

APPENDIX A: EXISTING TRAFFIC VOLUMES

**Mount Ruth Nodal Precinct
Existing Traffic
Volumes
03-Jun-
04**

Count
Date: 2004/06/03

Time Period	Vehicle Type	Voortrekker Road (R102) / Newlands Main Road Intersection												TOTAL	Peak Hour
		R102 - E direction			R102 - W direction			Newlands MR - S direction			Newlands MR - N direction				
		Left	Straight	Right	Left	Straight	Right	Left	Straight	Right	Left	Straight	Right		
06:00 - 06:15	L	6	13			8	2	4		3				36	345
	T	2	1			2	0	0		0				5	
	BK	0	2			0	0	0		0				2	
	B	1	0			0	0	0		0				1	
	H	1	1			4	3	1		0				10	
06:15 - 06:30	L	4	28			15	0	1		0				48	
	T	0	3			1	0	2		0				6	
	BK	2	2			0	0	0		1				5	
	B	1	0			0	0	0		1				2	
	H	3	2			1	1	1		0				8	
06:30 - 06:45	L	3	30			12	3	4		4				56	
	T	0	4			0	0	0		0				4	
	BK	0	4			0	0	0		1				5	
	B	0	0			1	0	0		0				1	
	H	0	3			3	1	1		1				9	
06:45 - 07:00	L	6	85			19	4	8		1				123	
	T	2	9			0	0	1		0				12	
	BK	0	0			0	0	0		0				0	
	B	0	0			0	0	0		0				0	
	H	0	6			3	2	0		1				12	
07:00 - 07:15	L	5	90			27	3	2		4				131	
	T	1	14			3	0	0		1				19	
	BK	0	0			0	0	1		0				1	
	B	1	0			0	0	0		0				1	
	H	0	3			1	6	0		1				11	

07:15 - 07:30	L	3	62			25	4	5		11				110	
	T	0	7			1	0	1		0				9	
	BK	0	1			1	0	1		0				3	
	B	0	0			0	0	0		0				0	
	H	0	2			3	3	1		1				10	
07:30 - 07:45	L	11	63			76	5	4		5				164	
	T	2	3			4	1	0		0				10	
	BK	0	0			0	0	0		0				0	
	B	0	0			0	1	0		0				1	
	H	0	3			7	2	1		5				18	
07:45 - 08:00	L	7	29			64	11	5		5				121	
	T	0	1			0	0	0		1				2	
	BK	1	0			0	0	0		0				1	
	B	0	0			0	0	0		0				0	
	H	2	1			2	2	1		2				10	622
Totals	L	45	400			246	32	33		33				789	84.57%
	T	7	42			11	1	4		2				67	6.43%
	BK	3	9			1	0	2		2				17	0.80%
	B	3	0			1	1	0		1				6	0.32%
	H	6	21			24	20	6		11				88	7.88%
Totals		64	472			283	54	45		49				967	

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		R102 - E direction			R102 - W direction			Newlands MR - S direction			Newlands MR - N direction				
		Left	Straight	Right	Left	Straight	Right	Left	Straight	Right	Left	Straight	Right		
06:00 - 06:15	L	2	15			4	4	4		2				31	372
	T	1	2			0	0	2		1				6	
	BK	0	0			0	0	0		0				0	
	B	0	0			0	0	1		0				1	
	H	0	0			4	0	0		0				4	
06:15 - 06:30	L	1	23			10	10	8		3				55	
	T	4	1			0	1	0		2				8	
	BK	0	0			0	0	0		0				0	
	B	1	0			1	1	0		0				3	
	H	0	1			5	0	0		0				6	
06:30 - 06:45	L	6	23			11	12	14		1				67	
	T	1	5			0	2	2		2				12	
	BK	0	0			0	2	1		0				3	
	B	1	0			0	0	0		0				1	
	H	1	3			6	0	0		0				10	
06:45 - 07:00	L	13	54			10	17	31		10				135	
	T	2	7			0	2	6		1				18	
	BK	0	2			0	0	1		0				3	
	B	0	0			0	0	0		0				0	
	H	0	4			5	0	0		0				9	
07:00 - 07:15	L	6	50			12	15	30		12				125	
	T	1	14			2	1	2		3				23	
	BK	0	2			0	0	2		0				4	
	B	0	1			0	0	0		0				1	
	H	0	1			2	0	0		0				3	
07:15 - 07:30	L	11	36			15	26	24		7				119	
	T	2	4			2	5	4		1				18	
	BK	0	1			0	0	1		0				2	

MOUNT RUTH DEVELOPMENT

TRANSPORT SYSTEMS – STATUS QUO

	B	0	0			0	0	0		0				0	
	H	0	0			4	1	1		0				6	
07:30 - 07:45	L	15	31			32	52	27		4				161	
	T	1	1			2	2	2		2				10	
	BK	1	0			0	0	0		0				1	
	B	0	0			0	0	0		0				0	
	H	0	1			9	0	0		0				10	
07:45 - 08:00	L	24	22			29	57	14		7				153	
	T	0	1			2	2	0		5				10	
	BK	0	0			0	0	0		0				0	
	B	0	0			1	0	0		0				1	
	H	0	1			7	0	2		2				12	659
Totals	L	78	254			123	193	152		46				846	84.67%
	T	12	35			8	15	18		17				105	9.26%
	BK	1	5			0	2	5		0				13	1.06%
	B	2	1			2	1	1		0				7	0.30%
	H	1	11			42	1	3		2				60	4.70%
Totals		94	306			175	212	179		65				1031	

