

12.0 TRAFFIC AND TRANSPORT

12.1 INTRODUCTION

PMCE Ltd were commissioned to undertake an assessment of the traffic impacts associated with the proposed Soil Recovery Facility ('Proposed Development') in Kilmartin, Coyne's Cross, Co. Wicklow. The full description of the Proposed Development is outlined in Chapter 3.0: of the EIAR. Summary of the project description is provided in Section 12.3 below. The Application boundary for the Proposed Development (the 'Site') is shown in Figure 3-1 in Chapter 3.0: Project Description.

A Traffic and Transport Assessment has been prepared in support of this Environmental Impact Assessment Report for the proposed site – refer to Appendix 12A.

The chapter has been prepared by Alan O'Reilly who has over 10 years of experience in traffic and transport assessment and holds an CEng MIEI (Chartered Engineer), P.Grad.Dip., MSc, BAI and BA. He is an Approved RSA Team Leader (Ireland & UK).

12.1.1 OBJECTIVE

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

12.2 LEGISLATIVE AND POLICY CONTEXT

The Wicklow County Development Plan 2022-2028 ('Wicklow CDP') is the statutory plan detailing the development objectives and policies of the local Planning Authority. Those policies and objectives, with relevance to this assessment, are identified below.

Chapter 12 of the Wicklow CDP covers 'sustainable transportation' and sets out various policies and objectives. Section 12.8 thereof includes for general road objectives of which the following are considered relevant to this assessment:

CPO 12.30 'Traffic Impact Assessments will be required for new developments in accordance with the thresholds set out in the 'Design Manual for Urban Roads and Streets' DMURS (DTTA-DHPLG) and the 'Traffic & Transport Assessment Guidelines' (TII).'

CPO 12.31 'Road Safety Audits, Road Safety Impact Assessments, Street Design Audits as per DMURS, or Accessibility Audits shall be required at the discretion of the Planning Authority but shall generally be required where new road construction or a permanent change to the existing road / street layout is proposed.'

Section 12.8 includes for national road objectives of which the following are considered relevant to this assessment:

CPO 12.35 sets out objectives for the M/N11 including 'upgrading of the N11/M11 between the northern County boundary to Junction 14 Coyne's Cross in line with the conclusions of the on-going N11/M11 upgrade study, including enhanced road capacity, ancillary and associated road schemes, provide additional lanes, and safety improvements to the main carriageway and all necessary improvements to associated junctions (including service roads and linkages to cater for local traffic movements);

In preparing this report reference has been made to the following documents (including guidelines):

- Transport Infrastructure Ireland (TII) Publications document PE-PDV-02045, “Traffic and Transport Assessment Guidelines” (May 2014) published by TII.
- TII Publications document PE-PAG-02017, “Project Appraisal Guidelines for National Roads Unit 5.3 – Travel Demand Projections” (October 2021) published by TII.
- Traffic Survey Data, collected by Traffinomics.
- TII Publications document PE-PAG-02039, “Project Appraisal Guidelines for National Roads Unit 16.1 - Expansion Factors for Short Period Traffic Counts” (October 2016) published by TII.
- TII Publications document DN-GEO-03060, “Geometric Design of Junctions (priority junctions, direct accesses, roundabouts, grade-separated and compact grade-separated junctions)” (June 2017) published by TII.
- TII Publications document DN-GEO-03031, “Rural Road Link Design” (June 2017) published by TII.
- National Planning Framework. (Project Ireland 2040).
- “Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG)”, (January 2012) published by the Department of Local Housing and Heritage¹.
- “Regional Spatial & Economic Strategy, 2019-2031” (June 2019), published by Eastern & Midland Regional Assembly.
- Trans-European Transport Network (TEN-T) Regulations based on Regulation (EU) No 1315/2013.

12.2.1 PRE-CONSULTATION

A non-statutory pre-consultation process was carried out with prescribed bodies and other parties over 25 May- 26 June 2023 to seek their comments and observations about the Proposed Development. This process is fully documented in the Pre-Consultation Report accompanying the Strategic Infrastructure Development (SID) application submission and a summary is provided in Section 1.8 (Chapter 1.0: Introduction) of this EIAR. Pre-consultation opinions/comments received have been considered in the preparation of this EIAR chapter, where relevant. In summary:

- All comments/observations received relating to traffic and transport have been considered in the preparation of this EIAR.
- A Stage 1 Road Safety Audit (RSA) has been prepared as a standalone document to support the SID application. The findings of the Stage 1 RSA were used to inform an optimised internal layout for the Site temporary facilities (e.g. office and welfare facilities, parking bays, weighbridge cabin).
- A pre-consultation meeting was held with Wicklow County Council (WCC) and the National Roads Office, including the WCC project liaison officer for the N11/M11 Junction 4 to Junction 14 Improvement Scheme. All items raised are addressed in the EIAR and/or the pre-consultation report submitted within the wider SID application. The potential for cumulative impacts with the N11/M11 Scheme is addressed in EIAR Chapter 15.0: Interactions, Cumulative and Combined Effects.

¹ Government includes the objective to maintain the strategic capacity and safety of the national roads network, including planning for future capacity enhancements, in National Strategic Outcome 2 of the National Planning Framework. This requirement is further reflected in the existing Statutory Section 28 Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG, 2012).

12.3 PROJECT DESCRIPTION

A full project description is provided in Chapter 3.0 (Project Description). A project description summary is provided below:

The Proposed Development is the establishment and operation of a soil recovery facility within a 17.08 hectare site at Kilmartin, Co. Wicklow (approximately 4 km north-east of Ashford). The soil recovery facility will import up to 2,160,000 tonnes of inert waste, primarily clean soils and stones from construction and development sites. Clean soil and stone will be used to progressively infill a steep-sided natural valley within the Site and raise ground levels to approximately 57mOD, tying in with the surrounding landscape. The infill area covers approximately 14 hectares.

The soil recovery facility will accept up to 100 loads per day on average (maximum 150 in exceptional circumstances) with a projected operational lifespan of up to 10 years depending on market conditions within the construction sector, followed by one year for final restoration and aftercare of the lands.

The Proposed Development will require the following structures be installed and maintained for the operational life of the Soil Recovery Facility: office and welfare facilities, six parking bays for private vehicles, weighbridge and associated weighbridge cabin, one wheel wash and one spray-system wheel wash, two waste inspection bays and one bunded waste quarantine area, hardstanding area (for vehicle movement and storage), surface water drainage infrastructure from hard standing and discharge to ground (including two interceptors and two soakaways), an internal access road, internal haul roads (constructed from recycled aggregates where available), security features including security gates and fencing, and power supply. These structures will be removed from the Site at the end of life point of the soil recovery facility.

Approval will be sought for a connection to the ESB Network for the site office and welfare facilities. Diesel generators will be used to power mobile lighting, if required. Temporary lighting, if required, will be cowled to prevent light spillage.

The temporary relocation of ESB poles within the fill area will be required. This will be subject to prior agreement with ESB.

Wastewater from office and welfare facilities will be managed by a third-party provider, with no connection to foul water mains.

All truck deliveries will access the site via the N11/M11 and Coynes Cross Road, with internal queuing space provided within the Site and no parking on public roads.

The existing land entrance located on R772 will be upgraded and will be retained following the completion of the Proposed Development.

A groundwater abstraction borehole will be installed to supply water for wheel washes, dust suppression, and welfare facilities, and will be retained for monitoring after restoration.

Restoration will return the site to grassland and hedgerow habitat, similar to its pre-development state. Approximately 140 m of fence and hedgerow opposite the entrance will be temporarily removed to improve sightlines during the life of the soil recovery facility and this will be subsequently reinstated. Native species will be used in hedgerow planting. The restored land will revert to agricultural management.

Permission is sought from An Coimisiún Pleanála for a period of up to 10 years, with an additional year for restoration. The Proposed Development will require a waste licence² from the Environmental Protection Agency (EPA) and aligns with national and regional policy objectives to provide adequate licensed soil recovery capacity for the Dublin and Wicklow regions.

12.4 ASSESSMENT METHODOLOGY AND SIGNIFICANCE CRITERIA

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

- A site visit on the 16th of March 2023 at which time the weather was dry, and the ground surface was damp. The site visit included a visual inspection of the existing site access, existing sightlines from the access and the condition of the local road network between the M11 Interchange and the site access.
- Trip Generation and Trip Assignment – This is used to derive trip rates for a 12-hour period and to assign such trips to the surrounding road network according to which direction of travel vehicles will travel to/from the site in Kilmartin, Co. Wicklow.
- Link Capacity Assessment - To obtain an AADT value for the main road linking the site to the surrounding network.
- Existing Traffic Assessment – The traffic count data was used to develop Junctions 9 models for the assessed junctions.
- Future Year Assessments – The estimated future year volumes on the study area network, as a result of the increase in background traffic and any site related traffic, was used to assess the future operational performance of the junctions and surrounding road network for the opening year (2024), and at two future assessment years, the opening year +5 (2029) and the opening year +15 (2039).
- A review of the proposed design of the proposed access to the Soil Recovery Facility.

EPA (2022) impact assessment terminology and approach have been adopted where relevant (see Chapter 2.0: Scope and Methodology for details).

12.5 EXISTING ENVIRONMENT

12.5.1 THE SITE

The proposed Soil Recovery Facility would be located approximately 8 km from Wicklow Town and 15 km from Greystones and isolated from built up urban areas. The site, and surrounding lands, are currently in agricultural use (sheep grazing and some small arable crop farming), with the land sloping down from north to south and the site comprising a naturally occurring steep “V” shaped valley. The Application boundaries are defined by trees and hedgerows, and the Kilmartin Stream flows along the southern Application boundary in an easterly direction towards the coast. There is ribbon development including farm buildings located to the north of the Site.

² The proposed development will be carried out in accordance with a waste licence from the EPA or in accordance with by-product regulations, Article 27 of the European Communities (Waste Directive) Regulations 2011 (see Section 3.5 in Chapter 3.0: Project Description of this EIAR for further detail).

Figure 12-1 shows the proposed Site in Kilmartin, Coynes Cross, Co. Wicklow, which is located approximately 8 km northeast of Wicklow Town.

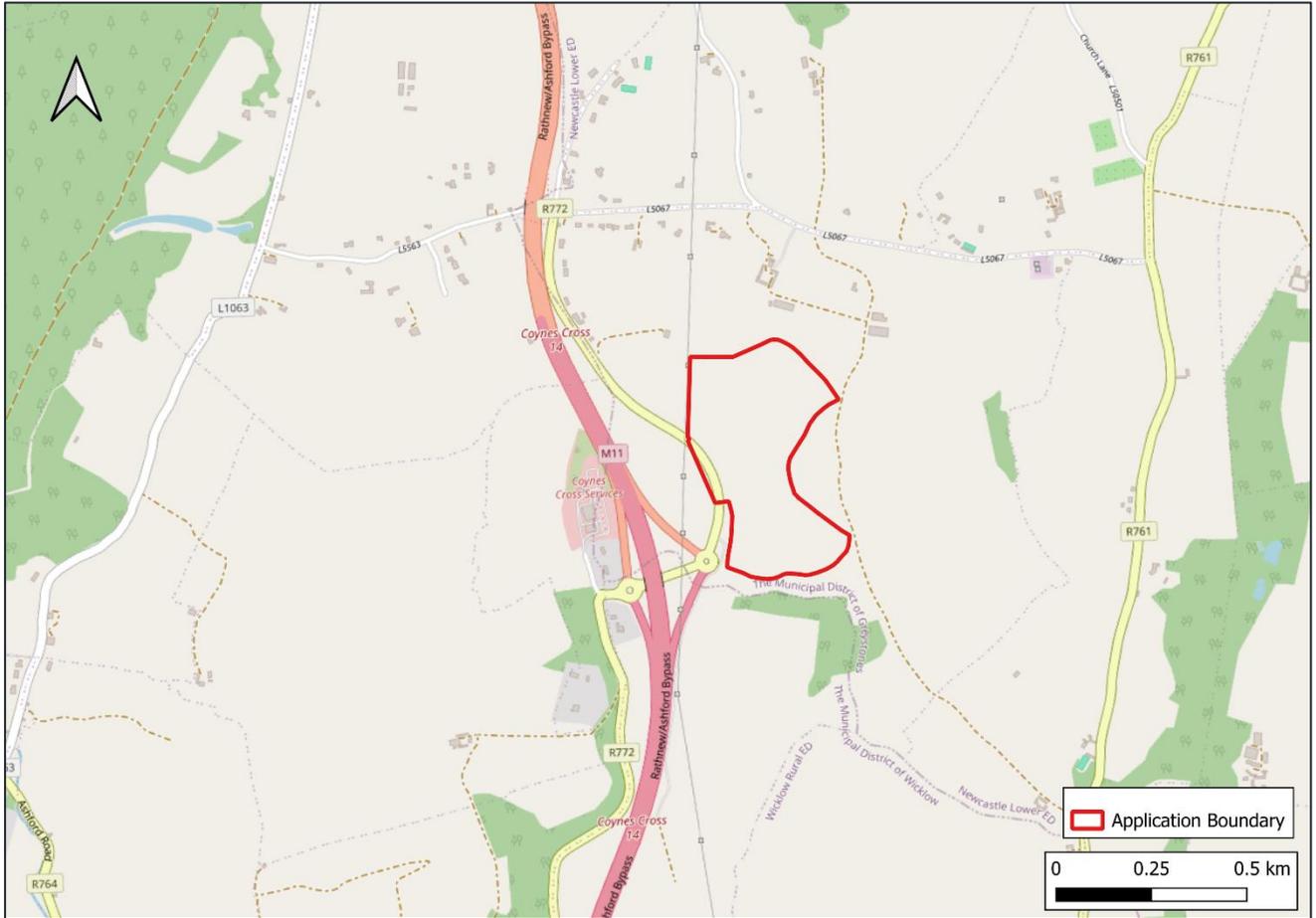


Figure 12-1 - Location Plan (Source www.openstreetmap.org)

12.5.2 EXISTING ROAD NETWORK

12.5.2.1 R772

The R772 cross section varies along its length, but, within the vicinity of the M11 Motorway, is a single carriageway with a vehicle restraint system provided on its western side within the vicinity of the site. There are no footpaths and cycle facilities on the R772 in the vicinity of the site, with the roadside boundary including a narrow verge and hedgerow (See Figure 12-2). The R772 terminates in a Cul-de-Sac at its northern extent at a cluster of residential properties. The posted speed limit on the R772 is 80 kph to the north of the eastern roundabout at the M11 Junction 14.



Figure 12-2 - R772 Looking North

12.5.2.2 M11

The M11 Motorway runs in a north-south direction, connecting Dublin in the north and to Wexford in the south.

The M11 Motorway cross section includes a dual carriageway with two lanes and a hard-shoulder in both directions, separated by a median vehicle restraint system. Junction 14 of the M11 Motorway includes a dumbbell roundabout arrangement, which facilitates north-, and southbound, on/off-slips.

The M11 Motorway has a posted speed limit of 120 kph, which reduces to 80 kph on the Junction 14 off-slips.

12.6 BASELINE CONDITIONS

An Automatic Traffic Count, using pneumatic tubes, was undertaken between Tuesday 20 September 2022 and Monday 26 September 2022 on the R772 in the vicinity of the site access.

In addition, 12-Hour classified Junction Turning Counts were carried out on Tuesday 20 of September at the two roundabouts at Junction 14 of the M11 Motorway.

Each of the traffic counts were carried out between 7:00am and 7:00pm, this time period encompassing the peak hours on the adjacent road network. Surveyed vehicles were broken down into five categories as follows:

1. Cars;
2. LGV's (Light Goods Vehicles);
3. OGV1 (Two and three axle goods vehicles);
4. OGV2 (Four and five axle goods vehicles); and
5. Buses.

The traffic count data for each site has been converted to Annual Average Daily Traffic (AADT) values using the methodology described in “Expansion Factors for Short Period Traffic Counts” (Unit 16.2 NRA Project Appraisal Guidelines, August 2012). Annexes A to C of the above document were used in the expansion of traffic counts to AADTs. The AADT was calculated to determine the percentage increase in traffic volumes on the road network as a result of the trips generated by the Proposed Development.

A combined factor of 0.755 was arrived at by combining the individual hourly factors for the count duration. This factor was then used to determine the 24-hour traffic flow. This was then converted to a Weekly Average Daily Traffic (WADT) using an index of 0.97 for the Tuesday traffic count. Finally, this was converted to AADT using an index of 0.98 for the month of September. These factors were used to calculate the AADT for each arm of the junctions surveyed.

The detailed results of the AADT figures on the R772 at the Proposed Site Access and at the eastern and western roundabouts at the M11 Junction 14 interchanged are summarised below in Table 12-1, Table 12-2 and Table 12-3. The morning and evening peak hours have been established as follows:

- R772 and the Proposed site Access T-Junction (referred to as the ‘Site Access’ in this report) - 08:00 - 09:00 (AM Peak) and 16:00 - 17:00 (PM Peak).
- R772 and eastern roundabout at M11 Junction 14 interchange (referred to as the ‘M11 Eastern Roundabout’ in this report) – 08:45 - 09:45 (AM Peak) and 15:00 - 16:00 (PM Peak).
- R772 and western roundabout at M11 Junction 14 interchange (referred to as the ‘M11 Western Roundabout’ in this report) - 08:45 - 09:45 (AM Peak) and 15:00 - 16:00 (PM Peak).

Table 12-1 - Existing AADTs at Site Access

Hour Ending	R772
08:00	35
09:00	63
10:00	46
11:00	38
12:00	50
13:00	52
14:00	42
15:00	60
16:00	58
17:00	79

Hour Ending	R772
18:00	57
19:00	27
Period Total	607
Period Total HGVs	16
% HGVs	3%
Total AADT	711

Table 12-2 - AADTs at M11 Eastern Roundabout

Hour Ending	R772 North	M11 Off-slip	M11 Overbridge	M11 On-slip
08:00	33	37	82	28
09:00	49	54	107	42
10:00	49	60	128	63
11:00	34	51	131	68
12:00	36	60	134	60
13:00	43	57	144	76
14:00	45	81	177	85
15:00	34	85	178	97
16:00	59	97	227	107
17:00	53	110	227	118
18:00	53	78	165	70
19:00	44	61	130	73
Period Total	532	831	1,830	887
Period Total HGVs	17	82	172	91
% HGVs	3%	10%	9%	10%
Total AADT	679	1,061	2,336	1,132

Table 12-3 - AADTs at M11 Western Roundabout

Hour Ending	R772	M11 On-slip	M11 overbridge	M11 Off-slip
08:00	301	145	74	120
09:00	276	111	100	109
10:00	324	126	123	111
11:00	263	105	120	72
12:00	262	88	130	70
13:00	254	79	136	75
14:00	285	89	164	76
15:00	261	67	164	56

Hour Ending	R772	M11 On-slip	M11 overbridge	M11 Off-slip
16:00	321	94	216	63
17:00	274	59	205	50
18:00	250	74	156	50
19:00	185	48	125	32
Period Total	3,256	1,085	1,713	884
Period Total HGVs	392	130	172	106
% HGVs	12%	12%	10%	12%
Total AADT	4,157	1,385	2,187	1,129

12.7 CHARACTERISTICS OF THE PROPOSED DEVELOPMENT

12.7.1 KEY CHARACTERISTICS IDENTIFIED FOR THE TRAFFIC AND TRANSPORT ASSESSMENT

There is an existing site access on the R772 and this will be upgraded to accommodate the volume, and type, of vehicles entering and exiting the site. The upgraded access will be 18 m wide and setback 4 m from the edge of the R772 carriageway. The fence line at the access will taper from this location to a width of 6 m where security gates will be provided. The gates will be setback 20 m from the edge of the R772 carriageway. The area within the access between the edge of the R772 carriageway will be comprised of a hardstanding material throughout with no verges or level differences.

It is proposed to remove approximately 140 m of fence and hedgerow from the field opposite the site entrance to facilitate sightlines at the proposed site entrance and Stopping Sight Distance (SSD) for northbound drivers. The fence and hedgerow are situated on lands outside of the Application boundary but within the ownership of the Applicant and will be replanted/reinstated at the end-of-life point of the soil recovery facility.

12.7.2 TRIP GENERATION

12.7.2.1 Site Operational Movement

An assessment of the traffic to be generated by the proposed operations at the Soil Recovery Facility has been undertaken. Approximately 550,000 tonnes of material will be imported to the site annually and this figure has therefore been used in determining the trips generated by the facility.

In determining the daily traffic volumes associated with the importation of material, an average of 100 loads per day (Monday to Friday) from the site has been calculated, based on the assumptions set out in Table 12-4 below which summarises the calculation of daily trips to/from the site.

Table 12-4 - Imported Quantities of Material

Imported Quantities of Material	
Quantities per annum (tonnes per annum)	550,000
Quantity per week	11,000

Imported Quantities of Material	
(50 operational weeks / year)	
Quantity per day (5.5 operational days/week)	2,000
Loads per day (20 tonnes per load)	100

A maximum import rate of 150 loads per day is expected to occur during exceptional circumstances during periods of peak activity (see Section 3.5 of Chapter 3.0: Project Description for detail). Whilst periods of peak activity will be infrequent, it is assumed, for the purpose of this assessment, that the site will generate 150 loads, and thus 300 HGV trips per day, 150 inbound and 150 outbound, as this is considered the 'worst-case scenario' at the proposed facility.

These trips have been distributed throughout the day according to trip rates derived from the Trip Rate Information Computer System (TRICS) database which is based on surveyed traffic for similar types of developments in similar locations.

Appendix 12B to this report contains the information derived from the TRICS database.

12.7.2.2 Staff Trips

The site will employ 3 staff members, and it is not anticipated that these numbers will increase. Staff movements will generate 3 trips inbound in the morning and 3 trips outbound in the evening peak. A conservative approach was adopted as it was considered that these trips would coincide with the AM and PM Peaks.

12.7.2.3 Miscellaneous Trips

For the purpose of this assessment, it has been assumed that 2 miscellaneous trips will occur daily. This allows for miscellaneous trips, such as deliveries and inspections, to and from the site. A conservative approach was also adopted for these trips as it was considered that these trips would also coincide with AM and PM Peak periods.

12.7.2.4 Derived Trip Rate

The total daily trips associated with the site operation accounts for 308 movements daily, 300 of which relate to HGV's (97.40%). These numbers are arrived at by summing the following components:

- 300 daily truck movements enter and exit the site exporting material (150 Inbound and 150 Outbound);
- 6 staff trips daily (3 Inbound and 3 Outbound); and
- 2 miscellaneous trips daily (1 Inbound and 1 Outbound).

12.7.3 TRIP DISTRIBUTION

Appendix 12B contains extracts from the TRICS database regarding the forecast daily arrivals/departures distribution for similar sites. By inspection, it can be seen that the pattern of arrivals/departures is consistent with a short turn around within the sites, e.g. that vehicles generally arrive and depart within a short time period, likely to be less than an hour.

Table 12-5 details the composition of site traffic that has been applied to the development traffic as part of the junction capacity analysis.

Table 12-5 - Summary of Predicted Daily Trips in Opening Year and Beyond

Development	Type of Traffic	Daily Trips	
		Arrivals	Departures
Site	Transportation of Material (HGVs)	150	150
	Staff (LVs)	3	3
	Miscellaneous (LVs)	1	1

12.7.4 TRIP ASSIGNMENT

The assignment of the development traffic on the adjacent road network follows the expected route between the site access and the M11 Junction 14 interchange, and the proportion of turning movements at the junctions, as recorded during the traffic surveys. Traffic assignments are illustrated in Figure 12-3.

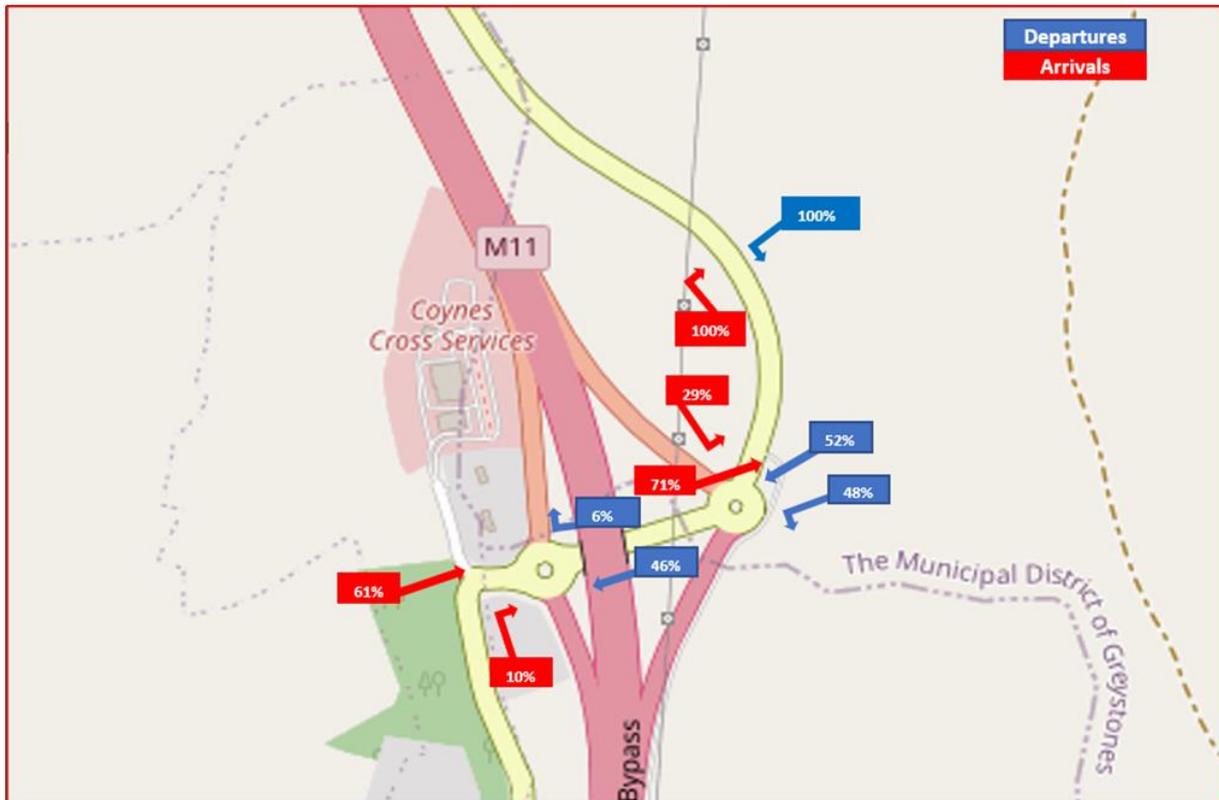


Figure 12-3 - Assignment of Site Traffic throughout the Network

12.7.5 ADJACENT DEVELOPMENT

A search of planned future developments which may have an impact on future traffic flows in the vicinity of the Proposed Development was undertaken. A list of third-party projects planning permission, which may have an impact on the traffic related to the proposed facility, and which have received planning permission, is shown in Table 12-6.

Table 12-6 - Summary of Adjacent Developments

Reference	Description	Location
22644	Dwelling house with services, domestic garage and all associated site works.	Approximately 1.8km SW of site
2386	Proposed conversion of existing garage to a single bedroom service unit ancillary to existing care facility and associated works.	Approximately 550m NW of site
31	Development of a Solar PV Panel Array consisting of up to 30,000m ² (3 Hectares) of solar panels on ground mounted steel frames on an 8.399 hectare site, electricity control room, power inverter unit, underground cable ducts, security fence, CCTV masts, Solar Lighting and all associated works.	Approximately 1.5km NW of site
16307	A solar panel array consisting of up to 3041sqm of solar panels on ground mounted steel frames, electricity control room, power inverter unit, underground cable ducts, solar powered CCTV cameras & lamps, security fence & all associated works.	
22862	Removal of existing septic tank, installation of wastewater treatment unit, soil polishing filter to current standards and associate works.	Approximately 660m N of site
21373	Construction of a new 230 square metre farm building and hard standing, for agricultural use as a sheep shed, together with all necessary ancillary works, drainage, and fencing.	Approximately 970m SE of site

The review of these adjacent projects determined that these would not have an impact on the proposed facility in relation to traffic, due to their scale and/or location relative to the site, and, therefore, the cumulative impacts of these projects on the proposed facility would be imperceptible. Therefore, the projects listed above were not included in this assessment.

12.7.6 SCOPE OF ASSESSMENT

The site in Kilmartin, Co. Wicklow, will result in an increase in the traffic volumes at junctions within the surrounding road network in the vicinity of the proposed facility.

Section 2.1 of the “Traffic and Transport Assessment Guidelines” published by TII recommends that in an urban or congested setting that a traffic assessment should cover all of the roads and junctions where the development traffic exceeds 5% of the existing or background traffic, or 10% of the existing or background traffic in a rural setting.

Figure 12-4 outlines the distributed development traffic as a percentage of the background traffic on the adjacent road network.

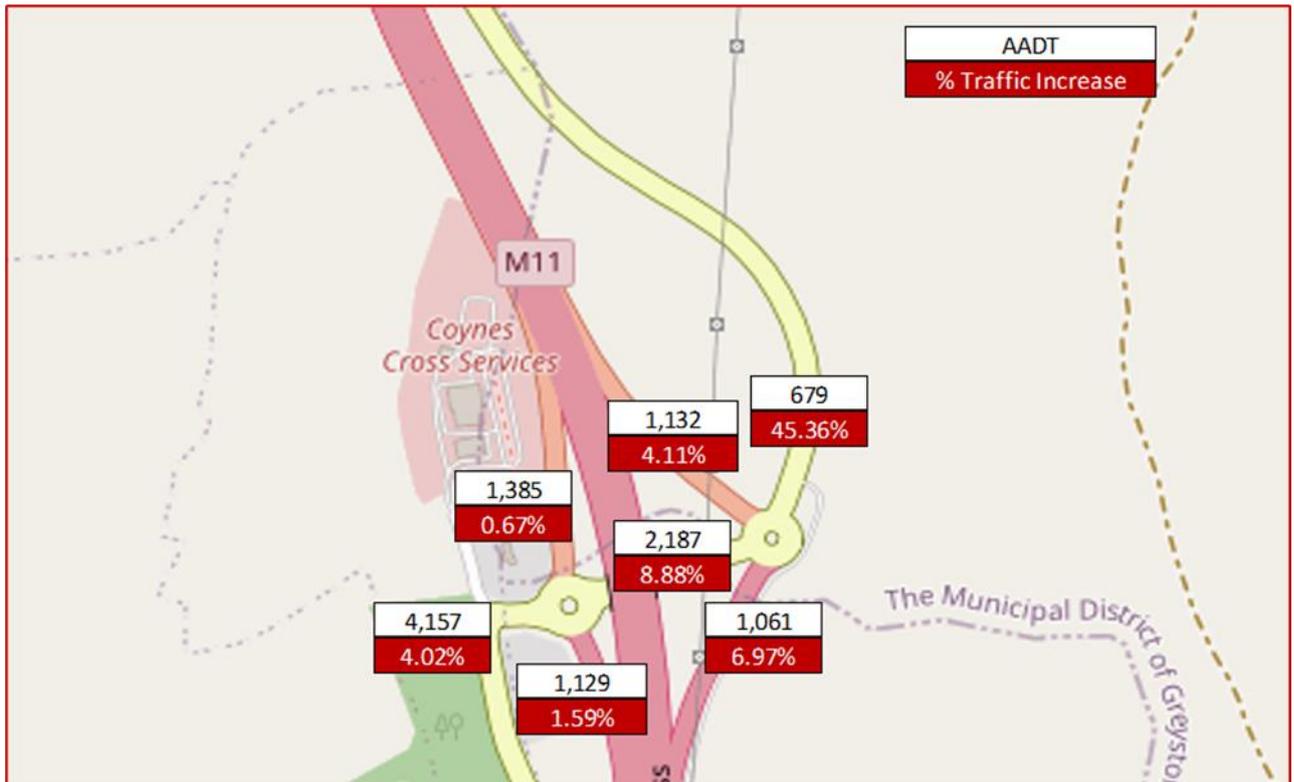


Figure 12-4 - AADT and Development Traffic as a Percentage of Existing Traffic

As shown in Figure 12-4, the development traffic is indicated as exceeding 10% of background traffic on the local road network between the proposed facility and the M11 Junction 14 Eastern Roundabout. This would require the need for a full traffic assessment of the site access junction and the M11 Eastern Roundabout only, however, as both roundabouts at the junction are in close proximity to each other, and effectively operate as one interchange, both roundabouts have been included in the assessment.

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

- Site Access Junction;
- M11 Eastern Roundabout; and
- M11 Western Roundabout.

The M11 Junction 14 interchange (including both the eastern and western roundabouts) was modelled as a single junction with two linked roundabouts.

12.7.6.1 Temporal scope

The detailed assessment considers the 'works phase' which comprises the following activities:

- Enabling works to provide facilities required for the operation of the soil recovery facility: and
- The operation of the soil recovery facility (i.e. acceptance of clean soil and stone to Site and its subsequent emplacement within the fill area).



A restoration phase broadly follows the work phase (with some temporal overlap). The number of vehicles generated during this restoration phase are expected to be much less than during works phase and so have been scoped out of detailed analysis.

12.8 POTENTIAL EFFECTS

12.8.1 ASSESSMENT YEAR

The “Traffic and Transport Assessment Guidelines” published by TII recommend the assessment of traffic in the Opening Year, for the Opening Year +5 years and the Opening Year +15 years.

The assessment years for the Traffic and Transport assessment are therefore 2024 for the Opening Year, and 2029 & 2039 for the Future Assessment Years.

12.8.2 TRAFFIC GROWTH

The "Project Appraisal Guidelines - Unit 5.3 – Travel Demand Projections (PE-PAG-02017)" published by TII in October 2021 has been used to determine future year traffic flows on the network from the 2022 traffic count data.

Table 12-7 contains a summary of the traffic growth factors published in the "Project Appraisal Guidelines". For this assessment, a central growth scenario has been adopted (a ‘central’ growth scenario was assumed given the site location and scale).

Table 12-7 - Future Year Traffic Growth Figures (County Wicklow)

Year	Low Growth		Central Growth		High Growth	
	LV	HV	LV	HV	LV	HV
2016-2030	1.0140	1.0361	1.0157	1.0377	1.0189	1.0412
2030-2040	1.033	1.0153	1.0051	1.0173	1.0091	1.0211

12.8.3 LINK CAPACITY ASSESSMENT

The TII Publications document, “Rural Road Link Design,” reference DN-GEO-03031, provides guidance on recommended rural road layouts in its Table 6/1. It advises that the capacity of a Type 3 Single Carriageway road with 6.0m cross-section is 5,000 AADT for a Level of Service (LOS) D. The R772, adjacent to the site, has an average cross-section width of approximately 6.0m with no hard shoulders present. Therefore, the R772 is considered to be most similar to the Type 3 Single Carriageway cross-section in this document with a capacity of 5,000 AADT for LOS D.

The combined background and development traffic volumes, outlined in Table 12-8, in each of the assessment years is less than the LOS D capacity of 5,000 AADT for a Type 3 Single Carriageway. It is, therefore, considered that the R772 will operate within capacity for each of the assessment years. Table 12-8 indicates that the traffic associated with the Proposed Development represents between 27.7% and 30.5% of the total traffic on the R772 during the assessment years 2024 to 2039.

Table 12-8 - Combined AADT for Each Assessment Year (R772)

	Assessment Year			
	2023	2024	2029	2039
Background Traffic	679	702	761	805
Additional Development Traffic	-	308	308	308
Combined Traffic (Background + Additional Dev. Traffic)	679	1,010	1,069	1,113
Additional Traffic as % of Combined Traffic	-	30.5%	28.8%	27.7%

12.8.4 JUNCTION CAPACITY ASSESSMENT

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

Junction performance is measured as a ratio between the flow and capacity (RFC). The capacity analysis has been carried out for a period of 12-hours, which corresponds to the operational hours of the soil recovery process, for each of the assessment years 2024, 2029 and 2039. A rural junction with an RFC below 0.85 is considered to be operating within capacity, and an RFC of 0.85 indicates a junction operating at capacity.

The capacity of a stream or arm of a junction refers to the maximum flow of vehicles entering the junction, within a given time period and is based on the formula given in LR942 (Kimber, 1980). The formulae describing the theoretical capacity of a junction were derived empirically and have a $\pm 15\%$ confidence interval. Consequently, the standard approach to junction capacity analysis for priority-controlled junctions uses an RFC of 0.85 to describe the theoretical maximum capacity, however in reality there may be additional capacity above this level.

Where the flow on an arm, in a given time period, exceeds the theoretical capacity this will result in increased time to traverse the junction, leading to delays and queues forming. In normal operation, queues forming at a junction will dissipate over time as the volume of vehicles arriving at the junction fall below the available capacity.

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

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

- **LOS F:** Forced traffic flow in which the amount of traffic approaching a point exceeds the amount that can be served. This is characterised by stop-and-go waves, poor travel times and low comfort and convenience (forced or breakdown flow).

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

Location 1 refers to the site access, which is currently closed, and, as a result, the modelling scenario ‘Without Development’ was not included.

The detailed junction capacity analysis outputs for the analysed junctions, for each of the assessment years, are contained within Appendix 12E to this report.

12.8.4.1 Location 1: Junction of Site Access & R772 Regional Road

A summary of the junction capacity analysis results for this junction is shown in Table 12-9. The results indicate that the junction will continue to operate within capacity for each of the assessment years 2024, 2029 and 2039.

Table 12-9 - Summary of Traffic Analysis at Location 1

	12 Hours (07:00 – 19:00)		
	Queue (Veh)	Delay (s)	RFC
Stream	With Development (Opening Year, 2024)		
Site Access- R772	0.0	5.19	0.02
R772 (S)- R772 (N)/Site	0.0	5.68	0.03
Stream	With Development (Year 2029)		
Site Access- R772	0.0	5.20	0.02
R772 (S)- R772 (N)/Site	0.0	5.69	0.03
Stream	With Development (Year 2039)		
Site Access- R772	0.0	5.21	0.02
R772 (S)- R772 (N)/Site	0.0	5.69	0.03

12.8.4.2 Location 2: Junction 14 of the M11 Motorway (M11 Eastern and Western Roundabouts)

A summary of the junction capacity analysis results for the M11 Junction 14 Interchange, including both the M11 eastern and western roundabouts, are shown in Table 12-10. The results indicate that the junction will continue to operate within capacity for each of the assessment years 2024, 2029 and 2039.

Table 12-10 - Summary of Traffic Analysis at Location 2

	12 Hours (07:00 – 19:00)		
	Queue (Veh)	Delay (s)	RFC
Arm	Without Development (Year 2024)		
1 - RBT W - 1 – R772	0.1	2.66	0.12
1 - RBT W - 2 - To M11 Northbound	-	-	-
1 - RBT W - 3 - Overbridge	0.1	3.75	0.11

	12 Hours (07:00 – 19:00)		
	Queue (Veh)	Delay (s)	RFC
1 – RBT W – 4 – From M11 Northbound	0.1	4.02	0.13
2 - RBT E - 1 – R772	0.0	4.26	0.03
2 - RBT E - 2 – To M11 Southbound	-	-	-
2 - RBT E - 3 - Overbridge	0.1	3.50	0.10
2 – RBT E – 4- From M11 Southbound	0.1	2.91	0.09
Arm	With Development (Year 2024)		
1 - RBT W - 1 – R772	0.2	2.74	0.13
1 - RBT W - 2 - To M11 Northbound	-	-	-
1 - RBT W - 3 - Overbridge	0.1	3.87	0.12
1 – RBT W – 4 – From M11 Northbound	0.1	4.06	0.13
2 - RBT E - 1 – R772	0.0	4.60	0.05
2 - RBT E - 2 – To M11 Southbound	-	-	-
2 - RBT E - 3 - Overbridge	0.1	4.05	0.11
2 – RBT E – 4- From M11 Southbound	0.1	3.10	0.09
Arm	Without Development (Year 2029)		
1 - RBT W - 1 – R772	0.2	2.74	0.13
1 - RBT W - 2 - To M11 Northbound	-	-	-
1 - RBT W - 3 - Overbridge	0.2	3.88	0.13
1 – RBT W – 4 – From M11 Northbound	0.2	4.17	0.14
2 - RBT E - 1 – R772	0.0	4.36	0.03
2 - RBT E - 2 – To M11 Southbound	-	-	-
2 - RBT E - 3 - Overbridge	0.1	3.57	0.12
2 – RBT E – 4- From M11 Southbound	0.1	2.98	0.10
Arm	With Development (Year 2029)		
1 - RBT W - 1 – R772	0.2	2.82	0.14
1 - RBT W - 2 - To M11 Northbound	-	-	-
1 - RBT W - 3 - Overbridge	0.2	3.98	0.13
1 – RBT W – 4 – From M11 Northbound	0.2	4.21	0.14
2 - RBT E - 1 – R772	0.0	4.66	0.05
2 - RBT E - 2 – To M11 Southbound	-	-	-
2 - RBT E - 3 - Overbridge	0.2	4.07	0.13
2 – RBT E – 4- From M11 Southbound	0.1	3.15	0.10
Arm	Without Development (Year 2039)		
1 - RBT W - 1 – R772	0.2	2.83	0.15
1 - RBT W - 2 - To M11 Northbound	-	-	-

	12 Hours (07:00 – 19:00)		
	Queue (Veh)	Delay (s)	RFC
1 - RBT W - 3 - Overbridge	0.1	3.88	0.12
1 – RBT W – 4 – From M11 Northbound	0.2	4.30	0.15
2 - RBT E - 1 – R772	0.0	4.45	0.04
2 - RBT E - 2 – To M11 Southbound	-	-	-
2 - RBT E - 3 - Overbridge	0.2	3.66	0.13
2 – RBT E – 4- From M11 Southbound	0.1	2.39	0.10
Arm	With Development (Year 2039)		
1 - RBT W - 1 – R772	0.2	2.91	0.16
1 - RBT W - 2 - To M11 Northbound	-	-	-
1 - RBT W - 3 - Overbridge	0.1	3.97	0.13
1 – RBT W – 4 – From M11 Northbound	0.2	4.34	0.16
2 - RBT E - 1 – R772	0.1	4.71	0.05
2 - RBT E - 2 – To M11 Southbound	-	-	-
2 - RBT E - 3 - Overbridge	0.2	4.11	0.14
2 – RBT E – 4- From M11 Southbound	0.1	2.44	0.10

12.8.5 PROPOSED ACCESS

There is an existing field access located on the R772 at the site of the proposed Soil Recovery Facility. This access, however, is proposed to be redesigned to accommodate the volume of traffic, and types of vehicles, which would use the access when travelling to/from the proposed Soil Recovery Facility. The access will be gated, and the proposed security gates would be set back from the edge of the R772 carriageway a distance of 20m. This would allow all vehicles using the access to wait outside of the extents of the R772 carriageway when waiting for the gates to open. A new boundary fence will also be constructed at the access, and this would be set back 4 m from the edge of the carriageway. The width of the access, where it intersects the R772, would be 18 m with the access road itself measuring 6m in width.

A Swept Path Analysis has been undertaken for HGVs entering and exiting the proposed access and this confirms that the layout of the proposed access will accommodate these types of vehicles. Drawings indicating the proposed access, including the swept path of these vehicles, are contained in Appendix 12D.

12.8.6 SIGHTLINES

The visibility splays at the proposed access to the Soil Recovery Facility were assessed based on the criteria in the TII Publication Document DN-GEO-03060 “Geometric Design of Junctions (priority junctions, direct accesses, roundabouts, grade-separated and compact grade-separated junctions).” For a design speed of 85 kph, unobstructed visibility of 160m from a distance of 3.0 m back from the edge of the major road is required.

Visibility to the north for drivers exiting the site is unobstructed and the full required 160 m is achievable. Visibility to the south for drivers exiting the site, however, is restricted by a combination

of the horizontal alignment of the R722 and the boundary vegetation at the edge of the site on the western side of the R722, which is located on the inside of this horizontal curve. This vegetation and alignment also restrict the SSD for northbound drivers on the R772 towards a stationary vehicle waiting to turn right into the site access. Unobstructed visibility of 120 m to the south is currently achievable which is one-step below the desirable minimum for a design speed of 85kph, without any further intervention.

A 7-Day Automatic Traffic Count was undertaken on the R772 immediately to the south of the existing access. The 85th-percentile speed travelling northbound and southbound on the R772, as recorded by these traffic surveys, was 73.89kph and 77.49kph, respectively, with the mean speed recorded as 63kph and 66.3kph, respectively. The maximum AADT on the R772, during the survey period, was also calculated as 607 which indicates that the R772 is lightly trafficked.

Nevertheless, to ensure adequate sightlines are maintained in both directions, the existing access is being revised to include the cutting back of vegetation on both sides of the site access. To improve visibility to the south from the access, and the SSD for northbound drivers, a section of fence line and hedgerow, approximately 140 m in length, will be removed from the land on the opposite side of the R772, and the fence line setback by a minimum of 13 m such that it is located outside the visibility splay for drivers stopped at the site access and northbound drivers approaching the access on the R772.

Drawings indicating the visibility splays to the north and south of the proposed access, and the extent of hedgerow to be removed, are contained in Appendix 12D.

12.8.7 ROUTE FROM M11 INTERCHANGE TO SITE ACCESS

All vehicles travelling to the proposed Soil Recovery Facility will approach from the M11 interchange to the south and travel along the R772, a distance of approximately 300 m, and turn right into the site. Similarly, when leaving the site, all vehicles will take the reverse journey and turn left out of the site access towards the M11 interchange.

The condition of the R772 along this short route between the site and the M11 has been assessed visually and is considered to be good, with no observed structural deterioration, or depressions, in the carriageway pavement.

Road measurements, carried out using aerial road imagery, indicate that there is over 7m distance between the carriageway edge lines (see Table 12-11). This is considered to be sufficient road width for HGVs to pass without tracking onto verges or road edges. It is noted that HGVs were previously used to import clean soil and stone to the Applicant's lands at the site under a waste permit and that no incidents between vehicles or damage to roads occurred from those activities during that that period.

Table 12-11 - Edge line distances (Google Earth, July 2022)

Location	Coordinates		Approximate distance between edge lines on right and left carriageway (m)
1	53° 2'45.08"N	6° 5'10.51"W	7.31
2	53° 2'43.24"N	6° 5'8.34"W	7.45
3	53° 2'39.55"N	6° 5'6.99"W	7.48
4	53° 2'37.32"N	6° 5'7.71"W	7.08

Prior to mitigation, the potential for dust settling onto HGVs at the Site and subsequently being washed onto the public road network (e.g. from rainfall) is considered to be of High sensitivity due to the Site's proximity to local and national roads/motorway and Medium adverse magnitude due to the potential volume of HGV traffic in exceptional circumstances. Therefore, the significance of impact has the potential to be Large during temporary timeframes where rare, exceptional numbers of HGV deliveries (150 HGVs per day max) to the Site occur. This effect has the potential to be significant prior to mitigation³.

12.8.8 PUBLIC TRANSPORT

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

12.8.9 PARKING

The site will contain 6 parking bays. This parking provision is sufficient for the number of staff working on site and also for any miscellaneous trips that may occur.

12.8.10 PEDESTRIANS & CYCLISTS

There are no footpaths or cycle provisions in the vicinity of the site. The absence of these facilities at this location is not connected with the operation of the site.

12.8.11 “DO-NOTHING” SCENARIO

The site comprises agricultural fields with private gated access with will continue to be used for agricultural activities. The potential impact to traffic in the do-nothing scenario will result in no change.

12.9 MITIGATION AND MONITORING

Following assessment, the additional trips associated with the operation of the Kilmartin Soil Recovery Facility were found to have an 'Imperceptible' impact on the link and junction capacity of the R772 and the site access and M11 interchange at Junction 14, and an 'Imperceptible' impact in relation to road safety and existing road infrastructure.

However, to support long term safety for local road users, as well as staff using the development, the following minor mitigation measures will be provided:

- Revision of the existing site access to maximise sightlines to both sides of the access on the R772.
- Cutting back boundary vegetation, and setting back the fence line, that is currently reducing visibility to the south on the R772 from the proposed site access, and which is also reducing forward SSD for northbound drivers on the R772.
- All HGVs exiting the Site during all project phases will be required to pass through a wheel washes.

Mitigation to avoid or minimise the generation of dust at the Site is proposed in Chapter 9.0: Air Quality and Climate. This is considered sufficient to manage the risk of dust settling onto HGVs at

³ Determined using the EPA (2022) impact assessment approach set out in Chapter 2 Scope and Methodology.

the Site and subsequently being washed onto the public road network (e.g. from rainfall). Measures include that clean soil and stone will not be tipped in windy conditions; all HGVs will be covered; and a bowser will be available onsite for dust suppression, if required. Furthermore, during the phased filling of lower levels in the valley void space it is anticipated that topography will minimise the geographical spread of any dust generated from tipping and emplacement of clean soil and stone and limit the potential for dust to settle on HGVs on the Site.

No topic specific monitoring is proposed in addition to monitoring set out in the wider EIAR chapters.

12.10 RESIDUAL EFFECTS

The residual effects of the proposed Soil Recovery Facility on the surrounding local road environment have been determined to not be more than 'Slight'⁴ (and therefore **Non-Significant**).

With the required mitigation applied, the potential for dust settling onto HGVs at the Site and subsequently being washed onto the public road network (e.g. from rainfall) is reduced by the adoption of dust avoidance/minimisation measures that reduce the magnitude of impact to Negligible. Therefore, the significance of impact has the potential to be, at most, 'Slight'. This residual effect is considered to be **Non-Significant**.

12.11 CUMULATIVE EFFECTS

The cumulative effects associated with other permitted / under construction third-party developments have been considered in Section 12.7.5 and in Chapter 15.0 of this EIAR. Cumulative effects are considered to be **Not Significant**.

12.12 DIFFICULTIES ENCOUNTERED

There were no particular difficulties encountered during the compilation of this chapter.

12.13 REFERENCES

- Google Earth, July 2022 aerial imagery. Available at: <https://earth.google.com>.
- Transport Infrastructure Ireland (TII) Publications document PE-PDV-02045, "Traffic and Transport Assessment Guidelines" (May 2014) published by TII.
- TII Publications document PE-PAG-02017, "Project Appraisal Guidelines for National Roads Unit 5.3 – Travel Demand Projections" (October 2021) published by TII.
- Traffic Survey Data, collected by Traffinomics.
- TII Publications document PE-PAG-02039, "Project Appraisal Guidelines for National Roads Unit 16.1 - Expansion Factors for Short Period Traffic Counts" (October 2016) published by TII.
- TII Publications document DN-GEO-03060, "Geometric Design of Junctions (priority junctions, direct accesses, roundabouts, grade-separated and compact grade-separated junctions)" (June 2017) published by TII.
- TII Publications document DN-GEO-03031, "Rural Road Link Design" (June 2017) published by TII.

⁴ Includes consideration on the for the potential for dust generated onsite to transfer from HGVs to the public road network during works phase as assessed in Chapter 9.0: Air Quality and Climate.

Appendix 12A

TRAFFIC AND TRANSPORT ASSESSMENT REPORT



WSP Golder

Kilmartin Soil Recovery Facility,
Co. Wicklow

Traffic and Transport Assessment

WSP Golder

Kilmartin Soil Recovery Facility, Co. Wicklow

Traffic and Transport Assessment

Document Ref: P22-158-TRTA-RP-001

Rev	Prepared By	Reviewed By	Approved By	Issue Date	Reason for Revision
3.0	AP	AOR/TAG	AOR	27 th Oct. 2023	Final Report
2.0	AP	AOR/TAG	AOR	26 th Oct. 2023	Final Report
1.0	AP/AMG	AOR/TAG	AOR	6 th Oct. 2023	Draft Report

P·M·C·E

T +353 (1) 464 3041
F +353 (1) 459 1836
info@pmceconsultants.com
www.pmceconsultants.com

Unit 17, Greenmount House
Greenmount Office Park
Harold's Cross, Dublin 6W
D6W VX78, Ireland

Executive Summary

The objective of this report is to undertake an assessment of the traffic impacts associated with the proposed Soil Recovery Facility in Kilmartin, Co. Wicklow.

The Applicant is seeking to develop a soil recovery facility at their lands at Kilmartin, Coynes Cross, Newcastle, County Wicklow. The Site consists of up to five fields measuring approximately 15.9 ha (hectares) and occupies a relatively deep natural valley running north to south with steep sides to the east and west. It is proposed to accept, recover and use inert and clean soil and stone to fill the void space created by the valley to a level with the high ground at the eastern and western sides of the Site.

The proposed Soil Recovery Facility will include temporary installation of a site office, access road, storage container, wheel wash, oil bund, parking area, waste inspection bays, waste quarantine bay, septic tank, percolation area, silt trap, oil interceptor, soak pit, drainage, and settlement ponds. Access to the proposed Soil Recovery Facility will be via a revised access on the R772 Regional Road.

Traffic surveys were undertaken at the site access on the R772 and at the nearby Junction 14 of the M11 Motorway. The daily trips associated with the soil recovery facility accounts for a maximum of 308 trips respectively. This number of trips is conservative and allows for periods where the vehicle movements occur in concentrated peaks (i.e. worst-case scenario).

Link capacity analysis, which assesses the ability of the 'road' to accommodate existing and future traffic volumes, was carried out on the R772. The results of this analysis determined that the road would continue to operate within capacity for each of the assessment years 2024 (year of opening), 2029, and 2039.

Junction capacity analysis, which assesses the ability of a 'junction' to accommodate existing and future traffic volumes, was undertaken at the site access and the M11 Junction 14 where the increase in development traffic is expected to exceed 10% of background traffic, as per the Traffic and Transport Assessment Guidelines. The results of the Junction Capacity Analysis indicate that the junctions assessed would continue to operate within capacity for each of the assessment years 2024 (year of opening), 2029 (year of opening+5), and 2039 (year of opening+15).

Sightlines at the proposed site access have been assessed against Section 5.6.3 of TII Publications document DN-GEO-03060, which requires 160m of unobstructed visibility (where the design speed is 85kph) at a point 3.0m back from the edge of the carriageway. To ensure adequate sightlines are maintained in both directions, the existing access is being revised which will include the cutting back of vegetation on both sides of the site access. To improve visibility to the south from the access, and the SSD for northbound drivers, a section of fence line and hedgerow, approximately 140m in length, will be removed from the land on the opposite side of the R772, and the fence line setback by a minimum of 13m such that it is located outside the visibility splay for drivers stopped at the site access and northbound drivers approaching the access on the R772. The visibility requirements looking north and south (i.e. 160m) along the R772 will be achieved from the site access.

There will be sufficient parking provision within the proposed facility to accommodate parking for all staff, and visitors, to the site.

The results of this traffic and transport assessment confirm that the development will have an imperceptible impact on traffic flows on the existing road network due to the low volumes of traffic being generated from it.

Glossary of Terms

Road Network:	The existing and proposed public and private roads within the study area.
Traffic Growth:	The normal expected growth in traffic over time.
Trip:	One movement, in or out of the study area by foot, cycle or vehicle.
Thresholds:	Minimum intervention levels at which Transport and Traffic Assessments are to be conducted.
Generated Trips:	Additional trips made as a result of the presence of a development.
Peak Time:	Time of day at which the transport demands from a development are greatest.
Capacity Calculations:	Standardised methods of estimating traffic capacity on links and at junctions.
Trip Distribution:	The estimated directional distribution of the estimated traffic at each junction in the study area.
Trip Assignment:	The final estimated flows of traffic for each direction of travel at each junction and along each link within the study area.
TRICS:	A database containing empirically obtained trip generation data for a wide range of different types of developments.
AADT:	Annual Average Daily Traffic – The mean daily traffic volume over the course of a year on a particular route.
Level of Service:	Level of Service (LOS) is a measure of the capacity of a road related to the average vehicular speed and level of congestion on the road. It ranges from LOS A to LOS F, with A representing free flow and F representing stop/start traffic. LOS C represents stable flow conditions

Table of Contents

Executive Summary	i
Glossary of Terms	ii
1 Introduction	1
1.1 General.....	1
1.2 Information Reviewed.....	1
1.3 Scope	1
1.4 Methodology.....	1
1.5 Site Location.....	2
1.6 Project Description	2
2 Existing Conditions	4
2.1 The Site	4
2.2 Existing Road Network	4
2.3 Traffic Volumes	4
3 Proposed Development	6
3.1 Trip Generation	6
4 Road Impacts	11
4.1 Assessment Years	11
4.2 Traffic Growth.....	11
4.3 Link Capacity Assessment	11
4.4 Junction Capacity Analysis	12
5 Road Safety	15
5.1 Site Access.....	15
5.2 Sightlines.....	15
6 Conclusions	16
Appendix A – TRICS Output	17
Appendix B – Traffic Survey Data	18
Appendix C- AADT For each Junction	19
Appendix D – Visibility Splays	23
Appendix E – Junctions 9 Outputs	24

Index of Figures

Figure 1-1: Location Plan (Source: www.openstreetmap.org)	2
Figure 2-1: R772 Looking South.....	4
Figure 3-1: Assignment of Site Traffic throughout the Network.....	9
Figure 3-2: AADT and Development Traffic as a Percentage of Existing Traffic	10

Index of Tables

TABLE 3-1: IMPORTED QUANTITIES OF MATERIAL	6
TABLE 3.2: SUMMARY OF PREDICTED DAILY TRIPS IN OPENING YEAR AND BEYOND	7
TABLE 3.3: SUMMARY OF ADJACENT DEVELOPMENTS.....	8
Table 4-1: Future Year Traffic Growth Figures (County Wicklow).....	11
Table 4-2: Combined AADT for each Assessment Year (R772).....	11
Table 4-3: Summary of Traffic Analysis at the Site Access on the R772.....	13
Table 4-4 Summary of Traffic Analysis at Junction 14 of the M1 Motorway	13
Table 6-1: Existing AADTs at Site 1 - (Site Access).....	20
Table 6-2: AADTs at Junction 2 – (M11 Eastern Roundabout).....	21
Table 6-3: AADTs at Junction 3 – (M11 Western Roundabout).....	22

1 Introduction

1.1 General

PMCE Ltd were commissioned by WSP Golder to undertake an assessment of the traffic impacts associated with the proposed Soil Recovery Facility at Kilmartin, Co. Wicklow.

1.2 Information Reviewed

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

- Transport Infrastructure Ireland (TII) Publications document PE-PDV-02045, “Traffic and Transport Assessment Guidelines” (May 2014) published by TII.
- TII Publications document PE-PAG-02017, “Project Appraisal Guidelines for National Roads Unit 5.3 – Travel Demand Projections” (October 2021) published by TII.
- Traffic Survey Data, collected by Traffinomics.
- TII Publications document PE-PAG-02039, “Project Appraisal Guidelines for National Roads Unit 16.1 - Expansion Factors for Short Period Traffic Counts” (October 2016) published by TII.
- TII Publications document DN-GEO-03060, “Geometric Design of Junctions (priority junctions, direct accesses, roundabouts, grade-separated and compact grade-separated junctions)” (June 2017) published by TII.
- “Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG)”, (January 2012) published by the Department of Local Housing and Heritage.
- “Regional Spatial & Economic Strategy, 2019-2031” (June 2019), published by Eastern & Midland Regional Assembly

1.3 Scope

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

1.4 Methodology

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

- A site visit on the 16th of March 2023, at which time the weather was dry, and the ground surface was damp.
- Trip Generation and Trip Assignment – This is used to derive trip rates for a 12-hour period and to assign such trips to the surrounding road network according to which direction of travel vehicles will travel to/from the site in Kilmartin, Co. Wicklow.
- Link Capacity Assessment - To obtain an AADT value for the main road linking the site to the surrounding network.
- Existing Traffic Assessment – The traffic count data was used to develop Junctions 9 models for the assessed junctions.
- Future Year Assessments – The estimated future year volumes on the study area network, as a result of the increase in background traffic and any site related traffic, was used to assess the future operational performance of the junctions and surrounding road network for the opening year (2024), and at two future assessment years, the opening year +5 (2029) and the opening year +15 (2039).

1.5 Site Location

Figure 1-1 shows the location of the proposed site in Kilmartin, Co. Wicklow, which is located approximately 8km northeast of Wicklow Town.

The proposed Soil Recovery Facility will include temporary installation of a site office, access road, storage container, wheel wash, oil bund, parking area, waste inspection bays, waste quarantine bay, septic tank, percolation area, silt trap, oil interceptor, soak pit, drainage, and settlement ponds. Access to the proposed Soil Recovery Facility will be via a revised access on the R772 Regional Road.

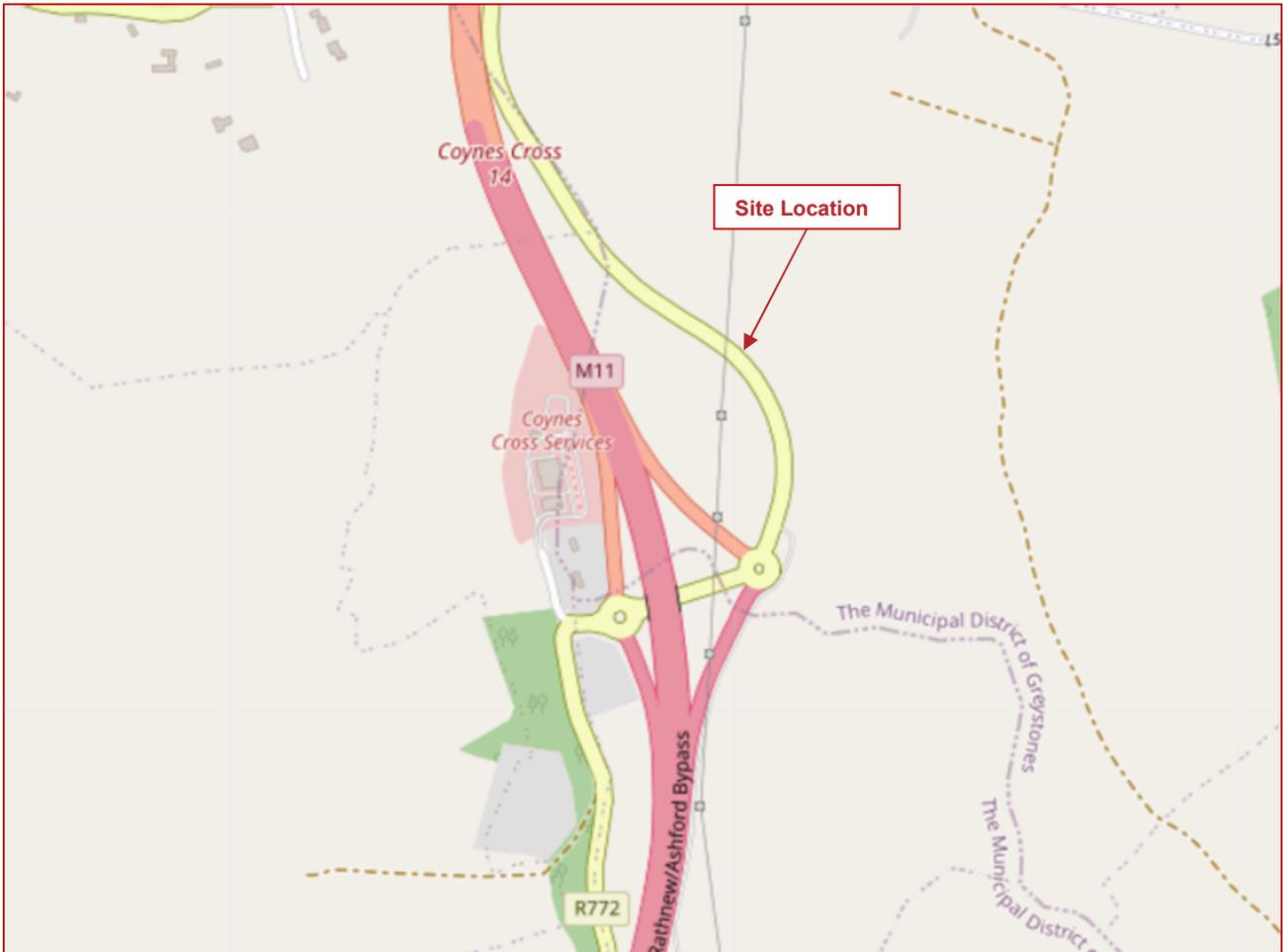


FIGURE 1-1: LOCATION PLAN (SOURCE: WWW.OPENSTREETMAP.ORG)

1.6 Project Description

The Applicant is seeking to develop a soil recovery facility at their lands in Kilmartin, Coynes Cross, Newcastle, County Wicklow. The Site consists of up to five fields measuring approximately 15.9 ha (hectares) and occupies a relatively deep natural valley running north to south with steep sides to the east and west. It is proposed to accept, recover and use inert and clean soil and stone to fill the void space created by the valley to a level with the high ground at the eastern and western sides of the Site.

The proposed development will require the installation and maintenance of the following structures for the operational phase of the Soil Recovery Facility:

- Site Accommodation and ancillary facilities comprising a site office, weighbridge office, welfare facilities, canteen, storage container. The toilet will also be self-contained, and will be periodically emptied with the waste removed to an appropriately-authorized waste facility. An administration car park for six private vehicles will be provided.

- Weighbridge.
- Wheel wash (a self-contained unit, such that the used effluent will be recycled. It will be periodically de-sludged as necessary, with the sludge removed offsite to an appropriately authorised waste facility).
- Site access, roads, parking, and hardstanding areas, including a bunded waste quarantine area and two waste quarantine bays.
- Security features, including security gates and fencing.
- Water supply connection (e.g. installation of onsite groundwater well or connection to water mains).
- Power supply. It is intended that approval will be sought for a connection to the ESB Network for the site office and welfare facilities. Diesel generators will be used to power mobile lighting, if required.

All hard-standing areas adjacent to the administration buildings and the main internal road will be drained to a surface water drainage system. Run-off from hard-standings used for parking and marshalling of trucks and the main internal road will be directed to a shallow interceptor drain that will be constructed on site and ultimately discharged to ground. The interceptor will be maintained, as required.

It is proposed to remove ca. 140m of fence and hedgerow from the field opposite the site entrance to facilitate sightlines at the proposed site entrance, and Stopping Sight Distance (SSD) for northbound drivers. The fence and hedgerow are situated on lands within the ownership of the Norse family and will be replanted/reinstated at the end-of-life point of the soil recovery facility.

The temporary relocation of ESB poles within the fill area will be required. This will be subject to prior agreement with ESB.

There is an existing site access on the R772, however this will be revised to accommodate the volume, and type, of vehicles entering and exiting the site. The access will be 18m wide and setback 4m from the edge of the R772 carriageway. The fence line at the access will taper from this location to a width of 7m where security gates will be provided. The gates will be setback 20m from the edge of the R772 carriageway. The area within the access between the edge of the R772 carriageway will be comprised of a hardstanding material throughout with no verges or level differences.

2 Existing Conditions

2.1 The Site

The proposed Soil Recovery Facility would be located approximately 8km from Wicklow Town and 15km from Greystones and isolated from built up urban areas. The site, and surrounding lands, are currently in agricultural use (sheep grazing and some small arable crop farming), with the land sloping down from north to south and the site comprising a naturally occurring steep “V” shaped valley. The site boundaries are defined by trees and hedgerows, and the Kilmartin Stream flows along the southern site boundary in an easterly direction towards the coast. There are farm buildings located to the north also.

2.2 Existing Road Network

2.2.1 R772

The R772 cross section varies along its length, but, within the vicinity of the M11 Motorway, is a single carriageway with a vehicle restraint system provided on its western side within the vicinity of the site. There are no footpaths and cycle facilities on the R772 in the vicinity of the site, with the roadside boundary including a narrow verge and hedgerow. The R772 terminates in a cul de sac at its northern extent at a cluster of residential properties. The posted speed limit on the R772 is 80kph to the north of the eastern roundabout at the M11 Junction 14.



FIGURE 2-1: R772 LOOKING NORTH

2.2.2 M11

The M11 Motorway runs in a north-south direction, connecting Dublin in the north to Wexford in the south.

The M11 Motorway cross section includes a dual carriageway with two lanes and a hard-shoulder in both directions, separated by a median vehicle restraint system. Junction 14 of the M11 Motorway includes a dumbbell roundabout arrangement, which facilitates north-, and southbound, on/off-slips.

The M11 Motorway has a posted speed limit of 120kph, which reduces to 80kph on the Junction 14 off-slips.

2.3 Traffic Volumes

An Automatic Traffic Count, using pneumatic tubes, was undertaken between Tuesday 20th September 2022 and Monday 26th September 2022 on the R772 in the vicinity of the site access.

In addition, 12-Hour classified Junction Turning Counts (12-Hour classified counts) were carried out on Tuesday 20th of September at the two roundabouts at Junction 14 of the M11 Motorway.

Each of the traffic counts were carried out between 7:00am and 7:00pm, this time period encompassing the peak hours on the adjacent road network. Surveyed vehicles were broken down into five categories as follows:

1. Cars
2. LGV's (Light Goods Vehicles)
3. OGV1 (Two and three axle goods vehicles)
4. OGV2 (Four and five axle goods vehicles)
5. Buses

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

- **Junction 1: R772 & the Proposed Site Access T-Junction (referred to as the 'Site Access' in this report)** - 08:00 - 09:00 (AM Peak) and 16:00 - 17:00 (PM Peak).
- **Junction 2: R772 & M11 Junction 14 Eastern Roundabout (referred to as the 'M11 Eastern Roundabout' in this report)** – 08:45 - 09:45 (AM Peak) and 15:00 - 16:00 (PM Peak).
- **Junction 3: R772 & M11 Junction 14 Western Roundabout (referred to as the 'M11 Western Roundabout' in this report)** - 08:45 - 09:45 (AM Peak) and 15:00 - 16:00 (PM Peak).

The count data for each site has been converted to Annual Average Daily Traffic (AADT) values using the methodology described in "Expansion Factors for Short Period Traffic Counts" (Unit 16.2 NRA Project Appraisal Guidelines, August 2012). Annexes A to C of the above document were used in the expansion of traffic counts to AADTs. The AADT was calculated to determine the percentage increase in traffic volumes on the road network as a result of the trips generated by the proposed development.

A combined factor of 0.755 was arrived at by combining the individual hourly factors for the count duration. This factor was then used to determine the 24-hour traffic flow. This was then converted to a Weekly Average Daily Traffic (WADT) using an index of 0.97 for the Tuesday traffic count. Finally, this was converted to AADT using an index of 0.98 for the month of September. These factors were used to calculate the AADT for each of the junctions.

The resulting AADT figures at each junction are provided in Appendix C.

3 Proposed Development

3.1 Trip Generation

3.1.1 Site Operational Movements

An assessment of the traffic generated by the proposed operations at the Soil Recovery Facility has been undertaken. Approximately 550,000 tonnes of material will be imported to the site and this figure has therefore been used in determining the trips generated by the facility.

In determining the daily traffic volumes associated with the importation of material, an average of 100 loads per day (Monday to Friday) from the site has been calculated, based on the assumptions set out in TABLE 3-1 below which summarises the calculation of daily trips to/from the restoration site.

TABLE 3-1: IMPORTED QUANTITIES OF MATERIAL

Imported Quantities of Material	
Quantity of Material per annum (tonnes per annum)	550,000
Quantity per week (50 operational weeks / year)	11,000
Quantity per day (5.5 operational days/week)	2,000
Loads per day (20 tonnes per load)	100

However, the Applicant has advised that a maximum import rate of 150 loads per day is expected to occur during periods of peak activity. Whilst periods of peak activity will be infrequent, it is assumed, for the purpose of this assessment, that the site will generate 150 loads, and thus 300 HGV trips per day, 150 inbound and 150 outbound, as this is considered the 'worst-case scenario' at the proposed facility.

These trips have been distributed throughout the day according to trip rates derived from the Trip Rate Information Computer System (TRICS) database which is based on surveyed traffic for similar types of developments in similar locations.

Appendix A to this report contains the information derived from the TRICS database.

3.1.2 Staff Trips

The site will employ 3 staff members and it is not anticipated that these numbers will increase. Staff movements will generate 3 trips inbound in the morning and 3 trips outbound in the evening peak. A conservative approach was adopted as it was considered that these trips would coincide with the AM and PM Peaks.

3.1.3 Miscellaneous Trips

For the purpose of this assessment, it has been assumed that 2 miscellaneous trips will occur daily. This allows for miscellaneous trips, such as deliveries and inspections, to and from the site. A conservative approach was also adopted for these trips as it was considered that these trips would coincide with AM and PM Peak periods.

3.1.4 Derived Trip Rate

The total daily trips associated with the operation of the proposed facility therefore accounts for 308 movements daily, 300 of which relate to HGV's (97.40%). These numbers are arrived at by summing the following components:

- 300 daily truck movements enter and exit the site (150 Inbound and 150 Outbound).
- 6 staff trips daily (3 Inbound and 3 Outbound).
- 2 miscellaneous trips daily (1 Inbound and 1 Outbound).

3.2 Trip Distribution

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

TABLE 3.2 details the composition of site traffic that has been applied to the development traffic as part of the junction capacity analysis.

TABLE 3.2: SUMMARY OF PREDICTED DAILY TRIPS IN OPENING YEAR AND BEYOND

Development	Type of Traffic	Daily Trips	
		Arrivals	Departures
Restoration site	Transportation of Material (HGVs)	150	150
	Staff (LVs)	3	3
	Miscellaneous (LVs)	1	1
Total		154	154

3.3 Adjacent Developments

A search of planned future developments which may have an impact on future traffic flows in the vicinity of the proposed development was undertaken. A list of 3rd party projects, which may have an impact on the traffic related to the proposed facility, and which have received planning permission, is shown in TABLE 3.3.

TABLE 3.3: SUMMARY OF ADJACENT DEVELOPMENTS

Reference	Description
22644	Dwelling house with services, domestic garage and all associated site works.
2386	Proposed conversion of existing garage to a single bedroom service unit ancillary to existing care facility and associated works.
31	Development of a Solar PV Panel Array consisting of up to 30,000m ² (3 Hectares) of solar panels on ground mounted steel frames on an 8.399 hectare site, electricity control room, power inverter unit, underground cable ducts, security fence, CCTV masts, Solar Lighting and all associated works.
16307	A solar panel array consisting of up to 3,041sqm of solar panels on ground mounted steel frames, electricity control room, power inverter unit, underground cable ducts, solar powered CCTV cameras & lamps, security fence & all associated works.
22862	Removal of existing septic tank, installation of wastewater treatment unit, soil polishing filter to current standards and associated works.
21373	Construction of a new 230 square metre farm building and hard standing, for agricultural use as a sheep shed, together with all necessary ancillary works, drainage and fencing.

The review of these adjacent projects determined that these would not have an impact on the proposed facility in relation to traffic and, therefore, the cumulative impacts of these projects on the proposed facility would be imperceptible. Therefore, projects listed above were not included in this assessment.

3.4 Trip Assignment

Traffic travelling to and from the proposed site will do so via Junction 14 of the M11 Motorway. The assignment of the site traffic on the adjacent road network has been derived from the traffic count data and this is illustrated in Figure 3-1.

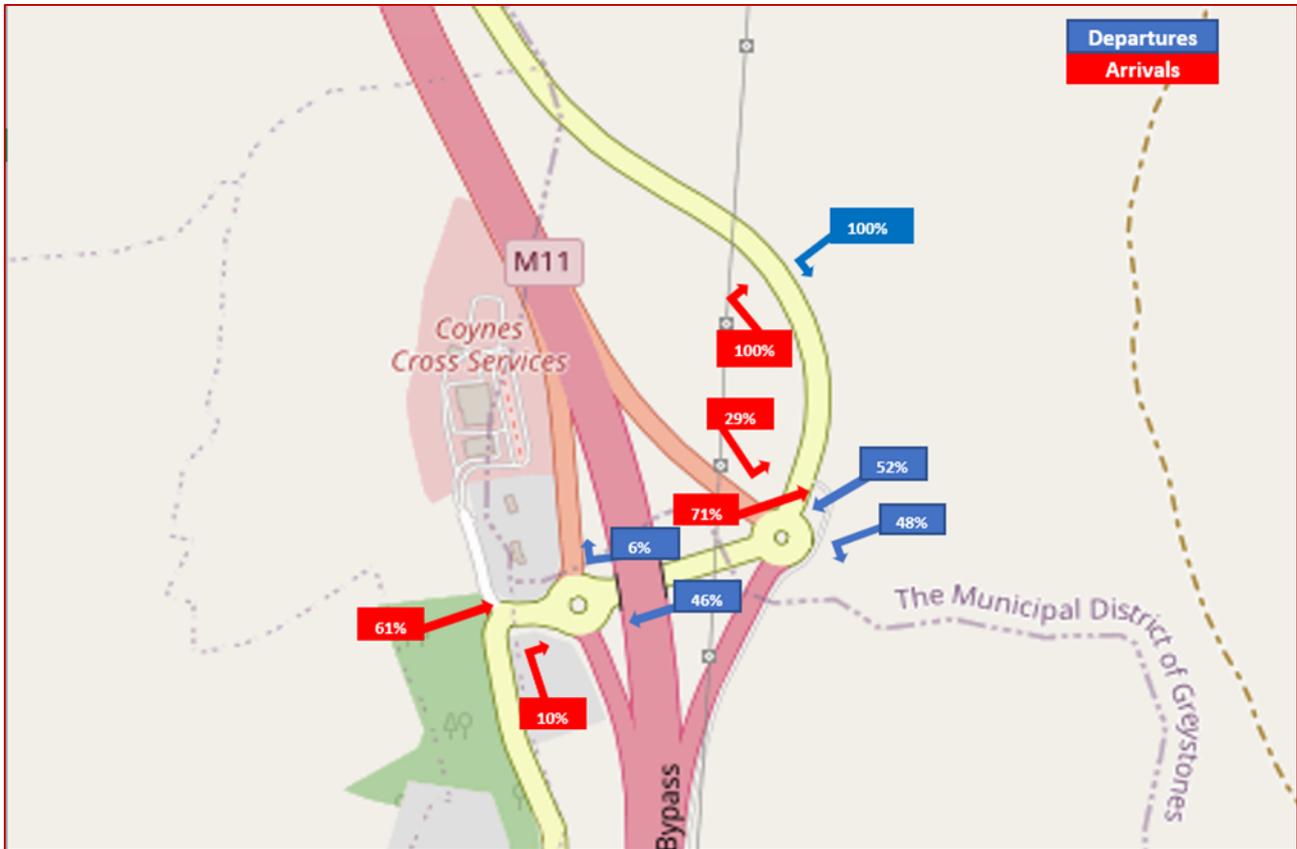


Figure 3-1: Assignment of Site Traffic throughout the Network

3.5 Scope of Assessment

The site in Kilmartin, Co. Wicklow, will result in an increase in the traffic volumes at junctions within the surrounding road network in the vicinity of the proposed facility.

Section 2.1 of the “Traffic and Transport Assessment Guidelines” published by Transport Infrastructure Ireland recommends that in an urban or congested setting that a traffic assessment should cover all of the roads and junctions where the development traffic exceeds 5% of the existing or background traffic, or 10% of the existing or background traffic in a rural setting.

Figure 3-2 outlines the distributed development traffic as a percentage of the background traffic on the adjacent road network.

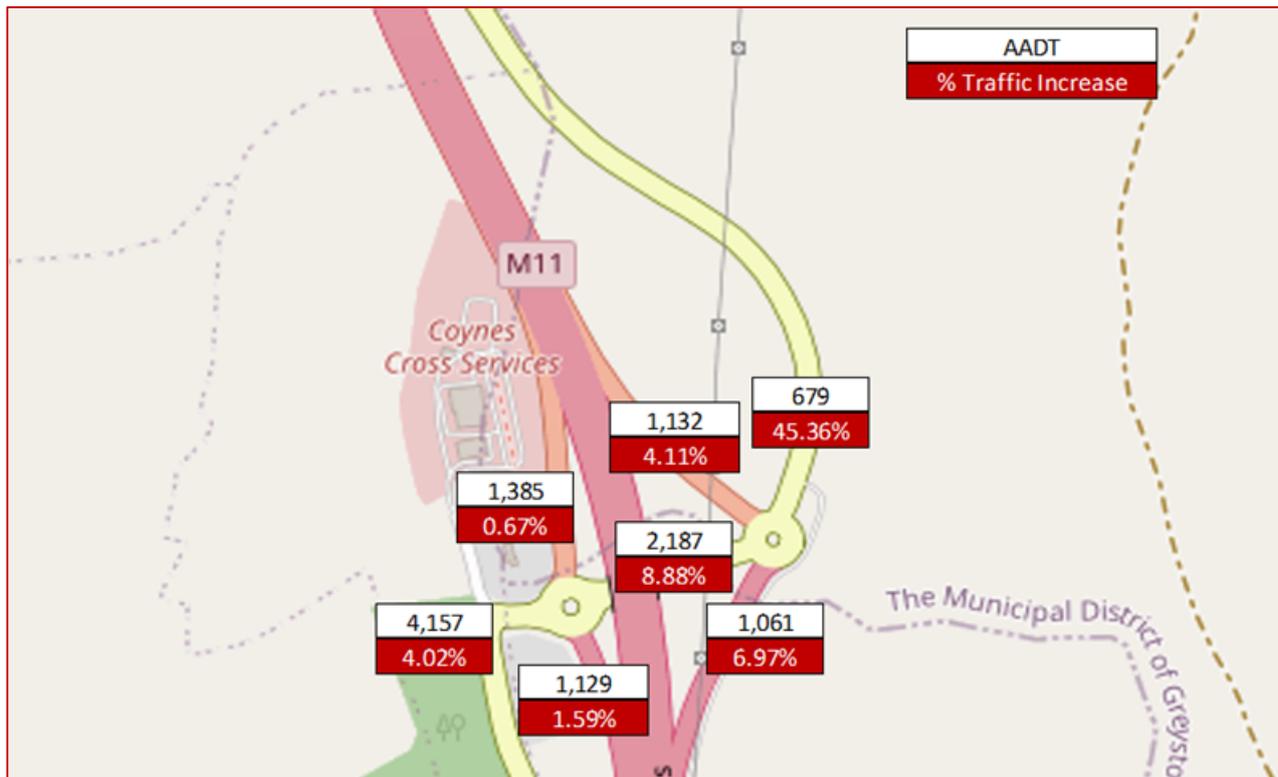


Figure 3-2: AADT and Development Traffic as a Percentage of Existing Traffic

As shown in Figure 3-2, the development traffic is indicated as exceeding 10% of background traffic on the local road network between the proposed facility and the M11 Junction 14 Eastern Roundabout. This would require the need for a full traffic assessment of the site access junction and the M11 Eastern Roundabout only, however, as both roundabouts at the junction are in close proximity to each other, and effectively operate as one interchange, both roundabouts have been included in the assessment.

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

- **Junction 1:** Site Access Junction
- **Junction 2:** M11 Eastern Roundabout
- **Junction 3:** M11 Western Roundabout

The M11 Junction 14 interchange (including both the eastern and western roundabouts) was modelled as a single junction with two linked roundabouts.

4 Road Impacts

4.1 Assessment Years

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

The assessment years for the Traffic and Transport assessment are therefore 2024 for the Opening Year, 2029 and 2039 for the Future Assessment Years.

4.2 Traffic Growth

The "Project Appraisal Guidelines - Unit 5.3 – Travel Demand Projections (PE-PAG-02017)" published by TII in October 2021 has been used to determine future year traffic flows on the network from the 2022 traffic count data. Table 4-1 contains a summary of the traffic growth factors published in the "Project Appraisal Guidelines." For this assessment, a central growth scenario has been adopted (a 'central' growth scenario was assumed given the site location and scale).

TABLE 4-1: FUTURE YEAR TRAFFIC GROWTH FIGURES (COUNTY WICKLOW)

Year	Low Growth		Central Growth		High Growth	
	LV	HV	LV	HV	LV	HV
2016-2030	1.0140	1.0361	1.0157	1.0377	1.0189	1.0412
2030-2040	1.033	1.0153	1.0051	1.0173	1.0091	1.0211

4.3 Link Capacity Assessment

4.3.1 R772 Regional Road

The TII Publications document reference DN-GEO-03031 provides guidance on recommended rural road layouts in its Table 6/1. It advises that the capacity of a Type 3 Single Carriageway road with 6.0m cross-section is 5,000 AADT for a Level of Service (LOS) D. The R772, adjacent to the site, has an average cross-section width of approximately 6.0m with no hard shoulders present. Therefore, the R772 is considered to be most similar to the Type 3 Single Carriageway cross-section in this document with a capacity of 5,000 AADT for LOS D.

The combined background and development traffic volumes, outlined in Table 4-2, in each of the assessment years is less than the LOS D capacity of 5,000 AADT for a Type 3 Single Carriageway. It is, therefore, considered that the R772 will operate within capacity for each of the assessment years. Table 4-2 indicates that the traffic associated with the proposed development represents between 30.5% and 27.7% of the total traffic on the R772 during the assessment years 2024 to 2039.

TABLE 4-2: COMBINED AADT FOR EACH ASSESSMENT YEAR (R772)

	Assessment Year			
	2023	2024	2029	2039
Background Traffic	679	702	761	805
Additional Development Traffic	-	308	308	308
Combined Traffic (Background + Additional Dev. Traffic)	679	1,010	1,069	1,113
Additional Traffic as % of Combined Traffic	-	30.5%	28.8%	27.7%

4.4 Junction Capacity Analysis

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

Junction performance is measured as a ratio between the flow and capacity (RFC). The capacity analysis has been carried out for a period of 12-hours, which corresponds to the operational hours of the infill process, for each of the assessment years 2024, 2029 and 2039. A rural junction with an RFC below 0.85 is considered to be operating within capacity, and an RFC of 0.85 indicates a junction operating at capacity.

The capacity of a stream or arm of a junction refers to the maximum flow of vehicles entering the junction, within a given time period and is based on the formula given in LR942 (Kimber, 1980). The formulae describing the theoretical capacity of a junction were derived empirically and have a $\pm 15\%$ confidence interval. Consequently, the standard approach to junction capacity analysis for priority-controlled junctions uses an RFC of 0.85 to describe the theoretical maximum capacity, however in reality there may be additional capacity above this level.

Where the flow on an arm, in a given time period, exceeds the theoretical capacity this will result in increased time to traverse the junction, leading to delays and queues forming. In normal operation, queues forming at a junction will dissipate over time as the volume of vehicles arriving at the junction fall below the available capacity.

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

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

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

Location 1 refers to the site access, which is currently closed, and, as a result, the modelling scenario 'Without Development' was not included.

The detailed junction capacity analysis outputs for the analysed junctions, for each of the assessment years are contained within Appendix E to this report.

4.4.1 Location 1: Site Access on R772 Regional Road

A summary of the junction capacity analysis results for this junction are shown in Table 4-3. The results indicate that the junction will continue to operate within capacity for each of the assessment years 2024, 2029 and 2039.

TABLE 4-3: SUMMARY OF TRAFFIC ANALYSIS AT THE SITE ACCESS ON THE R772

Stream	12 Hours (07:00 – 19:00)		
	Queue (Veh)	Delay (s)	RFC
2024 With Development (Opening Year)			
Site Access - R772	0.0	5.19	0.02
R772 (S) - R772 (N)/Site	0.0	5.68	0.03
2029 With Development			
Site Access - R772	0.0	5.20	0.02
R772 (S) - R772 (N)/Site	0.0	5.69	0.03
2039 With Development			
Site Access - R772	0.0	5.21	0.02
R772 (S) - R772 (N)/Site	0.0	5.69	0.03

4.4.2 Location 2: Junction 14 of the M11 Motorway (M11 Western and Eastern Roundabout)

A summary of the junction capacity analysis results for the junction 14 of the M11 Motorway are shown in Table 4-4. The results indicate that the junction will continue to operate within capacity for each of the assessment years 2024, 2029 and 2039.

TABLE 4-4 SUMMARY OF TRAFFIC ANALYSIS AT JUNCTION 14 OF THE M1 MOTORWAY

Arm	12 Hours (07:00 – 19:00)		
	Queue (Veh)	Delay (s)	RFC
Without Development (Year 2024)			
1 - RBT W - 1 – R772	0.1	2.66	0.12
1 - RBT W - 2 - To M11 Northbound	-	-	-
1 - RBT W - 3 - Overbridge	0.1	3.75	0.11
1 – RBT W – 4 – From M11 Northbound	0.1	4.02	0.13
2 - RBT E - 1 – R772	0.0	4.26	0.03
2 - RBT E - 2 – To M11 Southbound	-	-	-
2 - RBT E - 3 - Overbridge	0.1	3.50	0.10
2 – RBT E – 4- From M11 Southbound	0.1	2.91	0.09
With Development (Year 2024)			
1 - RBT W - 1 – R772	0.2	2.74	0.13
1 - RBT W - 2 - To M11 Northbound	-	-	-
1 - RBT W - 3 - Overbridge	0.1	3.87	0.12
1 – RBT W – 4 – From M11 Northbound	0.1	4.06	0.13
2 - RBT E - 1 – R772	0.0	4.60	0.05
2 - RBT E - 2 – To M11 Southbound	-	-	-
2 - RBT E - 3 - Overbridge	0.1	4.05	0.11
2 – RBT E – 4- From M11 Southbound	0.1	3.10	0.09
Without Development (Year 2029)			
1 - RBT W - 1 – R772	0.2	2.74	0.13
1 - RBT W - 2 - To M11 Northbound	-	-	-
1 - RBT W - 3 - Overbridge	0.2	3.88	0.13
1 – RBT W – 4 – From M11 Northbound	0.2	4.17	0.14
2 - RBT E - 1 – R772	0.0	4.36	0.03

2 - RBT E - 2 – To M11 Southbound	-	-	-
2 - RBT E - 3 - Overbridge	0.1	3.57	0.12
2 – RBT E – 4- From M11 Southbound	0.1	2.98	0.10
Arm	With Development (Year 2029)		
1 - RBT W - 1 – R772	0.2	2.82	0.14
1 - RBT W - 2 - To M11 Northbound	-	-	-
1 - RBT W - 3 - Overbridge	0.2	3.98	0.13
1 – RBT W – 4 – From M11 Northbound	0.2	4.21	0.14
2 - RBT E - 1 – R772	0.0	4.66	0.05
2 - RBT E - 2 – To M11 Southbound	-	-	-
2 - RBT E - 3 - