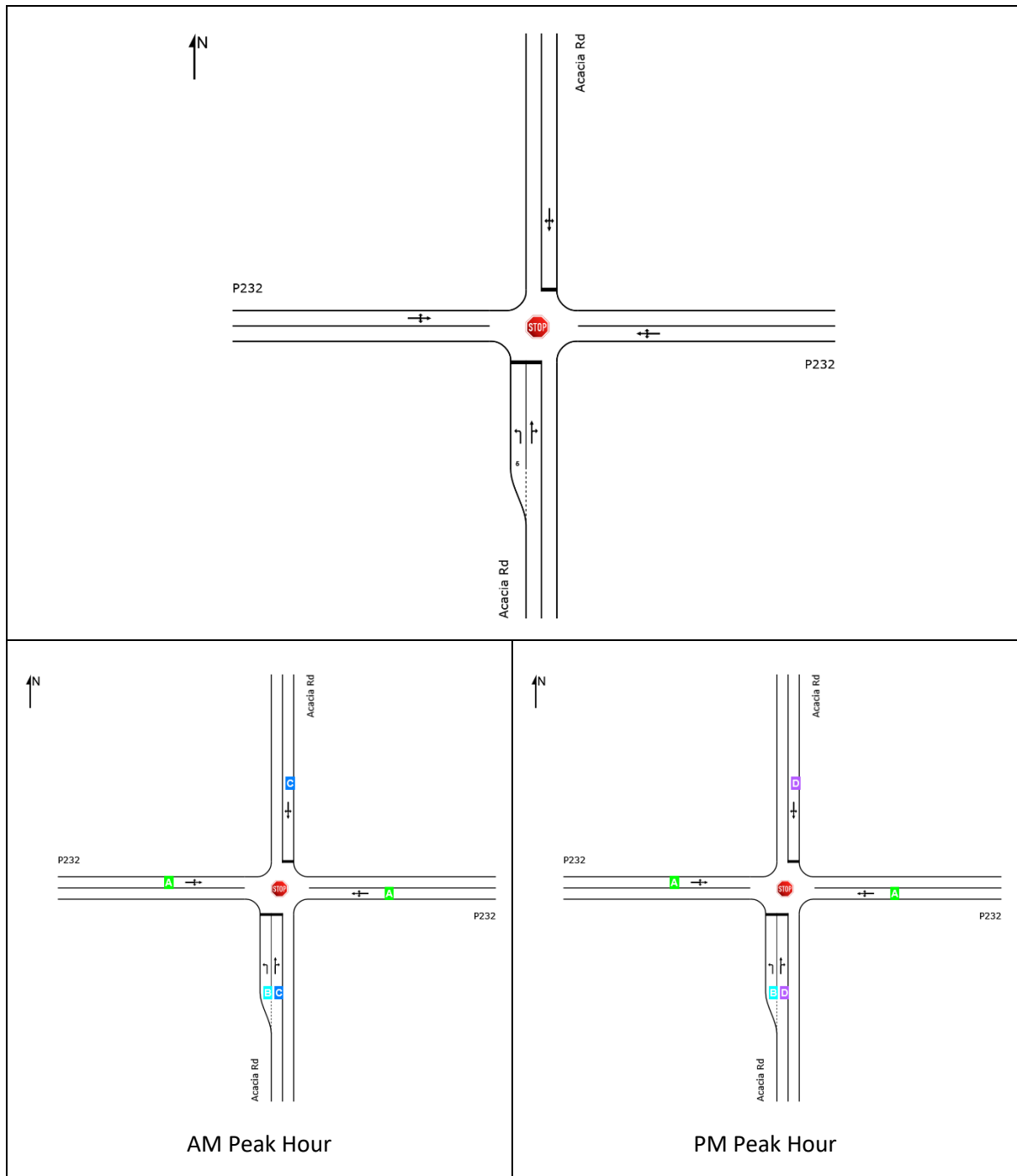
The SIDRA analysis indicates that the intersection operates at an acceptable Level of Service during the AM peak hour and the PM peak hour.

## 7.2 P232 / N2 East Ramp Intersection



The SIDRA analysis indicates that the intersection operates at an acceptable Level of Service during the AM peak hour and the PM peak hour.

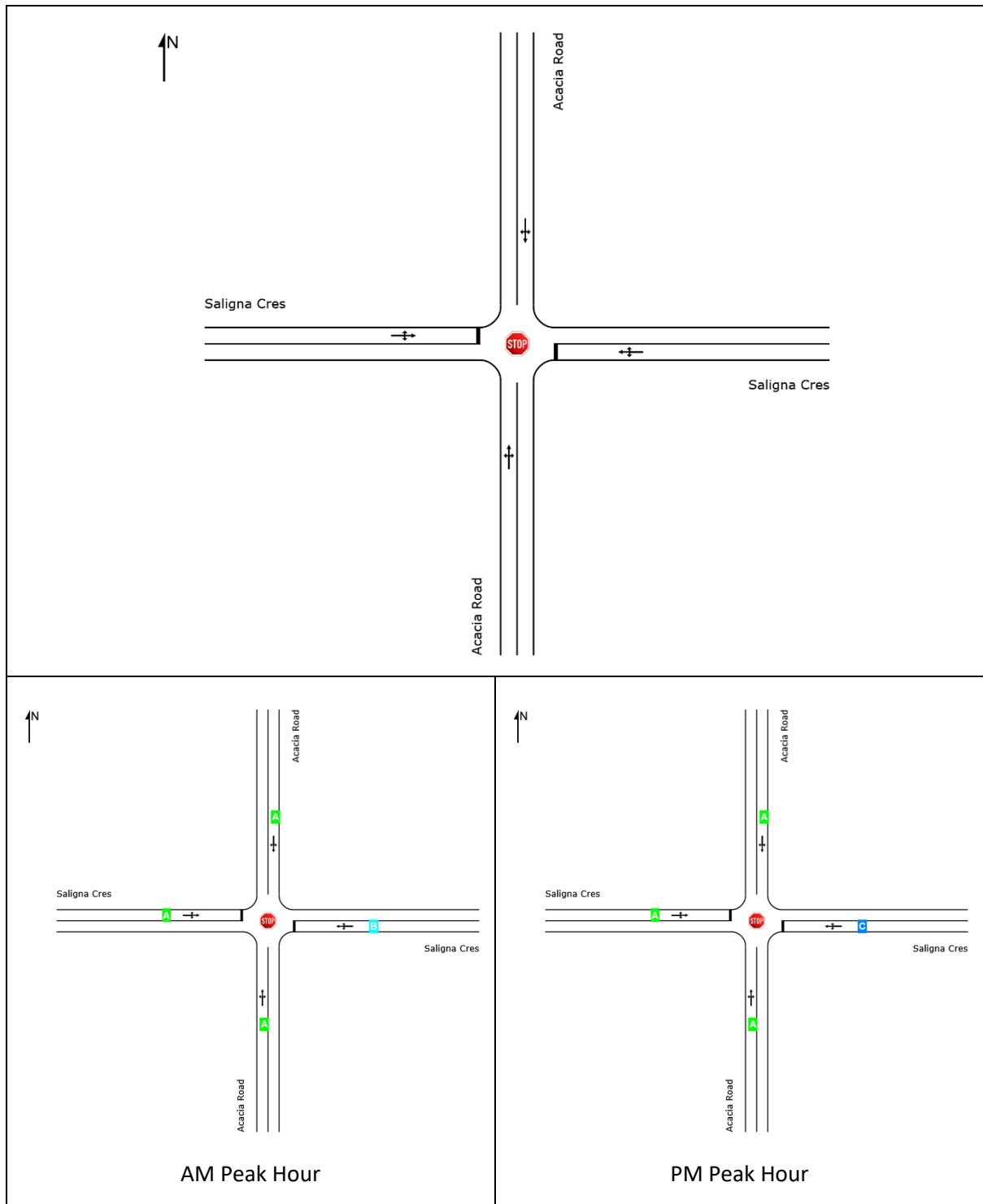
### 7.3 P232 / Acacia Road Intersection



The SIDRA analysis indicates that the intersection operates at an acceptable Level of Service during the AM peak hour and the PM peak hour.

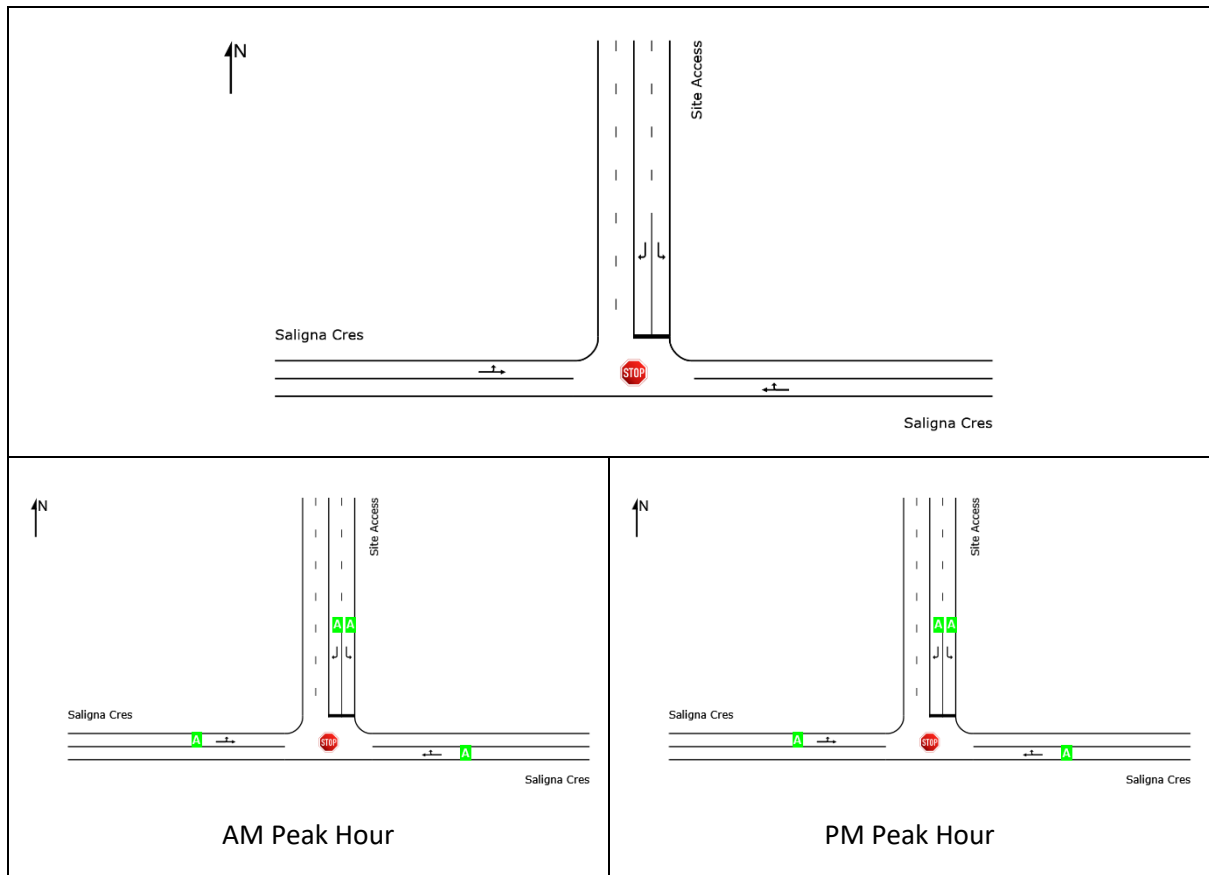


## 7.4 Saligna Crescent / Acacia Road Intersection



The SIDRA analysis indicates that the intersection operates at an acceptable Level of Service during the AM peak hour and the PM peak hour.

## 7.5 Saligna Crescent / Site Access Intersection



The SIDRA analysis indicates that the intersection operates at a good Level of Service during the AM peak hour and the PM peak hour.

## 8. Pedestrians and Public Transport

During the site visit some pedestrian activity was observed along Saligna Crescent in the vicinity of the site of the proposed development. Currently there no sidewalks along both sides of Saligna Crescent so pedestrians make use of the grass verges. These verges will be sufficient to cater for any pedestrian activity that will be generated by the proposed development.

The proposed mixed-use development is expected to generate very minor volumes of public transport passengers. Implementation of public transport facilities for the proposed development will not be needed.

## 9. Road Safety

No adverse road safety conditions are expected to occur due to the increase in traffic generated by the proposed development. Traffic generally travels at acceptable speeds on the surrounding road network in the vicinity of the proposed development.

The existing site access of the development is off Saligna Crescent. The shoulder sight distance for a 40km/h road for a truck and trailer is 150m. This is achievable from the site access as long as there are no obstructions to the view in the sight triangle in either direction of the access.

## 10. Conclusions and Recommendations

Emaan Traffic Engineers (Pty) Ltd was appointed by Mondli Consulting to undertake a Traffic Impact Assessment (TIA) for the proposed Mixed-Use Development in Kwambonambi, KwaZulu-Natal. The proposed development is to consist of:

- Petrol Filling Station with Convenience Store and Take-away – 1512 m<sup>2</sup> GLA
- Retail Outlet – 2570m<sup>2</sup> GLA
- Entertainment Area (Restaurant) – 758m<sup>2</sup> GLA
- Motel – 35 rooms
- Workshop and Battery Centre – 250m<sup>2</sup> GLA
- Truck Stop – 100 bays

The following conclusions can be drawn, and recommendations made from the above traffic impact assessment:

- The planning year horizon analysed the local traffic volumes in the year 2027 (5-year planning horizon). The background traffic was grown accumulatively at a growth rate of 2.5% for 5 years and analysed. The results indicated that none of the intersections that were analysed in this TIA will require any upgrades to accommodate the increase in traffic volumes.
- The proposed development will generate a total of 287 veh/h equivalent car unit (ecu) two-way trips in the AM peak hour and 805 veh/h equivalent car unit (ecu) two-way trips in the PM peak hour.
- Of this total traffic, 250 veh/h equivalent car unit (ecu) two-way trips in the AM peak hour and 578 veh/h equivalent car unit (ecu) two-way trips in the PM peak hour are new trips and the remainder is pass-by and diverted trips.
- The planning year horizon background traffic was then added to the development generated traffic including the pass-by and diverted trips. The results indicated that none of the intersections that were analysed in this TIA will require any upgrades to accommodate the increase in traffic volumes.
- The following must be noted:
  - Generally, when a property has current rights, only the access intersection with the nearest public road must be analysed. However due to the size of the development, intersections with the KZN DoT roads and SANRAL interchange was also tested.
  - A site traffic assessment will be required prior to building plan stage to confirm all internal circulation, vehicle tracking, isle widths, throat lengths, access road lanes and widths and configuration.
  - The Site Traffic Assessment is to include the access intersection with the Saligna Crescent and the intersection of Saligna Crescent and Acacia Road.
  - It is envisaged that Saligna Crescent will have to be upgraded.

The proposed development can therefore be supported from a traffic and transportation perspective.