L = Light vehicle BK = Bakkie H = Heavy vehicle
 T = Taxi B = Bus

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		R102 - E direction			R102 - W direction			Newlands MR - S direction			Newlands MR - N direction				
		Left	Straight	Right	Left	Straight	Right	Left	Straight	Right	Left	Straight	Right		
16:00 - 16:15	L	7	51			44	4	5		4				115	
	T	0	2			1	1	2		2				8	
	BK	0	0			0	0	0		0				0	
	B	0	0			0	0	0		1				1	
	H	0	4			6	0	3		0				13	
16:15 - 16:30	L	6	32			30	2	3		5				78	
	T	0	1			0	0	0		1				2	
	BK	0	0			0	0	0		0				0	
	B	1	0			0	0	0		0				1	
	H	0	6			2	1	3		0				12	
16:30 - 16:45	L	8	46			50	8	2		10				124	
	T	1	0			1	1	1		2				6	
	BK	0	0			0	0	0		0				0	
	B	0	0			0	0	0		0				0	
	H	0	2			1	0	1		1				5	
16:45 - 17:00	L	8	27			52	3	2		10				102	
	T	1	3			0	0	0		0				4	
	BK	0	0			0	0	0		0				0	
	B	0	0			0	0	0		0				0	
	H	0	4			1	0	1		0				6	
17:00 - 17:15	L	11	20			62	2	1		5				101	
	T	1	5			7	1	0		0				14	
	BK	0	0			1	0	0		0				1	
	B	1	0			0	0	0		1				2	
	H	0	0			5	0	0		0				5	
17:15 - 17:30	L	10	36			49	3	6		4				108	
	T	2	0			3	0	0		0				5	

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MOUNT RUTH DEVELOPMENT

TRANSPORT SYSTEMS – STATUS QUO

	BK	0	0			0	0	0		0				0	
	B	0	0			0	0	0		0				0	
	H	0	4			0	1	0		0				5	
17:30 - 17:45	L	6	16			48	3	0		4				77	
	T	0	1			2	0	0		1				4	
	BK	0	0			0	0	0		0				0	
	B	1	1			0	1	0		0				3	
	H	0	3			0	1	1		0				5	
17:45 - 18:00	L	10	24			51	3	2		6				96	
	T	0	0			0	0	1		0				1	
	BK	0	0			0	0	0		0				0	
	B	0	0			0	0	0		0				0	
	H	0	1			2	0	0		0				3	430
Totals	L	66	252			386	28	21		48				801	87.84%
	T	5	12			14	3	4		6				44	4.19%
	BK	0	0			1	0	0		0				1	0.00%
	B	3	1			0	1	0		2				7	0.42%
	H	0	24			17	3	9		1				54	7.55%
Totals		74	289			418	35	34		57				907	

L = Light vehicle
T = Taxi

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		R102 - E direction			R102 - W direction			Newlands MR - S direction			Newlands MR - N direction				
		Left	Straight	Right	Left	Straight	Right	Left	Straight	Right	Left	Straight	Right		
16:00 - 16:15	L	14	20			17	21	38		14				124	
	T	0	3			1	2	0		2				8	
	BK	0	0			0	0	0		0				0	
	B	0	0			0	1	0		0				1	
	H	1	4			2	1	0		0				8	
16:15 - 16:30	L	13	10			25	22	34		12				116	
	T	0	0			0	1	2		4				7	
	BK	0	0			0	0	0		0				0	
	B	0	0			0	0	1		1				2	
	H	0	5			3	0	2		0				10	
16:30 - 16:45	L	9	23			28	20	23		17				120	
	T	1	1			1	2	1		4				10	
	BK	0	0			0	0	0		0				0	
	B	0	0			0	0	0		0				0	
	H	1	2			1	0	0		1				5	
16:45 - 17:00	L	10	22			36	30	13		13				124	
	T	0	3			0	3	2		3				11	
	BK	0	0			0	0	0		0				0	
	B	0	0			0	0	0		0				0	
	H	0	5			2	0	0		0				7	
17:00 - 17:15	L	15	14			39	26	19		11				124	
	T	0	4			5	2	3		3				17	
	BK	0	0			4	2	0		0				6	
	B	0	0			0	1	1		1				3	
	H	1	3			4	0	1		1				10	
17:15 - 17:30	L	10	23			31	31	18		12				125	
	T	0	0			1	1	4		4				10	

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	BK	0	0			0	0	0		1				1	
	B	0	0			0	0	0		0				0	
	H	0	4			0	0	0		0				4	
17:30 - 17:45	L	9	17			27	27	16		6				102	
	T	2	0			1	1	4		7				15	
	BK	0	0			0	0	0		0				0	
	B	1	1			0	0	1		0				3	
	H	0	1			0	0	1		0				2	
17:45 - 18:00	L	12	16			23	36	18		10				115	
	T	0	0			0	0	1		4				5	
	BK	0	0			0	0	0		1				1	
	B	0	0			0	0	0		0				0	
	H	1	1			2	0	0		0				4	
Totals	L	92	145			226	213	179		95				950	87.52%
	T	3	11			9	12	17		31				83	6.51%
	BK	0	0			4	2	0		2				8	0.00%
	B	1	1			0	2	3		2				9	0.54%
	H	4	25			14	1	4		2				50	5.42%
Totals		100	182			253	230	203		132				1100	

L = Light vehicle BK = Bakkie H = Heavy vehicle
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