# Appendix

# Appendix A

## Zoning Certificate



## UMFOLOZI LOCAL MUNICIPALITY KZ 281

P. O. Box 96  
Kwa-Mbonambi  
3915

25 Bredelia Street  
Kwa-Mbonambi  
3915

Tel: 035-580 1421  
Fax: 035-580 1141  
Web: [www.umfolozi.gov.za](http://www.umfolozi.gov.za)

Date: 20 September 2021

Office of the Municipal Manager

Reference Number: 14/R

Professor OEHM Nxumalo

By Email: [profoehm.nxumalo@gmail.com](mailto:profoehm.nxumalo@gmail.com)

Cc: [nzukaskeyitrading@gmail.com](mailto:nzukaskeyitrading@gmail.com)

Dear Sir

**RE: ERF 1653 KWAMBONAMBI**

1. Please be advised that the property ERF 1653 KwaMbonambi is currently zoned for commercial use.
2. As per the proposal presented to the municipality on the 13<sup>th</sup> of September 2021 for a service station, this is a freely permitted use within the 'Commercial' zone, see attached clauses.
3. The municipality wishes to alert you that certain land uses require environmental authorisation prior to the commencement of such developments, a service station being one of them.
4. The site will not be accessible directly from the N2 national route as per SANRAL's standards, a municipal access route is currently available but will need to be upgraded.
5. For any queries kindly contact the Senior Town Planner, Mr. G. Ceza (Tel: 035 580 1352 /Cell: 0767493502 / E-mail: [cezag@umfolozi.org.za](mailto:cezag@umfolozi.org.za)).

Yours faithfully;

  
MR KE GAMEDE  
MUNICIPAL MANAGER

20/09/2021  
DATE

Tel: 035-580 1421

Fax: 035-580 1141

Email: [mm@umfolozi.org.za](mailto:mm@umfolozi.org.za)



USE ZONE	REFERENCE TO MAP	STATEMENT OF INTENT	MINIMUM LOT SIZE	MINIMUM STREET FRONTAGE (M)	BUILDING LINES, SIDE AND REAR SPACES			ADDITIONAL REQUIREMENTS / COMMENTS
					BUILDING LINES	SIDE SPACES	REAR SPACES	
COMMERCIAL		This is a zone intended to provide for the use of retail personal services, entertainment, offices, medical, public buildings and related commercial uses at medium to high intensities within or outside a town centre.	900m <sup>2</sup>	N/A	Nil	Nil on ground floor. 3m per storey for residential building and total above ground floor.	For provisions relating to parking and loading refer to Clause 3.1.2.4 and 3.1.2.5.	

**COMMERCIAL**

COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4		
FREE ENTRY USES	CONSENT USE	PROHIBITED USES	MAXIMUM PERMISSIBLE FLOOR AREA RATIO, COVERAGE AND HEIGHT		
			F.A.R.	COVERAGE	HEIGHT
AUTOMOTIVE SHOWROOM CARWASH FACILITY COMMERCIAL WORKSHOP CONVENTION CENTRE EDUCATIONAL BUILDING FUNERAL PARLOUR GAMBLING PREMISES GENERAL SHOWROOM HOTEL INFORMAL TRADE AREA INSTITUTION LAUNDRETTE MUNICIPAL PURPOSES OFFICE PLACE OF AMUSEMENT PLACE OF ASSEMBLY PLACE OF WORSHIP PUBLIC OFFICE PRIVATE RECREATIONAL USE RECREATIONAL BUILDING RESIDENTIAL DWELLING HOUSE RESIDENTIAL BUILDING (sewer on ground floor where that sewer are linked to a shop, office or laundrette) RESTAURANT SERVICE STATION SHOP UTILITIES FACILITY VETERINARY PREMISES	NIGHT CLUB / BART/VERN SERVICE WORKSHOP TELECOMMUNICATION INFRASTRUCTURE	Buildings and land uses not indicated in columns 1 to 3.	2	70%	5

Tel: 035-580 1421

Fax: 035-580 1141

Email: [mm@umfolozi.org.za](mailto:mm@umfolozi.org.za)

# Appendix B

## Traffic Counts

TRAFFIC SURVEY

CLIENT:	
SITE:	INTERSECTION OF P232 AND N2 WEST INTERSECTION
DATE:	FRIDAY 17 JUNE 2022
UNITS:	CLASSIFIED

APPROACH FROM NAME MOVEMENT TIME	NORTH															TOTAL
	LEFT TURN					STRAIGHT					RIGHT TURN					ALL
	C	T	H	B	TOTAL	C	T	H	B	TOTAL	C	T	H	B	TOTAL	MOVEMENTS
06:00 - 06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 - 06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 - 06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 - 07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

TRAFFIC SURVEY

CLIENT:	
SITE:	INTERSECTION OF P232 AND N2 WEST INTERSECTION
DATE:	FRIDAY 17 JUNE 2022
UNITS:	CLASSIFIED

APPROACH FROM NAME MOVEMENT TIME	SOUTH N2 OFF RAMP															TOTAL
	LEFT TURN					STRAIGHT					RIGHT TURN					ALL
	C	T	H	B	TOTAL	C	T	H	B	TOTAL	C	T	H	B	TOTAL	MOVEMENTS
06:00 - 06:15	18	0	0	0	18	0	0	0	0	0	6	0	0	0	6	24
06:15 - 06:30	31	0	0	1	32	0	0	0	0	0	17	2	0	0	19	51
06:30 - 06:45	54	1	3	0	58	0	0	0	0	0	16	1	0	0	17	75
06:45 - 07:00	50	1	1	0	52	0	0	0	0	0	10	0	0	0	10	62
07:00 - 07:15	60	1	1	2	64	0	0	0	0	0	23	0	2	2	27	91
07:15 - 07:30	64	1	2	0	67	0	0	0	0	0	27	0	2	0	29	96
07:30 - 07:45	44	2	0	0	46	0	0	0	0	0	33	1	0	0	34	80
07:45 - 08:00	58	1	2	0	61	0	0	0	0	0	24	1	1	0	26	87
08:00 - 08:15	30	1	1	0	32	0	0	0	0	0	23	0	1	0	24	56
08:15 - 08:30	33	0	3	1	37	0	0	0	0	0	13	0	1	0	14	51
08:30 - 08:45	40	2	0	0	42	0	0	0	0	0	19	0	0	0	19	61
08:45 - 09:00	23	0	2	0	25	0	0	0	0	0	19	1	6	2	28	53
09:00 - 09:15	30	1	4	1	36	0	0	0	0	0	26	0	3	0	29	65
09:15 - 09:30	23	0	0	0	23	0	0	0	0	0	15	1	2	0	18	41
09:30 - 09:45	32	0	4	0	36	0	0	0	0	0	27	0	1	0	28	64
09:45 - 10:00	28	0	1	0	29	0	0	0	0	0	27	0	2	0	29	58
10:00 - 10:15	40	0	1	0	41	0	0	0	0	0	21	0	2	0	23	64
10:15 - 10:30	36	1	2	0	39	0	0	0	0	0	22	0	0	0	22	61
10:30 - 10:45	34	0	4	0	38	0	0	0	0	0	17	0	1	0	18	56
10:45 - 11:00	21	0	1	1	23	0	0	0	0	0	27	0	0	0	27	50
11:00 - 11:15	41	0	3	0	44	0	0	0	0	0	23	1	2	0	26	70
11:15 - 11:30	78	0	2	0	80	0	0	0	0	0	31	0	3	0	34	114
11:30 - 11:45	32	0	2	0	34	0	0	0	0	0	33	0	3	0	36	70
11:45 - 12:00	24	0	0	0	24	0	0	0	0	0	29	0	2	0	31	55
12:00 - 12:15	24	0	0	0	24	0	0	0	0	0	39	2	2	0	43	67
12:15 - 12:30	41	0	1	0	42	0	0	0	0	0	32	0	2	0	34	76
12:30 - 12:45	34	0	0	0	34	0	0	0	0	0	29	0	1	0	30	64
12:45 - 13:00	47	0	1	0	48	0	0	0	0	0	25	0	0	0	25	73
13:00 - 13:15	49	0	1	1	51	0	0	0	0	0	40	0	1	0	41	92
13:15 - 13:30	81	0	2	1	84	0	0	0	0	0	17	1	0	0	18	102
13:30 - 13:45	32	1	0	0	33	0	0	0	0	0	21	0	0	0	21	54
13:45 - 14:00	43	0	1	0	44	0	0	0	0	0	42	1	1	0	44	88
14:00 - 14:15	36	0	1	0	37	0	0	0	0	0	39	1	2	0	42	79
14:15 - 14:30	24	1	0	0	25	0	0	0	0	0	39	0	2	0	41	66
14:30 - 14:45	40	0	1	0	41	0	0	0	0	0	42	3	0	0	45	86
14:45 - 15:00	43	0	1	1	45	0	0	0	0	0	52	1	3	0	56	101
15:00 - 15:15	51	0	1	0	52	0	0	0	0	0	42	0	0	0	42	94
15:15 - 15:30	49	0	0	0	49	0	0	0	0	0	40	0	1	0	41	90
15:30 - 15:45	30	0	1	0	31	0	0	0	0	0	34	0	3	0	37	68
15:45 - 16:00	40	0	0	0	40	0	0	0	0	0	35	0	1	0	36	76
16:00 - 16:15	58	0	0	0	58	0	0	0	0	0	45	1	2	0	48	106
16:15 - 16:30	46	0	0	0	46	0	0	0	0	0	44	1	1	0	46	92
16:30 - 16:45	49	0	0	1	50	0	0	0	0	0	38	1	1	0	40	90
16:45 - 17:00	60	1	1	0	62	0	0	0	0	0	24	1	1	0	26	88
17:00 - 17:15	52	0	0	0	52	0	0	0	0	0	45	0	0	0	45	97
17:15 - 17:30	47	0	0	2	49	0	0	0	0	0	49	0	0	0	49	98
17:30 - 17:45	52	0	0	0	52	0	0	0	0	0	30	0	1	0	31	83
17:45 - 18:00	44	0	0	0	44	0	0	0	0	0	24	0	0	0	24	68
<b>TOTAL</b>	<b>1996</b>	<b>15</b>	<b>51</b>	<b>12</b>	<b>2074</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1395</b>	<b>21</b>	<b>59</b>	<b>4</b>	<b>1479</b>	<b>3553</b>

TRAFFIC SURVEY

CLIENT:	
SITE:	INTERSECTION OF P232 AND N2 WEST INTERSECTION
DATE:	FRIDAY 17 JUNE 2022
UNITS:	CLASSIFIED

APPROACH FROM NAME MOVEMENT TIME	EAST P232															TOTAL
	LEFT TURN					STRAIGHT					RIGHT TURN					ALL
	C	T	H	B	TOTAL	C	T	H	B	TOTAL	C	T	H	B	TOTAL	MOVEMENTS
06:00 - 06:15	0	0	0	0	0	23	2	7	0	32	18	5	0	0	23	55
06:15 - 06:30	0	0	0	0	0	21	9	3	0	33	16	3	0	0	19	52
06:30 - 06:45	0	0	0	0	0	34	11	2	0	47	24	0	0	0	24	71
06:45 - 07:00	0	0	0	0	0	76	13	6	0	95	22	1	1	0	24	119
07:00 - 07:15	0	0	0	0	0	84	11	3	0	98	31	0	3	0	34	132
07:15 - 07:30	0	0	0	0	0	82	9	5	0	96	28	1	1	0	30	126
07:30 - 07:45	0	0	0	0	0	76	4	4	0	84	22	0	0	0	22	106
07:45 - 08:00	0	0	0	0	0	74	7	6	1	88	23	0	1	0	24	112
08:00 - 08:15	0	0	0	0	0	58	7	7	0	72	12	0	2	0	14	86
08:15 - 08:30	0	0	0	0	0	76	1	3	0	80	22	0	1	0	23	103
08:30 - 08:45	0	0	0	0	0	33	2	6	0	41	12	0	2	0	14	55
08:45 - 09:00	0	0	0	0	0	36	2	6	1	45	8	0	0	0	8	53
09:00 - 09:15	0	0	0	0	0	32	4	6	0	42	5	1	1	0	7	49
09:15 - 09:30	0	0	0	0	0	36	6	4	1	47	11	0	2	0	13	60
09:30 - 09:45	0	0	0	0	0	36	4	2	0	42	10	0	2	0	12	54
09:45 - 10:00	0	0	0	0	0	35	1	3	0	39	16	0	3	0	19	58
10:00 - 10:15	0	0	0	0	0	34	4	8	0	46	9	0	2	0	11	57
10:15 - 10:30	0	0	0	0	0	46	4	9	0	59	14	0	0	0	14	73
10:30 - 10:45	0	0	0	0	0	35	3	6	0	44	16	0	5	0	21	65
10:45 - 11:00	0	0	0	0	0	45	1	7	0	53	11	0	1	0	12	65
11:00 - 11:15	0	0	0	0	0	41	3	4	0	48	9	0	0	0	9	57
11:15 - 11:30	0	0	0	0	0	44	8	9	1	62	11	1	1	0	13	75
11:30 - 11:45	0	0	0	0	0	44	4	8	0	56	10	0	2	0	12	68
11:45 - 12:00	0	0	0	0	0	41	9	4	0	54	5	1	2	0	8	62
12:00 - 12:15	0	0	0	0	0	41	18	3	1	63	11	0	0	0	11	74
12:15 - 12:30	0	0	0	0	0	48	12	5	0	65	12	1	2	0	15	80
12:30 - 12:45	0	0	0	0	0	50	11	8	0	69	12	1	3	0	16	85
12:45 - 13:00	0	0	0	0	0	51	13	5	0	69	15	0	2	0	17	86
13:00 - 13:15	0	0	0	0	0	52	4	7	2	65	13	1	3	0	17	82
13:15 - 13:30	0	0	0	0	0	56	1	5	0	62	12	0	2	0	14	76
13:30 - 13:45	0	0	0	0	0	52	6	2	0	60	19	1	1	0	21	81
13:45 - 14:00	0	0	0	0	0	55	2	8	0	65	24	0	1	0	25	90
14:00 - 14:15	0	0	0	0	0	50	2	6	0	58	24	1	1	0	26	84
14:15 - 14:30	0	0	0	0	0	58	7	5	0	70	16	1	4	0	21	91
14:30 - 14:45	0	0	0	0	0	72	0	11	0	83	12	2	0	0	14	97
14:45 - 15:00	0	0	0	0	0	68	5	9	0	82	9	2	2	0	13	95
15:00 - 15:15	0	0	0	0	0	39	8	11	0	58	16	1	2	0	19	77
15:15 - 15:30	0	0	0	0	0	56	0	5	0	61	15	1	2	0	18	79
15:30 - 15:45	0	0	0	0	0	68	5	6	0	79	20	1	3	0	24	103
15:45 - 16:00	0	0	0	0	0	66	9	18	0	93	16	2	1	0	19	112
16:00 - 16:15	0	0	0	0	0	85	9	5	0	99	27	0	3	0	30	129
16:15 - 16:30	0	0	0	0	0	74	15	5	0	94	19	1	1	0	21	115
16:30 - 16:45	0	0	0	0	0	83	16	6	0	105	18	3	3	0	24	129
16:45 - 17:00	0	0	0	0	0	65	18	6	1	90	20	1	2	0	23	113
17:00 - 17:15	0	0	0	0	0	44	11	6	0	61	13	0	1	0	14	75
17:15 - 17:30	0	0	0	0	0	36	8	4	0	48	15	1	0	0	16	64
17:30 - 17:45	0	0	0	0	0	24	6	3	0	33	12	1	1	0	14	47
17:45 - 18:00	0	0	0	0	0	39	4	2	0	45	14	0	0	0	14	59
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2474</b>	<b>319</b>	<b>279</b>	<b>8</b>	<b>3080</b>	<b>749</b>	<b>35</b>	<b>72</b>	<b>0</b>	<b>856</b>	<b>3936</b>

TRAFFIC SURVEY

CLIENT:	
SITE:	INTERSECTION OF P232 AND N2 WEST INTERSECTION
DATE:	FRIDAY 17 JUNE 2022
UNITS:	CLASSIFIED

APPROACH FROM NAME MOVEMENT TIME	WEST P232															TOTAL
	LEFT TURN					STRAIGHT					RIGHT TURN					ALL
	C	T	H	B	TOTAL	C	T	H	B	TOTAL	C	T	H	B	TOTAL	MOVEMENTS
06:00 - 06:15	6	1	0	0	7	21	5	1	0	27	0	0	0	0	0	34
06:15 - 06:30	8	2	0	0	10	65	3	7	0	75	0	0	0	0	0	85
06:30 - 06:45	18	1	0	0	19	68	2	6	0	76	0	0	0	0	0	95
06:45 - 07:00	23	2	1	0	26	87	1	11	0	99	0	0	0	0	0	125
07:00 - 07:15	27	5	1	0	33	89	8	6	0	103	0	0	0	0	0	136
07:15 - 07:30	32	2	0	0	34	72	6	1	0	79	0	0	0	0	0	113
07:30 - 07:45	22	1	1	0	24	69	6	5	0	80	0	0	0	0	0	104
07:45 - 08:00	17	1	0	0	18	80	5	4	0	89	0	0	0	0	0	107
08:00 - 08:15	23	0	2	0	25	59	2	7	0	68	0	0	0	0	0	93
08:15 - 08:30	13	1	0	0	14	50	4	4	0	58	0	0	0	0	0	72
08:30 - 08:45	11	1	1	0	13	36	3	12	0	51	0	0	0	0	0	64
08:45 - 09:00	22	0	3	0	25	34	2	9	0	45	0	0	0	0	0	70
09:00 - 09:15	18	2	1	0	21	38	3	5	0	46	0	0	0	0	0	67
09:15 - 09:30	18	1	1	0	20	30	2	11	0	43	0	0	0	0	0	63
09:30 - 09:45	22	2	0	0	24	42	5	13	0	60	0	0	0	0	0	84
09:45 - 10:00	13	0	0	0	13	43	4	9	0	56	0	0	0	0	0	69
10:00 - 10:15	18	0	1	0	19	41	3	6	0	50	0	0	0	0	0	69
10:15 - 10:30	10	0	0	0	10	38	5	12	0	55	0	0	0	0	0	65
10:30 - 10:45	9	0	2	0	11	32	3	7	0	42	0	0	0	0	0	53
10:45 - 11:00	15	0	2	0	17	36	3	5	0	44	0	0	0	0	0	61
11:00 - 11:15	7	0	1	0	8	54	5	11	0	70	0	0	0	0	0	78
11:15 - 11:30	11	0	1	0	12	40	3	8	0	51	0	0	0	0	0	63
11:30 - 11:45	25	0	0	0	25	49	4	9	0	62	0	0	0	0	0	87
11:45 - 12:00	7	0	3	0	10	24	1	5	0	30	0	0	0	0	0	40
12:00 - 12:15	16	0	1	0	17	47	4	4	0	55	0	0	0	0	0	72
12:15 - 12:30	22	2	0	0	24	51	1	7	0	59	0	0	0	0	0	83
12:30 - 12:45	14	0	2	0	16	50	2	8	0	60	0	0	0	0	0	76
12:45 - 13:00	17	0	1	0	18	36	3	7	0	46	0	0	0	0	0	64
13:00 - 13:15	17	0	5	0	22	51	3	12	0	66	0	0	0	0	0	88
13:15 - 13:30	20	0	1	0	21	52	4	12	0	68	0	0	0	0	0	89
13:30 - 13:45	19	0	2	0	21	23	3	5	0	31	0	0	0	0	0	52
13:45 - 14:00	20	0	1	0	21	63	3	12	0	78	0	0	0	0	0	99
14:00 - 14:15	22	0	1	0	23	58	3	14	0	75	0	0	0	0	0	98
14:15 - 14:30	18	0	1	0	19	60	2	10	0	72	0	0	0	0	0	91
14:30 - 14:45	17	1	2	0	20	35	3	7	0	45	0	0	0	0	0	65
14:45 - 15:00	20	0	2	0	22	62	2	10	0	74	0	0	0	0	0	96
15:00 - 15:15	17	0	1	0	18	60	2	10	0	72	0	0	0	0	0	90
15:15 - 15:30	18	0	3	0	21	55	2	4	0	61	0	0	0	0	0	82
15:30 - 15:45	26	1	3	0	30	49	3	3	0	55	0	0	0	0	0	85
15:45 - 16:00	26	0	0	0	26	51	2	3	0	56	0	0	0	0	0	82
16:00 - 16:15	23	1	4	0	28	85	1	5	0	91	0	0	0	0	0	119
16:15 - 16:30	18	1	1	0	20	79	2	4	0	85	0	0	0	0	0	105
16:30 - 16:45	24	2	1	0	27	95	6	5	1	107	0	0	0	0	0	134
16:45 - 17:00	24	2	2	0	28	65	3	4	0	72	0	0	0	0	0	100
17:00 - 17:15	15	1	0	0	16	59	7	5	0	71	0	0	0	0	0	87
17:15 - 17:30	9	1	0	0	10	43	6	2	0	51	0	0	0	0	0	61
17:30 - 17:45	0	0	0	0	0	33	1	0	0	34	0	0	0	0	0	34
17:45 - 18:00	0	0	0	0	0	28	0	1	0	29	0	0	0	0	0	29
<b>TOTAL</b>	<b>817</b>	<b>34</b>	<b>55</b>	<b>0</b>	<b>906</b>	<b>2487</b>	<b>156</b>	<b>328</b>	<b>1</b>	<b>2972</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3878</b>

TRAFFIC SURVEY																
CLIENT:																
SITE:	INTERSECTION OF P232 AND N2 EAST INTERSECTION															
DATE:	FRIDAY 17 JUNE 2022															
UNITS:	CLASSIFIED															
APPROACH FROM NAME	NORTH N2 OFF RAMP															TOTAL
	MOVEMENT TIME	LEFT TURN					STRAIGHT					RIGHT TURN				
C		T	H	B	TOTAL	C	T	H	B	TOTAL	C	T	H	B	TOTAL	
06:00 - 06:15	4	1	2	0	7	0	0	0	0	0	4	2	0	0	6	13
06:15 - 06:30	7	0	0	0	7	0	0	0	0	0	7	5	0	0	12	19
06:30 - 06:45	14	2	2	0	18	0	0	0	0	0	12	5	1	1	19	37
06:45 - 07:00	33	3	0	0	36	0	0	0	0	0	18	2	0	0	20	56
07:00 - 07:15	32	3	0	1	36	0	0	0	0	0	28	1	0	0	29	65
07:15 - 07:30	40	2	3	1	46	0	0	0	0	0	39	1	0	0	40	86
07:30 - 07:45	38	1	0	0	39	0	0	0	0	0	35	1	0	0	36	75
07:45 - 08:00	27	4	1	0	32	0	0	0	0	0	26	0	0	0	26	58
08:00 - 08:15	17	1	1	0	19	0	0	0	0	0	15	3	0	0	18	37
08:15 - 08:30	10	3	0	0	13	0	0	0	0	0	9	1	1	0	11	24
08:30 - 08:45	6	4	1	0	11	0	0	0	0	0	6	0	1	0	7	18
08:45 - 09:00	12	1	4	0	17	0	0	0	0	0	11	1	1	1	14	31
09:00 - 09:15	14	0	0	0	14	0	0	0	0	0	13	0	0	0	13	27
09:15 - 09:30	16	3	0	0	19	0	0	0	0	0	16	1	0	0	17	36
09:30 - 09:45	8	0	1	0	9	0	0	0	0	0	7	0	0	0	7	16
09:45 - 10:00	12	0	0	0	12	0	0	0	0	0	11	1	0	0	12	24
10:00 - 10:15	13	4	2	1	20	0	0	0	0	0	12	1	1	0	14	34
10:15 - 10:30	1	0	2	0	3	0	0	0	0	0	1	0	1	0	2	5
10:30 - 10:45	14	2	1	0	17	0	0	0	0	0	12	0	0	0	12	29
10:45 - 11:00	15	1	1	0	17	0	0	0	0	0	15	0	0	0	15	32
11:00 - 11:15	2	0	1	0	3	0	0	0	0	0	2	0	0	0	2	5
11:15 - 11:30	5	4	0	0	9	0	0	0	0	0	4	0	0	0	4	13
11:30 - 11:45	7	5	0	0	12	0	0	0	0	0	7	1	1	0	9	21
11:45 - 12:00	4	0	0	0	4	0	0	0	0	0	4	1	0	0	5	9
12:00 - 12:15	12	5	0	0	17	0	0	0	0	0	12	0	1	0	13	30
12:15 - 12:30	16	6	1	1	24	0	0	0	0	0	16	0	0	1	17	41
12:30 - 12:45	14	4	5	0	23	0	0	0	0	0	14	0	1	0	15	38
12:45 - 13:00	12	3	3	0	18	0	0	0	0	0	11	0	0	0	11	29
13:00 - 13:15	15	6	1	0	22	0	0	0	0	0	13	1	1	0	15	37
13:15 - 13:30	15	8	0	0	23	0	0	0	0	0	15	0	0	0	15	38
13:30 - 13:45	18	10	1	0	29	0	0	0	0	0	16	0	0	0	16	45
13:45 - 14:00	22	6	3	0	31	0	0	0	0	0	18	0	0	0	18	49
14:00 - 14:15	27	4	2	0	33	0	0	0	0	0	23	0	0	0	23	56
14:15 - 14:30	24	3	3	0	30	0	0	0	0	0	23	0	0	0	23	53
14:30 - 14:45	17	1	1	0	19	0	0	0	0	0	15	0	0	0	15	34
14:45 - 15:00	20	2	1	0	23	0	0	0	0	0	16	0	0	0	16	39
15:00 - 15:15	22	3	1	1	27	0	0	0	0	0	22	0	1	0	23	50
15:15 - 15:30	13	2	1	0	16	0	0	0	0	0	11	1	0	1	13	29
15:30 - 15:45	25	2	1	1	29	0	0	0	0	0	15	0	0	0	15	44
15:45 - 16:00	22	3	1	0	26	0	0	0	0	0	22	1	0	0	23	49
16:00 - 16:15	42	4	4	0	50	0	0	0	0	0	17	1	1	0	19	69
16:15 - 16:30	38	3	3	0	44	0	0	0	0	0	27	2	1	0	30	74
16:30 - 16:45	34	4	3	1	42	0	0	0	0	0	23	0	0	0	23	65
16:45 - 17:00	29	1	2	1	33	0	0	0	0	0	12	1	0	0	13	46
17:00 - 17:15	26	5	2	0	33	0	0	0	0	0	17	0	1	1	19	52
17:15 - 17:30	15	3	0	0	18	0	0	0	0	0	7	0	1	0	8	26
17:30 - 17:45	16	1	0	1	18	0	0	0	0	0	14	1	1	0	16	34
17:45 - 18:00	12	0	0	0	12	0	0	0	0	0	12	0	0	0	12	24
<b>TOTAL</b>	<b>857</b>	<b>133</b>	<b>61</b>	<b>9</b>	<b>1060</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>705</b>	<b>35</b>	<b>16</b>	<b>5</b>	<b>761</b>	<b>1821</b>

TRAFFIC SURVEY

CLIENT:	
SITE:	INTERSECTION OF P232 AND N2 EAST INTERSECTION
DATE:	FRIDAY 17 JUNE 2022
UNITS:	CLASSIFIED

APPROACH FROM	SOUTH															TOTAL	
NAME																ALL	
MOVEMENT	LEFT TURN					STRAIGHT					RIGHT TURN					MOVEMENTS	
TIME	C	T	H	B	TOTAL	C	T	H	B	TOTAL	C	T	H	B	TOTAL		
06:00 - 06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 - 06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 - 06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 - 07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



TRAFFIC SURVEY

CLIENT:	
SITE:	INTERSECTION OF P232 AND N2 EAST INTERSECTION
DATE:	FRIDAY 17 JUNE 2022
UNITS:	CLASSIFIED

APPROACH FROM NAME MOVEMENT TIME	EAST P232															TOTAL
	LEFT TURN					STRAIGHT					RIGHT TURN					ALL
	C	T	H	B	TOTAL	C	T	H	B	TOTAL	C	T	H	B	TOTAL	MOVEMENTS
06:00 - 06:15	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	12
06:15 - 06:30	0	0	0	0	0	0	0	0	0	0	17	2	1	0	20	20
06:30 - 06:45	0	0	0	0	0	0	0	0	0	0	22	0	0	0	22	22
06:45 - 07:00	0	0	0	0	0	0	0	0	0	0	24	2	0	1	27	27
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	23	1	1	0	25	25
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	25	0	0	0	25	25
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	21	1	1	0	23	23
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	14	0	0	0	14	14
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	14	0	0	0	14	14
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	16	0	1	0	17	17
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	24	0	0	0	24	24
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	10	1	0	0	11	11
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	12	0	0	1	13	13
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	11
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	8	5	0	0	13	13
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	8	0	2	0	10	10
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	4	2	0	0	6	6
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	9
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	7	1	1	0	9	9
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	10	2	2	1	15	15
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	9	0	2	0	11	11
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	10
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	13	0	1	0	14	14
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	5	1	0	0	6	6
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	6	1	0	0	7	7
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	12	0	1	0	13	13
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	14	4	0	0	18	18
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	18	3	0	0	21	21
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	15	0	0	0	15	15
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	16	4	1	0	21	21
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	16	6	0	0	22	22
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	18	8	0	0	26	26
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	26	8	0	0	34	34
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	15	4	0	0	19	19
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	14	6	0	1	21	21
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	22	5	1	0	28	28
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	25	4	1	0	30	30
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	23	5	0	0	28	28
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	19	6	0	0	25	25
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	24	4	2	0	30	30
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	18	2	0	0	20	20
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	12
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>660</b>	<b>89</b>	<b>19</b>	<b>4</b>	<b>772</b>	<b>772</b>

TRAFFIC SURVEY

CLIENT:	
SITE:	INTERSECTION OF P232 AND N2 EAST INTERSECTION
DATE:	FRIDAY 17 JUNE 2022
UNITS:	CLASSIFIED

APPROACH FROM NAME MOVEMENT TIME	WEST P232															TOTAL
	LEFT TURN					STRAIGHT					RIGHT TURN					ALL
	C	T	H	B	TOTAL	C	T	H	B	TOTAL	C	T	H	B	TOTAL	MOVEMENTS
06:00 - 06:15	20	0	1	0	21	0	0	0	0	0	0	0	0	0	0	21
06:15 - 06:30	22	0	0	0	22	0	0	0	0	0	0	0	0	0	0	22
06:30 - 06:45	16	9	0	0	25	0	0	0	0	0	0	0	0	0	0	25
06:45 - 07:00	16	7	1	0	24	0	0	0	0	0	0	0	0	0	0	24
07:00 - 07:15	28	8	0	1	37	0	0	0	0	0	0	0	0	0	0	37
07:15 - 07:30	32	7	2	0	41	0	0	0	0	0	0	0	0	0	0	41
07:30 - 07:45	44	8	3	0	55	0	0	0	0	0	0	0	0	0	0	55
07:45 - 08:00	51	6	1	0	58	0	0	0	0	0	0	0	0	0	0	58
08:00 - 08:15	65	0	1	0	66	0	0	0	0	0	0	0	0	0	0	66
08:15 - 08:30	42	1	1	0	44	0	0	0	0	0	0	0	0	0	0	44
08:30 - 08:45	39	3	2	0	44	0	0	0	0	0	0	0	0	0	0	44
08:45 - 09:00	12	6	0	0	18	0	0	0	0	0	0	0	0	0	0	18
09:00 - 09:15	17	2	1	0	20	0	0	0	0	0	0	0	0	0	0	20
09:15 - 09:30	7	1	2	0	10	0	0	0	0	0	0	0	0	0	0	10
09:30 - 09:45	15	2	0	1	18	0	0	0	0	0	0	0	0	0	0	18
09:45 - 10:00	14	7	0	0	21	0	0	0	0	0	0	0	0	0	0	21
10:00 - 10:15	19	3	1	0	23	0	0	0	0	0	0	0	0	0	0	23
10:15 - 10:30	26	2	1	0	29	0	0	0	0	0	0	0	0	0	0	29
10:30 - 10:45	14	6	0	0	20	0	0	0	0	0	0	0	0	0	0	20
10:45 - 11:00	12	2	0	0	14	0	0	0	0	0	0	0	0	0	0	14
11:00 - 11:15	13	0	0	0	13	0	0	0	0	0	0	0	0	0	0	13
11:15 - 11:30	18	0	2	0	20	0	0	0	0	0	0	0	0	0	0	20
11:30 - 11:45	10	0	1	0	11	0	0	0	0	0	0	0	0	0	0	11
11:45 - 12:00	13	2	0	0	15	0	0	0	0	0	0	0	0	0	0	15
12:00 - 12:15	9	2	0	0	11	0	0	0	0	0	0	0	0	0	0	11
12:15 - 12:30	14	3	0	0	17	0	0	0	0	0	0	0	0	0	0	17
12:30 - 12:45	20	2	0	0	22	0	0	0	0	0	0	0	0	0	0	22
12:45 - 13:00	10	2	0	0	12	0	0	0	0	0	0	0	0	0	0	12
13:00 - 13:15	16	2	0	0	18	0	0	0	0	0	0	0	0	0	0	18
13:15 - 13:30	10	4	0	0	14	0	0	0	0	0	0	0	0	0	0	14
13:30 - 13:45	17	2	0	0	19	0	0	0	0	0	0	0	0	0	0	19
13:45 - 14:00	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	15
14:00 - 14:15	14	4	0	0	18	0	0	0	0	0	0	0	0	0	0	18
14:15 - 14:30	19	2	2	0	23	0	0	0	0	0	0	0	0	0	0	23
14:30 - 14:45	22	2	0	0	24	0	0	0	0	0	0	0	0	0	0	24
14:45 - 15:00	31	5	2	1	39	0	0	0	0	0	0	0	0	0	0	39
15:00 - 15:15	13	8	0	0	21	0	0	0	0	0	0	0	0	0	0	21
15:15 - 15:30	9	6	0	0	15	0	0	0	0	0	0	0	0	0	0	15
15:30 - 15:45	16	11	2	1	30	0	0	0	0	0	0	0	0	0	0	30
15:45 - 16:00	41	8	4	0	53	0	0	0	0	0	0	0	0	0	0	53
16:00 - 16:15	56	5	1	0	62	0	0	0	0	0	0	0	0	0	0	62
16:15 - 16:30	65	7	3	0	75	0	0	0	0	0	0	0	0	0	0	75
16:30 - 16:45	45	5	0	0	50	0	0	0	0	0	0	0	0	0	0	50
16:45 - 17:00	44	1	2	0	47	0	0	0	0	0	0	0	0	0	0	47
17:00 - 17:15	19	0	3	0	22	0	0	0	0	0	0	0	0	0	0	22
17:15 - 17:30	21	0	0	1	22	0	0	0	0	0	0	0	0	0	0	22
17:30 - 17:45	42	1	1	0	44	0	0	0	0	0	0	0	0	0	0	44
17:45 - 18:00	24	0	0	0	24	0	0	0	0	0	0	0	0	0	0	24
<b>TOTAL</b>	<b>1157</b>	<b>164</b>	<b>40</b>	<b>5</b>	<b>1366</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1366</b>

TRAFFIC SURVEY

CLIENT:																		
SITE:	INTERSECTION OF P232 AND ACACIA ROAD																	
DATE:	FRIDAY 17 JUNE 2022																	
UNITS:	CLASSIFIED																	
APPROACH FROM NAME MOVEMENT TIME	NORTH ACACIA ROAD															TOTAL		
	LEFT TURN					STRAIGHT					RIGHT TURN					ALL		
	C	T	H	B	TOTAL	C	T	H	B	TOTAL	C	T	H	B	TOTAL	MOVEMENTS		
06:00 - 06:15	4	0	0	0	4	0	0	0	0	0	2	0	0	0	2	6		
06:15 - 06:30	9	0	0	0	9	1	0	0	0	1	2	0	0	0	2	12		
06:30 - 06:45	8	0	0	0	8	1	0	0	0	1	12	0	0	0	12	21		
06:45 - 07:00	6	0	0	0	6	0	0	0	0	0	8	0	0	0	8	14		
07:00 - 07:15	6	0	0	0	6	3	0	0	0	3	1	0	0	0	1	10		
07:15 - 07:30	9	0	0	0	9	2	0	0	0	2	3	0	0	0	3	14		
07:30 - 07:45	4	0	0	0	4	3	0	0	0	3	5	0	0	0	5	12		
07:45 - 08:00	4	0	0	0	4	5	0	0	0	5	4	0	0	0	4	13		
08:00 - 08:15	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2		
08:15 - 08:30	3	0	0	0	3	4	0	0	0	4	2	0	0	0	2	9		
08:30 - 08:45	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3		
08:45 - 09:00	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	3		
09:00 - 09:15	1	0	0	0	1	4	0	0	0	4	1	0	0	0	1	6		
09:15 - 09:30	1	0	0	0	1	4	0	0	0	4	1	0	0	0	1	6		
09:30 - 09:45	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	5		
09:45 - 10:00	3	0	0	0	3	6	0	0	0	6	0	0	0	0	0	9		
10:00 - 10:15	2	0	0	0	2	3	0	0	0	3	1	0	0	0	1	6		
10:15 - 10:30	3	0	0	0	3	2	0	0	0	2	0	0	0	0	0	5		
10:30 - 10:45	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4		
10:45 - 11:00	1	0	0	0	1	3	0	0	0	3	1	0	0	0	1	5		
11:00 - 11:15	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	3		
11:15 - 11:30	2	0	0	0	2	6	0	0	0	6	0	0	0	0	0	8		
11:30 - 11:45	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0	4		
11:45 - 12:00	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	3		
12:00 - 12:15	1	0	0	0	1	4	0	0	0	4	1	0	0	0	1	6		
12:15 - 12:30	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0	4		
12:30 - 12:45	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2		
12:45 - 13:00	3	0	0	0	3	2	0	0	0	2	1	0	0	0	1	6		
13:00 - 13:15	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	3		
13:15 - 13:30	3	0	0	0	3	0	0	0	0	0	2	0	0	0	2	5		
13:30 - 13:45	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2		
13:45 - 14:00	4	0	0	0	4	1	0	0	0	1	0	0	0	0	0	5		
14:00 - 14:15	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	3		
14:15 - 14:30	5	0	0	0	5	7	0	0	0	7	0	0	0	0	0	12		
14:30 - 14:45	3	0	0	0	3	1	0	0	0	1	1	0	0	0	1	5		
14:45 - 15:00	1	0	0	0	1	5	0	0	0	5	1	0	0	0	1	7		
15:00 - 15:15	6	0	0	0	6	6	0	0	0	6	1	0	0	0	1	13		
15:15 - 15:30	5	0	0	0	5	2	0	0	0	2	2	0	0	0	2	9		
15:30 - 15:45	9	0	0	0	9	2	0	0	0	2	4	0	0	0	4	15		
15:45 - 16:00	3	0	0	0	3	5	0	0	0	5	4	0	0	0	4	12		
16:00 - 16:15	7	0	0	0	7	2	0	0	0	2	3	0	0	0	3	12		
16:15 - 16:30	1	0	0	0	1	3	0	0	0	3	1	0	0	0	1	5		
16:30 - 16:45	9	0	0	0	9	4	0	0	0	4	3	0	0	0	3	16		
16:45 - 17:00	1	0	0	0	1	3	0	0	0	3	6	0	0	0	6	10		
17:00 - 17:15	2	0	0	0	2	5	0	0	0	5	10	0	0	0	10	17		
17:15 - 17:30	3	0	0	0	3	1	0	0	0	1	3	0	0	0	3	7		
17:30 - 17:45	1	0	0	0	1	2	0	0	0	2	1	0	0	0	1	4		
17:45 - 18:00	1	0	0	0	1	1	0	0	0	1	2	0	0	0	2	4		
<b>TOTAL</b>	<b>151</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>151</b>	<b>127</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>127</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>367</b>		

TRAFFIC SURVEY

CLIENT:

SITE: INTERSECTION OF P232 AND ACACIA ROAD

DATE: FRIDAY 17 JUNE 2022

UNITS: CLASSIFIED

APPROACH FROM NAME MOVEMENT TIME	SOUTH ACACIA ROAD															TOTAL
	LEFT TURN					STRAIGHT					RIGHT TURN					ALL
	C	T	H	B	TOTAL	C	T	H	B	TOTAL	C	T	H	B	TOTAL	MOVEMENTS
06:00 - 06:15	13	1	0	0	14	4	0	0	0	4	4	0	0	0	4	22
06:15 - 06:30	9	1	2	0	12	2	0	0	0	2	12	0	0	0	12	26
06:30 - 06:45	7	1	0	0	8	2	0	0	0	2	9	0	0	0	9	19
06:45 - 07:00	9	0	2	0	11	3	0	0	0	3	23	3	3	0	29	43
07:00 - 07:15	5	1	0	0	6	6	0	0	0	6	25	7	7	0	39	51
07:15 - 07:30	12	1	2	0	15	1	0	0	0	1	20	2	2	0	24	40
07:30 - 07:45	4	1	0	0	5	6	0	0	0	6	3	1	1	0	5	16
07:45 - 08:00	6	0	1	0	7	6	0	0	0	6	7	0	0	0	7	20
08:00 - 08:15	5	1	2	0	8	8	0	0	0	8	4	0	0	0	4	20
08:15 - 08:30	4	0	0	0	4	6	0	0	0	6	8	2	2	0	12	22
08:30 - 08:45	3	0	2	0	5	4	0	0	0	4	7	0	0	0	7	16
08:45 - 09:00	2	0	2	0	4	2	0	0	0	2	5	0	0	0	5	11
09:00 - 09:15	3	0	0	0	3	5	0	0	0	5	4	0	0	0	4	12
09:15 - 09:30	3	0	1	0	4	1	0	0	0	1	0	1	2	0	3	8
09:30 - 09:45	4	0	0	0	4	2	0	0	0	2	11	0	0	0	11	17
09:45 - 10:00	3	0	0	0	3	0	0	0	0	0	3	1	0	0	4	7
10:00 - 10:15	1	0	1	0	2	1	0	0	0	1	4	0	0	0	4	7
10:15 - 10:30	1	0	1	0	2	2	0	0	0	2	6	0	2	0	8	12
10:30 - 10:45	2	0	0	0	2	1	0	0	0	1	5	0	1	0	6	9
10:45 - 11:00	1	0	0	0	1	1	0	0	0	1	3	0	0	0	3	5
11:00 - 11:15	4	0	0	0	4	1	0	0	0	1	4	1	0	0	5	10
11:15 - 11:30	1	0	1	0	2	0	0	0	0	0	3	0	0	0	3	5
11:30 - 11:45	4	0	2	0	6	4	0	0	0	4	1	0	0	0	1	11
11:45 - 12:00	1	0	0	0	1	1	0	0	0	1	5	0	2	0	7	9
12:00 - 12:15	5	0	0	0	5	1	0	0	0	1	2	0	0	0	2	8
12:15 - 12:30	6	0	1	0	7	0	0	0	0	0	3	0	0	0	3	10
12:30 - 12:45	2	0	0	0	2	2	0	0	0	2	1	0	1	0	2	6
12:45 - 13:00	5	0	0	0	5	2	0	0	0	2	2	0	0	0	2	9
13:00 - 13:15	2	0	0	0	2	1	0	0	0	1	1	0	0	0	1	4
13:15 - 13:30	2	0	1	0	3	1	0	0	0	1	4	1	1	0	6	10
13:30 - 13:45	2	0	1	0	3	1	0	0	0	1	3	0	0	0	3	7
13:45 - 14:00	2	0	0	0	2	3	0	0	0	3	4	0	0	0	4	9
14:00 - 14:15	4	0	0	0	4	3	0	0	0	3	7	1	1	0	9	16
14:15 - 14:30	3	0	2	0	5	4	0	0	0	4	4	0	1	0	5	14
14:30 - 14:45	6	0	0	0	6	1	0	0	0	1	4	1	1	0	6	13
14:45 - 15:00	5	0	2	0	7	4	0	0	0	4	1	0	2	0	3	14
15:00 - 15:15	4	1	0	0	5	7	0	0	0	7	7	0	0	0	7	19
15:15 - 15:30	3	0	1	0	4	5	0	0	0	5	1	0	0	0	1	10
15:30 - 15:45	8	0	0	0	8	4	0	0	0	4	5	0	1	0	6	18
15:45 - 16:00	5	0	0	0	5	2	0	0	0	2	1	2	0	0	3	10
16:00 - 16:15	11	0	1	0	12	4	0	0	0	4	1	3	1	0	5	21
16:15 - 16:30	11	0	0	0	11	7	0	0	0	7	2	1	0	0	3	21
16:30 - 16:45	7	0	0	0	7	3	0	0	0	3	4	3	1	0	8	18
16:45 - 17:00	7	1	2	0	10	5	0	0	0	5	2	2	2	0	6	21
17:00 - 17:15	5	0	0	0	5	3	0	0	0	3	1	1	0	0	2	10
17:15 - 17:30	2	0	1	0	3	4	0	0	0	4	4	2	0	0	6	13
17:30 - 17:45	3	0	1	0	4	2	0	0	0	2	3	1	0	0	4	10
17:45 - 18:00	4	0	1	0	5	3	0	0	0	3	1	0	0	0	1	9
<b>TOTAL</b>	<b>221</b>	<b>9</b>	<b>33</b>	<b>0</b>	<b>263</b>	<b>141</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>141</b>	<b>244</b>	<b>36</b>	<b>34</b>	<b>0</b>	<b>314</b>	<b>718</b>

TRAFFIC SURVEY

CLIENT:	
SITE:	INTERSECTION OF P232 AND ACACIA ROAD
DATE:	FRIDAY 17 JUNE 2022
UNITS:	CLASSIFIED

APPROACH FROM NAME MOVEMENT TIME	EAST P232															TOTAL
	LEFT TURN					STRAIGHT					RIGHT TURN					ALL
	C	T	H	B	TOTAL	C	T	H	B	TOTAL	C	T	H	B	TOTAL	MOVEMENTS
06:00 - 06:15	4	1	0	0	5	46	7	1	0	54	2	0	0	0	2	61
06:15 - 06:30	9	0	0	0	9	60	14	0	1	75	0	0	0	0	0	84
06:30 - 06:45	8	1	2	0	11	73	20	0	0	93	2	0	0	0	2	106
06:45 - 07:00	15	1	4	0	20	84	12	0	0	96	0	0	0	0	0	116
07:00 - 07:15	26	8	2	0	36	90	8	1	0	99	0	0	0	0	0	135
07:15 - 07:30	34	6	1	0	41	94	10	0	0	104	0	0	0	0	0	145
07:30 - 07:45	24	4	0	0	28	89	11	1	0	101	0	0	0	0	0	129
07:45 - 08:00	22	8	0	0	30	75	9	7	0	91	1	0	0	0	1	122
08:00 - 08:15	19	6	2	0	27	58	8	3	0	69	1	0	0	0	1	97
08:15 - 08:30	25	4	4	0	33	67	4	9	1	81	5	0	0	0	5	119
08:30 - 08:45	12	6	0	0	18	61	2	2	0	65	0	0	0	0	0	83
08:45 - 09:00	6	2	3	0	11	56	3	6	0	65	1	0	0	0	1	77
09:00 - 09:15	5	4	1	0	10	57	2	5	0	64	1	0	0	0	1	75
09:15 - 09:30	1	2	2	0	5	68	4	8	0	80	1	0	0	0	1	86
09:30 - 09:45	0	1	0	0	1	94	2	7	0	103	0	0	0	0	0	104
09:45 - 10:00	3	1	0	0	4	67	3	7	0	77	1	0	0	0	1	82
10:00 - 10:15	2	4	0	0	6	62	0	7	0	69	0	0	0	0	0	75
10:15 - 10:30	3	1	2	0	6	73	1	10	0	84	2	0	0	0	2	92
10:30 - 10:45	6	1	1	0	8	87	4	8	0	99	1	0	0	0	1	108
10:45 - 11:00	4	1	0	0	5	66	1	5	0	72	2	0	0	0	2	79
11:00 - 11:15	5	1	2	0	8	77	4	6	0	87	2	0	0	0	2	97
11:15 - 11:30	2	1	1	0	4	79	6	5	0	90	1	0	0	0	1	95
11:30 - 11:45	2	1	0	0	3	94	4	8	0	106	1	0	0	0	1	110
11:45 - 12:00	6	1	0	0	7	80	5	4	0	89	0	0	0	0	0	96
12:00 - 12:15	1	0	2	0	3	65	7	5	0	77	0	0	0	0	0	80
12:15 - 12:30	5	0	1	0	6	65	3	1	0	69	0	0	0	0	0	75
12:30 - 12:45	4	1	0	0	5	96	6	4	0	106	0	0	0	0	0	111
12:45 - 13:00	3	0	2	0	5	95	8	5	0	108	2	0	0	0	2	115
13:00 - 13:15	6	0	1	0	7	78	8	2	0	88	0	0	0	0	0	95
13:15 - 13:30	5	0	0	0	5	97	7	4	0	108	2	0	0	0	2	115
13:30 - 13:45	1	1	2	0	4	55	2	2	0	59	2	0	0	0	2	65
13:45 - 14:00	4	2	1	0	7	45	6	3	0	54	1	0	0	0	1	62
14:00 - 14:15	1	0	0	0	1	88	5	8	0	101	0	0	0	0	0	102
14:15 - 14:30	5	1	0	0	6	98	8	7	0	113	0	0	0	0	0	119
14:30 - 14:45	3	2	2	0	7	101	5	7	0	113	1	0	0	0	1	121
14:45 - 15:00	1	0	1	0	2	85	5	2	0	92	0	0	0	0	0	94
15:00 - 15:15	6	1	1	0	8	98	8	5	0	111	1	0	0	0	1	120
15:15 - 15:30	5	1	0	0	6	103	3	3	3	112	1	0	0	0	1	119
15:30 - 15:45	9	5	4	0	18	106	9	2	0	117	1	0	0	0	1	136
15:45 - 16:00	16	3	6	0	25	91	11	7	3	112	1	0	0	0	1	138
16:00 - 16:15	23	2	4	0	29	108	6	10	1	125	3	0	0	0	3	157
16:15 - 16:30	18	6	2	0	26	98	11	7	1	117	1	0	0	0	1	144
16:30 - 16:45	24	7	1	0	32	102	6	4	0	112	2	0	0	0	2	146
16:45 - 17:00	19	6	3	0	28	109	20	4	0	133	1	0	0	0	1	162
17:00 - 17:15	18	5	4	0	27	90	13	2	0	105	0	0	0	0	0	132
17:15 - 17:30	12	3	1	0	16	90	5	2	0	97	1	0	0	0	1	114
17:30 - 17:45	6	1	2	0	9	60	7	4	0	71	1	0	0	0	1	81
17:45 - 18:00	8	1	0	0	9	58	0	1	0	59	0	0	0	0	0	68
<b>TOTAL</b>	<b>446</b>	<b>114</b>	<b>67</b>	<b>0</b>	<b>627</b>	<b>3838</b>	<b>313</b>	<b>211</b>	<b>10</b>	<b>4372</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>5044</b>

TRAFFIC SURVEY

CLIENT:	
SITE:	INTERSECTION OF P232 AND ACACIA ROAD
DATE:	FRIDAY 17 JUNE 2022
UNITS:	CLASSIFIED

APPROACH FROM NAME MOVEMENT TIME	WEST P232															TOTAL
	LEFT TURN					STRAIGHT					RIGHT TURN					ALL
	C	T	H	B	TOTAL	C	T	H	B	TOTAL	C	T	H	B	TOTAL	MOVEMENTS
06:00 - 06:15	0	0	0	0	0	95	12	1	2	110	11	0	0	0	11	121
06:15 - 06:30	0	0	0	0	0	65	4	1	0	70	16	1	0	0	17	87
06:30 - 06:45	0	0	0	0	0	84	7	1	0	92	17	0	2	0	19	111
06:45 - 07:00	1	0	0	0	1	99	7	1	0	107	7	1	2	0	10	118
07:00 - 07:15	3	0	0	0	3	88	10	0	1	99	11	0	1	0	12	114
07:15 - 07:30	1	0	0	0	1	102	12	2	0	116	5	0	0	0	5	122
07:30 - 07:45	0	0	0	0	0	95	18	1	0	114	10	0	1	0	11	125
07:45 - 08:00	1	0	0	0	1	101	10	3	1	115	6	2	1	0	9	125
08:00 - 08:15	2	0	0	0	2	83	7	3	1	94	3	0	0	0	3	99
08:15 - 08:30	1	0	0	0	1	94	6	3	0	103	3	1	2	0	6	110
08:30 - 08:45	2	0	0	0	2	80	2	6	0	88	2	1	0	0	3	93
08:45 - 09:00	0	0	0	0	0	89	9	9	0	107	3	0	1	0	4	111
09:00 - 09:15	1	0	0	0	1	73	2	7	0	82	1	0	2	0	3	86
09:15 - 09:30	2	0	0	0	2	86	4	7	0	97	2	0	0	0	2	101
09:30 - 09:45	2	0	0	0	2	96	6	3	0	105	1	1	1	0	3	110
09:45 - 10:00	3	0	0	0	3	93	2	4	0	99	2	0	0	0	2	104
10:00 - 10:15	2	0	0	0	2	102	2	2	0	106	3	0	2	0	5	113
10:15 - 10:30	0	0	0	0	0	89	3	1	0	93	1	1	1	0	3	96
10:30 - 10:45	5	0	0	0	5	80	2	1	0	83	1	0	0	0	1	89
10:45 - 11:00	1	0	0	0	1	68	2	8	0	78	2	2	2	0	6	85
11:00 - 11:15	0	0	0	0	0	114	3	5	0	122	2	1	1	0	4	126
11:15 - 11:30	1	0	0	0	1	88	2	5	0	95	2	1	2	0	5	101
11:30 - 11:45	2	0	0	0	2	94	3	1	0	98	2	1	0	0	3	103
11:45 - 12:00	2	0	0	0	2	98	4	6	0	108	2	2	0	0	4	114
12:00 - 12:15	0	0	0	0	0	97	4	3	0	104	2	0	1	0	3	107
12:15 - 12:30	2	0	0	0	2	99	3	4	0	106	2	2	2	0	6	114
12:30 - 12:45	3	0	0	0	3	89	3	6	0	98	1	1	3	0	5	106
12:45 - 13:00	2	0	0	0	2	45	12	2	0	59	5	2	0	0	7	68
13:00 - 13:15	3	0	0	0	3	55	1	2	0	58	2	0	0	0	2	63
13:15 - 13:30	2	0	0	0	2	98	1	6	0	105	2	1	1	0	4	111
13:30 - 13:45	1	0	0	0	1	86	5	2	0	93	3	2	3	0	8	102
13:45 - 14:00	1	0	0	0	1	65	5	3	0	73	2	0	0	0	2	76
14:00 - 14:15	1	0	0	0	1	64	4	9	0	77	3	0	1	0	4	82
14:15 - 14:30	4	0	0	0	4	72	6	2	0	80	3	1	0	0	4	88
14:30 - 14:45	0	0	0	0	0	82	4	1	0	87	5	0	2	0	7	94
14:45 - 15:00	2	0	0	0	2	90	8	4	0	102	4	2	1	0	7	111
15:00 - 15:15	2	0	0	0	2	45	7	3	1	56	8	0	2	0	10	68
15:15 - 15:30	2	0	0	0	2	66	7	5	0	78	2	1	3	0	6	86
15:30 - 15:45	3	0	0	0	3	45	5	5	0	55	7	1	0	0	8	66
15:45 - 16:00	1	0	0	0	1	87	6	3	0	96	7	3	2	0	12	109
16:00 - 16:15	3	0	0	0	3	91	8	3	0	102	5	1	1	0	7	112
16:15 - 16:30	1	0	0	0	1	98	6	3	1	108	3	0	3	0	6	115
16:30 - 16:45	3	0	0	0	3	65	11	0	0	76	3	2	2	0	7	86
16:45 - 17:00	2	0	0	0	2	88	3	0	0	91	5	0	1	0	6	99
17:00 - 17:15	1	0	0	0	1	85	14	1	0	100	1	1	1	0	3	104
17:15 - 17:30	0	0	0	0	0	67	8	3	0	78	3	2	3	0	8	86
17:30 - 17:45	1	0	0	0	1	85	6	0	0	91	2	1	2	0	5	97
17:45 - 18:00	0	0	0	0	0	46	3	0	0	49	1	0	1	0	2	51
<b>TOTAL</b>	<b>72</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>3966</b>	<b>279</b>	<b>151</b>	<b>7</b>	<b>4403</b>	<b>196</b>	<b>38</b>	<b>56</b>	<b>0</b>	<b>290</b>	<b>4765</b>

TRAFFIC SURVEY																
CLIENT:																
SITE:	INTERSECTION OF ACACIA ROAD AND SALIGNA CRESCENT															
DATE:	FRIDAY 17 JUNE 2022															
UNITS:	CLASSIFIED															
APPROACH FROM NAME MOVEMENT TIME	NORTH ACACIA ROAD															TOTAL
	LEFT TURN					STRAIGHT					RIGHT TURN					ALL MOVEMENTS
	C	T	H	B	TOTAL	C	T	H	B	TOTAL	C	T	H	B	TOTAL	
06:00 - 06:15	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	2
06:15 - 06:30	2	0	0	0	2	0	0	0	0	0	1	0	0	1	2	4
06:30 - 06:45	3	0	1	0	4	0	0	0	0	0	2	0	0	0	2	6
06:45 - 07:00	3	0	1	0	4	0	0	0	0	0	9	1	0	1	11	15
07:00 - 07:15	5	0	0	0	5	0	0	0	0	0	7	2	0	0	9	14
07:15 - 07:30	3	0	0	0	3	0	0	0	0	0	4	0	0	0	4	7
07:30 - 07:45	3	0	0	0	3	0	0	0	0	0	3	1	1	0	5	8
07:45 - 08:00	0	0	1	0	1	0	0	0	0	0	2	0	0	0	2	3
08:00 - 08:15	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
08:15 - 08:30	1	1	0	0	2	0	0	0	0	0	3	1	0	0	4	6
08:30 - 08:45	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	3
08:45 - 09:00	2	0	0	0	2	0	0	0	0	0	4	0	0	2	6	8
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	1	0	0	0	1	0	0	0	0	0	3	1	0	0	4	5
09:30 - 09:45	2	0	0	0	2	0	0	0	0	0	5	1	0	0	6	8
09:45 - 10:00	0	0	1	0	1	0	0	0	0	0	2	2	0	0	4	5
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
10:15 - 10:30	3	0	0	0	3	0	0	0	0	0	4	0	0	0	4	7
10:30 - 10:45	4	0	0	0	4	0	0	0	0	0	2	0	0	0	2	6
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	3
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
11:15 - 11:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
11:45 - 12:00	2	0	1	0	3	0	0	0	0	0	2	0	0	0	2	5
12:00 - 12:15	3	0	0	0	3	0	0	0	0	0	3	2	0	0	5	8
12:15 - 12:30	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	4
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	1	2	1	0	4	4
12:45 - 13:00	3	0	0	0	3	0	0	0	0	0	4	1	0	0	5	8
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	5	1	0	1	7	7
13:15 - 13:30	2	0	0	0	2	0	0	0	0	0	3	0	0	2	5	7
13:30 - 13:45	2	0	0	0	2	0	0	0	0	0	9	1	0	0	10	12
13:45 - 14:00	5	0	1	0	6	0	0	0	0	0	4	2	0	0	6	12
14:00 - 14:15	2	0	0	0	2	0	0	0	0	0	1	2	0	0	3	5
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	8	2	0	2	12	12
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	5	1	0	1	7	7
14:45 - 15:00	1	0	0	0	1	0	0	0	0	0	4	1	0	0	5	6
15:00 - 15:15	1	0	0	0	1	0	0	0	0	0	4	0	0	0	4	5
15:15 - 15:30	2	0	0	0	2	0	0	0	0	0	4	0	0	0	4	6
15:30 - 15:45	2	0	0	0	2	0	0	0	0	0	3	1	0	0	4	6
15:45 - 16:00	1	0	1	0	2	0	0	0	0	0	2	3	1	2	8	10
16:00 - 16:15	6	0	0	0	6	0	0	0	0	0	7	3	2	1	13	19
16:15 - 16:30	1	0	0	0	1	0	0	0	0	0	4	3	0	0	7	8
16:30 - 16:45	1	0	1	0	2	0	0	0	0	0	3	1	0	0	4	6
16:45 - 17:00	2	0	0	0	2	0	0	0	0	0	8	1	0	2	11	13
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
17:15 - 17:30	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	4
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	4	2	0	0	6	6
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	3
<b>TOTAL</b>	<b>74</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>160</b>	<b>44</b>	<b>5</b>	<b>16</b>	<b>225</b>	<b>308</b>

TRAFFIC SURVEY

CLIENT:

SITE: INTERSECTION OF ACACIA ROAD AND SALIGNA CRESCENT

DATE: FRIDAY 17 JUNE 2022

UNITS: CLASSIFIED

APPROACH FROM NAME MOVEMENT TIME	SOUTH ACACIA ROAD															TOTAL
	LEFT TURN					STRAIGHT					RIGHT TURN					ALL
	C	T	H	B	TOTAL	C	T	H	B	TOTAL	C	T	H	B	TOTAL	MOVEMENTS
06:00 - 06:15	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
06:15 - 06:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
06:30 - 06:45	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
06:45 - 07:00	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	3
07:00 - 07:15	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
07:15 - 07:30	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
07:30 - 07:45	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
08:15 - 08:30	1	0	0	0	1	0	0	0	0	0	1	0	1	0	2	3
08:30 - 08:45	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
08:45 - 09:00	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
09:00 - 09:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
10:00 - 10:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:15 - 10:30	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
10:30 - 10:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:45 - 11:00	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:30 - 12:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
13:15 - 13:30	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
13:30 - 13:45	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
14:30 - 14:45	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
16:15 - 16:30	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
16:30 - 16:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16:45 - 17:00	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
17:00 - 17:15	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
<b>TOTAL</b>	<b>53</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>66</b>



TRAFFIC SURVEY

CLIENT:	
SITE:	INTERSECTION OF ACACIA ROAD AND SALIGNA CRESCENT
DATE:	FRIDAY 17 JUNE 2022
UNITS:	CLASSIFIED

APPROACH FROM NAME MOVEMENT TIME	EAST SALIGNA CRESCENT															TOTAL
	LEFT TURN					STRAIGHT					RIGHT TURN					ALL
	C	T	H	B	TOTAL	C	T	H	B	TOTAL	C	T	H	B	TOTAL	MOVEMENTS
06:00 - 06:15	0	0	0	0	0	0	0	0	0	0	1	1	0	1	3	3
06:15 - 06:30	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
06:30 - 06:45	1	0	0	0	1	1	0	0	0	1	2	1	0	0	3	5
06:45 - 07:00	1	0	1	0	2	1	0	0	0	1	3	3	0	0	6	9
07:00 - 07:15	1	0	0	0	1	1	0	0	0	1	3	2	0	0	5	7
07:15 - 07:30	3	0	0	0	3	0	0	0	0	0	2	2	0	0	4	7
07:30 - 07:45	3	0	0	0	3	1	0	0	0	1	2	3	0	0	5	9
07:45 - 08:00	4	0	0	0	4	0	0	0	0	0	4	5	0	0	9	13
08:00 - 08:15	1	0	0	0	1	0	0	0	0	0	1	2	0	0	3	4
08:15 - 08:30	4	0	0	0	4	1	0	0	0	1	3	5	0	0	8	13
08:30 - 08:45	2	0	1	0	3	0	0	0	0	0	4	3	0	0	7	10
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	2
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	1	0	0	0	1	3	2	0	0	5	6
09:30 - 09:45	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
09:45 - 10:00	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
10:00 - 10:15	0	0	0	0	0	1	0	0	0	1	4	3	0	0	7	8
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
10:45 - 11:00	2	0	0	0	2	1	0	0	0	1	1	2	0	0	3	6
11:00 - 11:15	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	5
11:15 - 11:30	2	0	0	0	2	0	0	0	0	0	4	0	0	0	4	6
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	3
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	1	0	0	0	1	5	1	0	0	6	7
12:15 - 12:30	1	0	0	0	1	0	0	0	0	0	6	0	0	0	6	7
12:30 - 12:45	2	0	0	0	2	0	0	0	0	0	4	1	0	0	5	7
12:45 - 13:00	3	0	0	0	3	0	0	0	0	0	3	1	0	0	4	7
13:00 - 13:15	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
13:15 - 13:30	2	0	0	0	2	1	0	0	0	1	2	0	0	0	2	5
13:30 - 13:45	2	0	0	0	2	0	0	0	0	0	2	2	0	0	4	6
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
14:00 - 14:15	2	0	0	0	2	0	0	0	0	0	4	0	0	0	4	6
14:15 - 14:30	3	0	1	0	4	0	0	0	0	0	3	2	0	0	5	9
14:30 - 14:45	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	4
14:45 - 15:00	3	0	0	0	3	0	0	0	0	0	2	1	0	0	3	6
15:00 - 15:15	2	0	0	0	2	1	0	0	0	1	3	0	0	0	3	6
15:15 - 15:30	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	4
15:30 - 15:45	3	0	0	0	3	0	0	0	0	0	2	0	0	0	2	5
15:45 - 16:00	2	0	0	0	2	1	0	0	0	1	3	0	0	0	3	6
16:00 - 16:15	3	0	0	0	3	0	0	0	0	0	4	0	0	0	4	7
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	4
16:30 - 16:45	0	0	0	0	0	1	0	0	0	1	4	0	0	0	4	5
16:45 - 17:00	0	0	1	0	1	3	0	0	0	3	6	0	0	0	6	10
17:00 - 17:15	6	0	0	0	6	0	0	0	0	0	5	0	0	0	5	11
17:15 - 17:30	2	0	0	0	2	1	0	0	0	1	3	2	0	0	5	8
17:30 - 17:45	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
17:45 - 18:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>TOTAL</b>	<b>75</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>80</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>116</b>	<b>51</b>	<b>0</b>	<b>2</b>	<b>169</b>	<b>267</b>

TRAFFIC SURVEY

CLIENT:	
SITE:	INTERSECTION OF ACACIA ROAD AND SALIGNA CRESCENT
DATE:	FRIDAY 17 JUNE 2022
UNITS:	CLASSIFIED

APPROACH FROM NAME MOVEMENT TIME	WEST SALIGNA CRESCENT															TOTAL
	LEFT TURN					STRAIGHT					RIGHT TURN					ALL
	C	T	H	B	TOTAL	C	T	H	B	TOTAL	C	T	H	B	TOTAL	MOVEMENTS
06:00 - 06:15	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	4
06:15 - 06:30	3	0	0	0	3	1	0	0	0	1	0	0	1	0	1	5
06:30 - 06:45	2	1	0	0	3	0	0	0	0	0	0	0	2	0	2	5
06:45 - 07:00	4	0	0	0	4	0	0	0	0	0	1	1	1	0	3	7
07:00 - 07:15	8	0	0	0	8	1	0	0	0	1	0	0	0	0	0	9
07:15 - 07:30	13	0	0	0	13	1	0	0	0	1	0	0	0	0	0	14
07:30 - 07:45	11	1	0	0	12	1	0	0	0	1	1	0	2	0	3	16
07:45 - 08:00	11	0	0	0	11	0	0	0	0	0	0	0	1	0	1	12
08:00 - 08:15	6	0	0	0	6	0	0	0	0	0	2	1	1	0	4	10
08:15 - 08:30	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
08:30 - 08:45	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
08:45 - 09:00	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
09:00 - 09:15	4	0	0	0	4	0	0	0	0	0	1	1	0	0	2	6
09:15 - 09:30	4	0	0	0	4	1	0	0	0	1	1	0	0	0	1	6
09:30 - 09:45	10	0	0	0	10	0	0	0	0	0	2	0	0	0	2	12
09:45 - 10:00	6	1	0	0	7	0	0	0	0	0	1	1	1	0	3	10
10:00 - 10:15	7	0	0	0	7	0	0	0	0	0	2	1	1	0	4	11
10:15 - 10:30	8	0	0	0	8	0	0	0	0	0	1	1	1	0	3	11
10:30 - 10:45	8	0	0	0	8	0	0	0	0	0	1	0	1	0	2	10
10:45 - 11:00	12	0	0	0	12	1	0	0	0	1	2	1	1	0	4	17
11:00 - 11:15	4	0	0	0	4	0	0	0	0	0	1	1	0	0	2	6
11:15 - 11:30	3	0	0	0	3	0	0	0	0	0	1	0	1	0	2	5
11:30 - 11:45	3	0	0	0	3	0	0	0	0	0	1	1	1	0	3	6
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	2	1	1	0	4	4
12:00 - 12:15	10	0	2	0	12	0	0	0	0	0	2	0	0	0	2	14
12:15 - 12:30	13	0	0	0	13	0	0	0	0	0	1	1	0	0	2	15
12:30 - 12:45	13	1	0	0	14	1	0	0	0	1	2	0	1	0	3	18
12:45 - 13:00	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	11
13:00 - 13:15	11	1	0	0	12	0	0	0	0	0	3	0	0	0	3	15
13:15 - 13:30	6	0	0	0	6	0	0	0	0	0	1	0	0	0	1	7
13:30 - 13:45	7	0	0	0	7	0	0	0	0	0	4	3	1	0	8	15
13:45 - 14:00	12	1	0	0	13	0	0	0	0	0	2	0	2	0	4	17
14:00 - 14:15	13	0	0	0	13	1	0	0	0	1	3	0	0	0	3	17
14:15 - 14:30	11	0	0	0	11	0	0	0	0	0	5	1	0	0	6	17
14:30 - 14:45	8	0	0	0	8	0	0	0	0	0	4	2	1	0	7	15
14:45 - 15:00	11	0	0	0	11	0	0	0	0	0	3	2	2	0	7	18
15:00 - 15:15	8	1	0	0	9	1	0	0	0	1	1	0	1	0	2	12
15:15 - 15:30	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	6
15:30 - 15:45	11	0	0	0	11	0	0	0	0	0	3	0	0	0	3	14
15:45 - 16:00	15	0	0	0	15	0	0	0	0	0	5	1	0	0	6	21
16:00 - 16:15	7	0	0	0	7	0	0	0	0	0	5	1	1	0	7	14
16:15 - 16:30	18	0	0	0	18	0	0	0	0	0	3	0	2	0	5	23
16:30 - 16:45	11	0	0	0	11	0	0	0	0	0	2	0	1	0	3	14
16:45 - 17:00	14	0	0	0	14	1	0	0	0	1	3	0	0	0	3	18
17:00 - 17:15	10	0	0	0	10	0	0	0	0	0	4	0	0	0	4	14
17:15 - 17:30	6	0	0	0	6	1	0	0	0	1	2	0	0	0	2	9
17:30 - 17:45	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	3
17:45 - 18:00	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5
<b>TOTAL</b>	<b>372</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>381</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>21</b>	<b>28</b>	<b>0</b>	<b>133</b>	<b>525</b>

# Appendix C

## SIDRA Outputs

# MOVEMENT SUMMARY

 Site: [P232 / N2 West Intersection - AM (Site Folder: General)]

New Site  
 Site Category: (None)  
 Stop (Two-Way)

## Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] veh/h	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] m				
South: N2														
1	L2	269	0	269	0.0	0.660	15.7	LOS C	5.9	41.4	0.74	1.27	1.53	45.3
2	T1	1	0	1	0.0	0.660	32.1	LOS D	5.9	41.4	0.74	1.27	1.53	45.2
3	R2	131	0	131	0.0	0.660	27.1	LOS D	5.9	41.4	0.74	1.27	1.53	45.0
Approach		401	0	401	0.0	0.660	19.5	LOS C	5.9	41.4	0.74	1.27	1.53	45.2
East: P232														
5	T1	414	0	414	0.0	0.214	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
6	R2	124	0	124	0.0	0.118	7.9	LOS A	0.5	3.5	0.53	0.74	0.53	51.2
Approach		538	0	538	0.0	0.214	1.9	NA	0.5	3.5	0.12	0.17	0.12	57.6
West: P232														
10	L2	123	0	123	0.0	0.270	5.6	LOS A	0.0	0.0	0.00	0.14	0.00	57.0
11	T1	397	0	397	0.0	0.270	0.1	LOS A	0.0	0.0	0.00	0.14	0.00	58.6
Approach		520	0	520	0.0	0.270	1.4	NA	0.0	0.0	0.00	0.14	0.00	58.2
All Vehicles		1459	0	1459	0.0	0.660	6.5	NA	5.9	41.4	0.25	0.46	0.46	53.8

# MOVEMENT SUMMARY

 Site: [P232 / N2 West Intersection - PM (Site Folder: General)]

New Site  
 Site Category: (None)  
 Stop (Two-Way)

## Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] veh/h	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] m				
South: N2														
1	L2	244	0	244	0.0	0.799	22.5	LOS C	9.5	66.7	0.81	1.54	2.42	41.2
2	T1	1	0	1	0.0	0.799	39.6	LOS E	9.5	66.7	0.81	1.54	2.42	41.1
3	R2	181	0	181	0.0	0.799	34.7	LOS D	9.5	66.7	0.81	1.54	2.42	40.9
Approach		426	0	426	0.0	0.799	27.7	LOS D	9.5	66.7	0.81	1.54	2.42	41.1
East: P232														
5	T1	439	0	439	0.0	0.227	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
6	R2	111	0	111	0.0	0.105	7.8	LOS A	0.4	3.1	0.52	0.73	0.52	51.2
Approach		550	0	550	0.0	0.227	1.6	NA	0.4	3.1	0.11	0.15	0.11	57.9
West: P232														
10	L2	117	0	117	0.0	0.269	5.6	LOS A	0.0	0.0	0.00	0.13	0.00	57.1
11	T1	402	0	402	0.0	0.269	0.1	LOS A	0.0	0.0	0.00	0.13	0.00	58.6
Approach		519	0	519	0.0	0.269	1.3	NA	0.0	0.0	0.00	0.13	0.00	58.3
All Vehicles		1495	0	1495	0.0	0.799	9.0	NA	9.5	66.7	0.27	0.54	0.73	51.9

# MOVEMENT SUMMARY

 Site: [P232 / N2 East Intersection - AM (Site Folder: General)]

New Site  
 Site Category: (None)  
 Stop (Two-Way)

## Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] veh/h	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] m				
East: P232														
5	T1	440	0	440	0.0	0.227	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
6	R2	98	0	98	0.0	0.081	6.9	LOS A	0.3	2.4	0.46	0.66	0.46	51.9
Approach		538	0	538	0.0	0.227	1.3	NA	0.3	2.4	0.08	0.12	0.08	58.2
North: N2														
7	L2	173	0	173	0.0	0.542	13.5	LOS B	3.8	26.3	0.70	1.15	1.19	46.4
9	R2	148	0	148	0.0	0.542	22.4	LOS C	3.8	26.3	0.70	1.15	1.19	46.2
Approach		321	0	321	0.0	0.542	17.6	LOS C	3.8	26.3	0.70	1.15	1.19	46.3
West: P232														
10	L2	216	0	216	0.0	0.143	5.9	LOS A	0.6	4.4	0.20	0.53	0.20	53.6
11	T1	405	0	405	0.0	0.208	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		621	0	621	0.0	0.208	2.1	LOS A	0.6	4.4	0.07	0.18	0.07	57.5
All Vehicles		1480	0	1480	0.0	0.542	5.2	NA	3.8	26.3	0.21	0.37	0.32	54.9

# MOVEMENT SUMMARY

 Site: [P232 / N2 East Intersection - PM (Site Folder: General)]

New Site  
 Site Category: (None)  
 Stop (Two-Way)

## Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] veh/h	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] m				
East: P232														
5	T1	429	0	429	0.0	0.222	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
6	R2	121	0	121	0.0	0.107	7.3	LOS A	0.5	3.2	0.50	0.69	0.50	51.7
Approach		550	0	550	0.0	0.222	1.7	NA	0.5	3.2	0.11	0.15	0.11	57.9
North: N2														
7	L2	191	0	191	0.0	0.490	13.3	LOS B	3.0	21.3	0.69	1.13	1.09	46.9
9	R2	96	0	96	0.0	0.490	23.7	LOS C	3.0	21.3	0.69	1.13	1.09	46.7
Approach		287	0	287	0.0	0.490	16.7	LOS C	3.0	21.3	0.69	1.13	1.09	46.8
West: P232														
10	L2	265	0	265	0.0	0.179	6.0	LOS A	0.8	5.7	0.24	0.54	0.24	53.4
11	T1	466	0	466	0.0	0.239	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		731	0	731	0.0	0.239	2.2	LOS A	0.8	5.7	0.09	0.19	0.09	57.3
All Vehicles		1568	0	1568	0.0	0.490	4.7	NA	3.0	21.3	0.21	0.35	0.28	55.3

# MOVEMENT SUMMARY

 Site: [P232 / Acacia Rd Intersection - AM (Site Folder: General)]

New Site  
 Site Category: (None)  
 Stop (Two-Way)

## Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] veh/h	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] m				
South: Acacia Rd														
1	L2	37	0	37	0.0	0.507	14.8	LOS B	2.2	15.5	0.81	1.11	1.23	42.5
2	T1	21	0	21	0.0	0.507	25.1	LOS D	2.2	15.5	0.81	1.11	1.23	42.3
3	R2	85	0	85	0.0	0.507	29.2	LOS D	2.2	15.5	0.81	1.11	1.23	42.2
Approach		143	0	143	0.0	0.507	24.9	LOS C	2.2	15.5	0.81	1.11	1.23	42.3
East: P232														
4	L2	153	0	153	0.0	0.313	5.6	LOS A	0.0	0.2	0.00	0.15	0.00	57.0
5	T1	447	0	447	0.0	0.313	0.0	LOS A	0.0	0.2	0.00	0.15	0.00	58.6
6	R2	1	0	1	0.0	0.313	8.4	LOS A	0.0	0.2	0.00	0.15	0.00	56.4
Approach		601	0	601	0.0	0.313	1.4	NA	0.0	0.2	0.00	0.15	0.00	58.2
North: Acacia Rd														
7	L2	26	0	26	0.0	0.155	10.6	LOS B	0.5	3.5	0.69	0.98	0.69	47.1
8	T1	15	0	15	0.0	0.155	21.5	LOS C	0.5	3.5	0.69	0.98	0.69	46.9
9	R2	15	0	15	0.0	0.155	21.3	LOS C	0.5	3.5	0.69	0.98	0.69	46.7
Approach		56	0	56	0.0	0.155	16.4	LOS C	0.5	3.5	0.69	0.98	0.69	46.9
West: P232														
10	L2	6	0	6	0.0	0.306	9.1	LOS A	0.7	5.1	0.15	0.06	0.17	57.1
11	T1	502	0	502	0.0	0.306	0.6	LOS A	0.7	5.1	0.15	0.06	0.17	58.7
12	R2	42	0	42	0.0	0.306	9.2	LOS A	0.7	5.1	0.15	0.06	0.17	56.5
Approach		550	0	550	0.0	0.306	1.3	NA	0.7	5.1	0.15	0.06	0.17	58.5
All Vehicles		1350	0	1350	0.0	0.507	4.5	NA	2.2	15.5	0.18	0.25	0.23	55.6



# MOVEMENT SUMMARY

 Site: [P232 / Acacia Rd Intersection - PM (Site Folder: General)]

New Site  
 Site Category: (None)  
 Stop (Two-Way)

## Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] veh/h	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] m				
South: Acacia Rd														
1	L2	45	0	45	0.0	0.257	11.9	LOS B	0.9	6.5	0.72	1.03	0.81	46.3
2	T1	21	0	21	0.0	0.257	21.5	LOS C	0.9	6.5	0.72	1.03	0.81	46.1
3	R2	25	0	25	0.0	0.257	25.2	LOS D	0.9	6.5	0.72	1.03	0.81	45.9
Approach		91	0	91	0.0	0.257	17.8	LOS C	0.9	6.5	0.72	1.03	0.81	46.2
East: P232														
4	L2	130	0	130	0.0	0.360	5.7	LOS A	0.2	1.2	0.03	0.12	0.03	57.2
5	T1	551	0	551	0.0	0.360	0.1	LOS A	0.2	1.2	0.03	0.12	0.03	58.8
6	R2	8	0	8	0.0	0.360	8.1	LOS A	0.2	1.2	0.03	0.12	0.03	56.6
Approach		689	0	689	0.0	0.360	1.2	NA	0.2	1.2	0.03	0.12	0.03	58.5
North: Acacia Rd														
7	L2	20	0	20	0.0	0.148	10.1	LOS B	0.5	3.3	0.69	0.96	0.69	46.6
8	T1	14	0	14	0.0	0.148	22.2	LOS C	0.5	3.3	0.69	0.96	0.69	46.4
9	R2	15	0	15	0.0	0.148	22.2	LOS C	0.5	3.3	0.69	0.96	0.69	46.2
Approach		49	0	49	0.0	0.148	17.2	LOS C	0.5	3.3	0.69	0.96	0.69	46.4
West: P232														
10	L2	10	0	10	0.0	0.259	9.4	LOS A	0.6	3.9	0.14	0.05	0.15	57.1
11	T1	427	0	427	0.0	0.259	0.6	LOS A	0.6	3.9	0.14	0.05	0.15	58.7
12	R2	29	0	29	0.0	0.259	9.8	LOS A	0.6	3.9	0.14	0.05	0.15	56.5
Approach		466	0	466	0.0	0.259	1.3	NA	0.6	3.9	0.14	0.05	0.15	58.5
All Vehicles		1295	0	1295	0.0	0.360	3.0	NA	0.9	6.5	0.14	0.19	0.15	56.9

# MOVEMENT SUMMARY

 Site: [Acacia Road / Saligna Cres Intersection - AM (Site Folder: General)]

New Site  
 Site Category: (None)  
 Stop (Two-Way)

## Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] veh/h	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] m				
South: Acacia Road														
1	L2	8	0	8	0.0	0.074	5.6	LOS A	0.0	0.1	0.01	0.04	0.01	58.0
2	T1	135	0	135	0.0	0.074	0.0	LOS A	0.0	0.1	0.01	0.04	0.01	59.6
3	R2	1	0	1	0.0	0.074	6.0	LOS A	0.0	0.1	0.01	0.04	0.01	57.4
Approach		144	0	144	0.0	0.074	0.4	NA	0.0	0.1	0.01	0.04	0.01	59.5
East: Saligna Cres														
4	L2	12	0	12	0.0	0.052	8.7	LOS A	0.2	1.3	0.37	0.90	0.37	51.1
5	T1	2	0	2	0.0	0.052	9.5	LOS A	0.2	1.3	0.37	0.90	0.37	50.8
6	R2	26	0	26	0.0	0.052	10.1	LOS B	0.2	1.3	0.37	0.90	0.37	50.6
Approach		40	0	40	0.0	0.052	9.6	LOS A	0.2	1.3	0.37	0.90	0.37	50.7
North: Acacia Road														
7	L2	14	0	14	0.0	0.111	5.9	LOS A	0.2	1.3	0.08	0.10	0.08	57.2
8	T1	173	0	173	0.0	0.111	0.1	LOS A	0.2	1.3	0.08	0.10	0.08	58.7
9	R2	23	0	23	0.0	0.111	5.9	LOS A	0.2	1.3	0.08	0.10	0.08	56.6
Approach		210	0	210	0.0	0.111	1.1	NA	0.2	1.3	0.08	0.10	0.08	58.4
West: Saligna Cres														
10	L2	50	0	50	0.0	0.050	8.5	LOS A	0.2	1.4	0.25	0.88	0.25	51.6
11	T1	3	0	3	0.0	0.050	9.6	LOS A	0.2	1.4	0.25	0.88	0.25	51.4
12	R2	5	0	5	0.0	0.050	9.8	LOS A	0.2	1.4	0.25	0.88	0.25	51.1
Approach		58	0	58	0.0	0.050	8.7	LOS A	0.2	1.4	0.25	0.88	0.25	51.6
All Vehicles		452	0	452	0.0	0.111	2.6	NA	0.2	1.4	0.10	0.25	0.10	57.0

# MOVEMENT SUMMARY

 Site: [Acacia Road / Saligna Cres Intersection - PM (Site Folder: General)]

New Site  
 Site Category: (None)  
 Stop (Two-Way)

## Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h ]	[ HV veh/h ]	[ Total veh/h ]	[ HV % ]				[ Veh. veh ]	[ Dist m ]				
South: Acacia Road														
1	L2	9	0	9	0.0	0.047	5.6	LOS A	0.0	0.1	0.01	0.07	0.01	57.8
2	T1	81	0	81	0.0	0.047	0.0	LOS A	0.0	0.1	0.01	0.07	0.01	59.4
3	R2	1	0	1	0.0	0.047	5.8	LOS A	0.0	0.1	0.01	0.07	0.01	57.2
Approach		91	0	91	0.0	0.047	0.6	NA	0.0	0.1	0.01	0.07	0.01	59.2
East: Saligna Cres														
4	L2	5	0	5	0.0	0.052	8.5	LOS A	0.2	1.3	0.34	0.91	0.34	51.4
5	T1	19	0	19	0.0	0.052	9.0	LOS A	0.2	1.3	0.34	0.91	0.34	51.2
6	R2	20	0	20	0.0	0.052	9.4	LOS A	0.2	1.3	0.34	0.91	0.34	51.0
Approach		44	0	44	0.0	0.052	9.1	LOS A	0.2	1.3	0.34	0.91	0.34	51.1
North: Acacia Road														
7	L2	12	0	12	0.0	0.093	5.8	LOS A	0.3	1.9	0.11	0.17	0.11	56.5
8	T1	121	0	121	0.0	0.093	0.1	LOS A	0.3	1.9	0.11	0.17	0.11	58.0
9	R2	40	0	40	0.0	0.093	5.7	LOS A	0.3	1.9	0.11	0.17	0.11	55.9
Approach		173	0	173	0.0	0.093	1.8	NA	0.3	1.9	0.11	0.17	0.11	57.4
West: Saligna Cres														
10	L2	57	0	57	0.0	0.070	8.3	LOS A	0.3	1.9	0.19	0.90	0.19	51.6
11	T1	1	0	1	0.0	0.070	9.0	LOS A	0.3	1.9	0.19	0.90	0.19	51.4
12	R2	20	0	20	0.0	0.070	9.2	LOS A	0.3	1.9	0.19	0.90	0.19	51.1
Approach		78	0	78	0.0	0.070	8.5	LOS A	0.3	1.9	0.19	0.90	0.19	51.5
All Vehicles		386	0	386	0.0	0.093	3.7	NA	0.3	1.9	0.13	0.38	0.13	55.7

# MOVEMENT SUMMARY

 Site: [P232 / N2 West Intersection - AM (Site Folder: General)]

New Site  
 Site Category: (None)  
 Stop (Two-Way)

## Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] veh/h	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] m				
South: N2														
1	L2	326	0	326	0.0	0.381	11.7	LOS B	2.1	14.6	0.59	1.03	0.73	50.0
2	T1	1	0	1	0.0	0.411	29.3	LOS D	2.0	14.0	0.84	1.08	1.14	43.0
3	R2	131	0	131	0.0	0.411	23.6	LOS C	2.0	14.0	0.84	1.08	1.14	42.9
Approach		458	0	458	0.0	0.411	15.1	LOS C	2.1	14.6	0.66	1.05	0.84	47.7
East: P232														
5	T1	471	0	471	0.0	0.244	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
6	R2	124	0	124	0.0	0.124	8.1	LOS A	0.5	3.7	0.55	0.76	0.55	51.0
Approach		595	0	595	0.0	0.244	1.7	NA	0.5	3.7	0.11	0.16	0.11	57.8
West: P232														
10	L2	166	0	166	0.0	0.293	5.6	LOS A	0.0	0.0	0.00	0.18	0.00	56.7
11	T1	397	0	397	0.0	0.293	0.1	LOS A	0.0	0.0	0.00	0.18	0.00	58.3
Approach		563	0	563	0.0	0.293	1.7	NA	0.0	0.0	0.00	0.18	0.00	57.8
All Vehicles		1616	0	1616	0.0	0.411	5.5	NA	2.1	14.6	0.23	0.42	0.28	54.5

# MOVEMENT SUMMARY

 Site: [P232 / N2 West Intersection - PM (Site Folder: General)]

New Site  
 Site Category: (None)  
 Stop (Two-Way)

## Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] veh/h	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] m				
South: N2														
1	L2	356	0	356	0.0	0.495	13.4	LOS B	2.9	20.2	0.65	1.11	0.97	48.9
2	T1	1	0	1	0.0	0.459	24.2	LOS C	2.1	14.4	0.81	1.09	1.16	45.5
3	R2	181	0	181	0.0	0.459	19.0	LOS C	2.1	14.4	0.81	1.09	1.16	45.2
Approach		538	0	538	0.0	0.495	15.3	LOS C	2.9	20.2	0.71	1.10	1.03	47.6
East: P232														
5	T1	551	0	551	0.0	0.285	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
6	R2	111	0	111	0.0	0.123	8.7	LOS A	0.5	3.5	0.58	0.79	0.58	50.6
Approach		662	0	662	0.0	0.285	1.5	NA	0.5	3.5	0.10	0.13	0.10	58.1
West: P232														
10	L2	236	0	236	0.0	0.333	5.6	LOS A	0.0	0.0	0.00	0.22	0.00	56.4
11	T1	402	0	402	0.0	0.333	0.1	LOS A	0.0	0.0	0.00	0.22	0.00	57.9
Approach		638	0	638	0.0	0.333	2.1	NA	0.0	0.0	0.00	0.22	0.00	57.3
All Vehicles		1838	0	1838	0.0	0.495	5.8	NA	2.9	20.2	0.24	0.45	0.34	54.3

# MOVEMENT SUMMARY

 Site: [P232 / N2 East Intersection - AM (Site Folder: General)]

New Site  
 Site Category: (None)  
 Stop (Two-Way)

## Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] veh/h	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] m				
East: P232														
5	T1	440	0	440	0.0	0.227	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
6	R2	98	0	98	0.0	0.081	6.9	LOS A	0.3	2.4	0.46	0.66	0.46	51.9
Approach		538	0	538	0.0	0.227	1.3	NA	0.3	2.4	0.08	0.12	0.08	58.2
North: N2														
7	L2	173	0	173	0.0	0.541	12.4	LOS B	3.3	23.3	0.65	1.12	1.06	48.2
9	R2	205	0	205	0.0	0.541	16.4	LOS C	3.3	23.3	0.65	1.12	1.06	48.0
Approach		378	0	378	0.0	0.541	14.6	LOS B	3.3	23.3	0.65	1.12	1.06	48.1
West: P232														
10	L2	259	0	259	0.0	0.172	5.9	LOS A	0.8	5.4	0.21	0.53	0.21	53.5
11	T1	405	0	405	0.0	0.208	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		664	0	664	0.0	0.208	2.3	LOS A	0.8	5.4	0.08	0.21	0.08	57.2
All Vehicles		1580	0	1580	0.0	0.541	4.9	NA	3.3	23.3	0.22	0.40	0.32	55.0

# MOVEMENT SUMMARY

 Site: [P232 / N2 East Intersection - PM (Site Folder: General)]

New Site  
 Site Category: (None)  
 Stop (Two-Way)

## Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] veh/h	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] m				
East: P232														
5	T1	429	0	429	0.0	0.222	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
6	R2	121	0	121	0.0	0.107	7.3	LOS A	0.5	3.2	0.50	0.69	0.50	51.7
Approach		550	0	550	0.0	0.222	1.7	NA	0.5	3.2	0.11	0.15	0.11	57.9
North: N2														
7	L2	191	0	191	0.0	0.641	14.5	LOS B	4.4	30.6	0.74	1.21	1.40	46.7
9	R2	208	0	208	0.0	0.641	19.6	LOS C	4.4	30.6	0.74	1.21	1.40	46.5
Approach		399	0	399	0.0	0.641	17.2	LOS C	4.4	30.6	0.74	1.21	1.40	46.6
West: P232														
10	L2	384	0	384	0.0	0.260	6.1	LOS A	1.3	8.9	0.26	0.54	0.26	53.4
11	T1	466	0	466	0.0	0.239	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		850	0	850	0.0	0.260	2.8	LOS A	1.3	8.9	0.12	0.24	0.12	56.7
All Vehicles		1799	0	1799	0.0	0.641	5.6	NA	4.4	30.6	0.25	0.43	0.40	54.4

# MOVEMENT SUMMARY

 Site: [P232 / Acacia Rd Intersection - AM (Site Folder: General)]

New Site  
 Site Category: (None)  
 Stop (Two-Way)

## Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] veh/h	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] m				
South: Acacia Rd														
1	L2	57	0	57	0.0	0.064	10.2	LOS B	0.2	1.7	0.47	0.90	0.47	50.9
2	T1	21	0	21	0.0	0.532	18.8	LOS C	2.1	14.6	0.82	1.11	1.25	45.6
3	R2	180	0	180	0.0	0.532	18.6	LOS C	2.1	14.6	0.82	1.11	1.25	45.4
Approach		258	0	258	0.0	0.532	16.7	LOS C	2.1	14.6	0.75	1.06	1.08	46.6
East: P232														
4	L2	276	0	276	0.0	0.379	5.6	LOS A	0.0	0.2	0.00	0.23	0.00	56.4
5	T1	447	0	447	0.0	0.379	0.0	LOS A	0.0	0.2	0.00	0.23	0.00	58.0
6	R2	1	0	1	0.0	0.379	8.8	LOS A	0.0	0.2	0.00	0.23	0.00	55.9
Approach		724	0	724	0.0	0.379	2.1	NA	0.0	0.2	0.00	0.23	0.00	57.4
North: Acacia Rd														
7	L2	26	0	26	0.0	0.183	10.6	LOS B	0.6	4.1	0.73	0.98	0.73	46.0
8	T1	15	0	15	0.0	0.183	27.4	LOS D	0.6	4.1	0.73	0.98	0.73	45.8
9	R2	15	0	15	0.0	0.183	22.8	LOS C	0.6	4.1	0.73	0.98	0.73	45.6
Approach		56	0	56	0.0	0.183	18.4	LOS C	0.6	4.1	0.73	0.98	0.73	45.8
West: P232														
10	L2	6	0	6	0.0	0.344	10.8	LOS B	1.4	10.0	0.26	0.09	0.34	56.1
11	T1	502	0	502	0.0	0.344	1.4	LOS A	1.4	10.0	0.26	0.09	0.34	57.6
12	R2	65	0	65	0.0	0.344	10.9	LOS B	1.4	10.0	0.26	0.09	0.34	55.8
Approach		573	0	573	0.0	0.344	2.6	NA	1.4	10.0	0.26	0.09	0.34	57.4
All Vehicles		1611	0	1611	0.0	0.532	5.2	NA	2.1	14.6	0.24	0.34	0.32	54.8



# MOVEMENT SUMMARY

 Site: [P232 / Acacia Rd Intersection - PM (Site Folder: General)]

New Site  
 Site Category: (None)  
 Stop (Two-Way)

## Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] veh/h	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] m				
South: Acacia Rd														
1	L2	133	0	133	0.0	0.174	11.3	LOS B	0.7	4.7	0.55	0.97	0.55	50.2
2	T1	21	0	21	0.0	0.912	35.1	LOS E	7.0	49.2	0.92	1.71	3.70	38.0
3	R2	318	0	318	0.0	0.912	34.7	LOS D	7.0	49.2	0.92	1.71	3.70	37.9
Approach		472	0	472	0.0	0.912	28.1	LOS D	7.0	49.2	0.82	1.50	2.81	40.7
East: P232														
4	L2	412	0	412	0.0	0.511	5.7	LOS A	0.3	1.8	0.02	0.25	0.03	56.1
5	T1	551	0	551	0.0	0.511	0.1	LOS A	0.3	1.8	0.02	0.25	0.03	57.6
6	R2	8	0	8	0.0	0.511	8.9	LOS A	0.3	1.8	0.02	0.25	0.03	55.5
Approach		971	0	971	0.0	0.511	2.5	NA	0.3	1.8	0.02	0.25	0.03	56.9
North: Acacia Rd														
7	L2	20	0	20	0.0	0.255	11.8	LOS B	0.8	5.7	0.80	1.00	0.89	41.5
8	T1	14	0	14	0.0	0.255	46.6	LOS E	0.8	5.7	0.80	1.00	0.89	41.3
9	R2	15	0	15	0.0	0.255	29.4	LOS D	0.8	5.7	0.80	1.00	0.89	41.2
Approach		49	0	49	0.0	0.255	27.1	LOS D	0.8	5.7	0.80	1.00	0.89	41.3
West: P232														
10	L2	10	0	10	0.0	0.444	15.8	LOS C	3.9	27.0	0.62	0.19	0.91	51.8
11	T1	427	0	427	0.0	0.444	5.6	LOS A	3.9	27.0	0.62	0.19	0.91	53.1
12	R2	112	0	112	0.0	0.444	15.9	LOS C	3.9	27.0	0.62	0.19	0.91	51.6
Approach		549	0	549	0.0	0.444	7.9	NA	3.9	27.0	0.62	0.19	0.91	52.8
All Vehicles		2041	0	2041	0.0	0.912	10.5	NA	7.0	49.2	0.39	0.54	0.93	50.7

# MOVEMENT SUMMARY

 Site: [Acacia Road / Saligna Cres Intersection - AM (Site Folder: General)]

New Site  
 Site Category: (None)  
 Stop (Two-Way)

## Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total	HV ]	[ Total	HV ]				[ Veh.	Dist ]				
		veh/h	veh/h	veh/h	%	v/c	sec		veh	m				km/h
South: Acacia Road														
1	L2	8	0	8	0.0	0.080	6.2	LOS A	0.1	0.6	0.07	0.06	0.07	57.6
2	T1	135	0	135	0.0	0.080	0.1	LOS A	0.1	0.6	0.07	0.06	0.07	59.1
3	R2	8	0	8	0.0	0.080	6.6	LOS A	0.1	0.6	0.07	0.06	0.07	56.9
Approach		151	0	151	0.0	0.080	0.8	NA	0.1	0.6	0.07	0.06	0.07	58.9
East: Saligna Cres														
4	L2	18	0	18	0.0	0.267	8.9	LOS A	1.1	7.4	0.50	0.99	0.53	50.0
5	T1	8	0	8	0.0	0.267	10.7	LOS B	1.1	7.4	0.50	0.99	0.53	49.7
6	R2	140	0	140	0.0	0.267	11.7	LOS B	1.1	7.4	0.50	0.99	0.53	49.5
Approach		166	0	166	0.0	0.267	11.4	LOS B	1.1	7.4	0.50	0.99	0.53	49.6
North: Acacia Road														
7	L2	160	0	160	0.0	0.190	5.6	LOS A	0.2	1.6	0.06	0.29	0.06	55.6
8	T1	173	0	173	0.0	0.190	0.1	LOS A	0.2	1.6	0.06	0.29	0.06	57.1
9	R2	23	0	23	0.0	0.190	6.0	LOS A	0.2	1.6	0.06	0.29	0.06	55.1
Approach		356	0	356	0.0	0.190	2.9	NA	0.2	1.6	0.06	0.29	0.06	56.3
West: Saligna Cres														
10	L2	50	0	50	0.0	0.063	8.5	LOS A	0.2	1.7	0.26	0.90	0.26	51.4
11	T1	11	0	11	0.0	0.063	10.8	LOS B	0.2	1.7	0.26	0.90	0.26	51.1
12	R2	5	0	5	0.0	0.063	9.9	LOS A	0.2	1.7	0.26	0.90	0.26	50.9
Approach		66	0	66	0.0	0.063	9.0	LOS A	0.2	1.7	0.26	0.90	0.26	51.3
All Vehicles		739	0	739	0.0	0.267	4.9	NA	1.1	7.4	0.18	0.45	0.18	54.7

# MOVEMENT SUMMARY

 Site: [Acacia Road / Saligna Cres Intersection - PM (Site Folder: General)]

New Site  
 Site Category: (None)  
 Stop (Two-Way)

## Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h ]	[ HV veh/h ]	[ Total veh/h ]	[ HV % ]				[ Veh. veh ]	[ Dist m ]				
South: Acacia Road														
1	L2	9	0	9	0.0	0.061	7.1	LOS A	0.2	1.2	0.21	0.13	0.21	56.4
2	T1	81	0	81	0.0	0.061	0.5	LOS A	0.2	1.2	0.21	0.13	0.21	57.9
3	R2	15	0	15	0.0	0.061	7.5	LOS A	0.2	1.2	0.21	0.13	0.21	55.8
Approach		105	0	105	0.0	0.061	2.1	NA	0.2	1.2	0.21	0.13	0.21	57.5
East: Saligna Cres														
4	L2	19	0	19	0.0	0.795	15.3	LOS C	8.7	60.8	0.76	1.38	1.94	44.6
5	T1	34	0	34	0.0	0.795	19.1	LOS C	8.7	60.8	0.76	1.38	1.94	44.4
6	R2	401	0	401	0.0	0.795	21.2	LOS C	8.7	60.8	0.76	1.38	1.94	44.2
Approach		454	0	454	0.0	0.795	20.8	LOS C	8.7	60.8	0.76	1.38	1.94	44.2
North: Acacia Road														
7	L2	378	0	378	0.0	0.290	5.6	LOS A	0.4	2.9	0.05	0.43	0.05	54.4
8	T1	121	0	121	0.0	0.290	0.1	LOS A	0.4	2.9	0.05	0.43	0.05	55.9
9	R2	40	0	40	0.0	0.290	5.8	LOS A	0.4	2.9	0.05	0.43	0.05	53.9
Approach		539	0	539	0.0	0.290	4.4	NA	0.4	2.9	0.05	0.43	0.05	54.7
West: Saligna Cres														
10	L2	57	0	57	0.0	0.098	8.3	LOS A	0.4	2.6	0.20	0.93	0.20	51.1
11	T1	15	0	15	0.0	0.098	12.6	LOS B	0.4	2.6	0.20	0.93	0.20	50.9
12	R2	20	0	20	0.0	0.098	9.5	LOS A	0.4	2.6	0.20	0.93	0.20	50.6
Approach		92	0	92	0.0	0.098	9.3	LOS A	0.4	2.6	0.20	0.93	0.20	51.0
All Vehicles		1190	0	1190	0.0	0.795	10.8	NA	8.7	60.8	0.35	0.81	0.80	50.1

# MOVEMENT SUMMARY

 Site: [Saligna Cres / Site Access - AM (Site Folder: General)]

New Site  
 Site Category: (None)  
 Stop (Two-Way)

## Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] veh/h	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] m				
East: Saligna Cres														
5	T1	1	0	1	0.0	0.001	0.3	LOS A	0.0	0.0	0.23	0.27	0.23	56.6
6	R2	1	0	1	0.0	0.001	5.9	LOS A	0.0	0.0	0.23	0.27	0.23	54.9
Approach		2	0	2	0.0	0.001	3.1	NA	0.0	0.0	0.23	0.27	0.23	55.7
North: Site Access														
7	L2	1	0	1	0.0	0.001	8.0	LOS A	0.0	0.0	0.01	0.99	0.01	51.8
9	R2	125	0	125	0.0	0.116	8.2	LOS A	0.4	2.8	0.18	0.90	0.18	51.7
Approach		126	0	126	0.0	0.116	8.1	LOS A	0.4	2.8	0.18	0.90	0.18	51.7
West: Saligna Cres														
10	L2	161	0	161	0.0	0.087	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	53.6
11	T1	1	0	1	0.0	0.087	0.0	LOS A	0.0	0.0	0.00	0.57	0.00	55.0
Approach		162	0	162	0.0	0.087	5.5	NA	0.0	0.0	0.00	0.57	0.00	53.6
All Vehicles		290	0	290	0.0	0.116	6.6	NA	0.4	2.8	0.08	0.71	0.08	52.8

# MOVEMENT SUMMARY

 Site: [Saligna Cres / Site Access - PM (Site Folder: General)]

New Site  
 Site Category: (None)  
 Stop (Two-Way)

## Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] veh/h	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] m				
East: Saligna Cres														
5	T1	1	0	1	0.0	0.001	1.0	LOS A	0.0	0.0	0.38	0.28	0.38	56.0
6	R2	1	0	1	0.0	0.001	6.8	LOS A	0.0	0.0	0.38	0.28	0.38	54.3
Approach		2	0	2	0.0	0.001	3.9	NA	0.0	0.0	0.38	0.28	0.38	55.1
North: Site Access														
7	L2	1	0	1	0.0	0.001	8.0	LOS A	0.0	0.0	0.01	0.99	0.01	51.8
9	R2	410	0	410	0.0	0.429	9.4	LOS A	2.3	15.9	0.40	0.91	0.43	51.1
Approach		411	0	411	0.0	0.429	9.4	LOS A	2.3	15.9	0.40	0.91	0.43	51.1
West: Saligna Cres														
10	L2	393	0	393	0.0	0.212	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	53.6
11	T1	1	0	1	0.0	0.212	0.1	LOS A	0.0	0.0	0.00	0.57	0.00	54.9
Approach		394	0	394	0.0	0.212	5.6	NA	0.0	0.0	0.00	0.57	0.00	53.6
All Vehicles		807	0	807	0.0	0.429	7.5	NA	2.3	15.9	0.20	0.75	0.22	52.3

# EMAAN

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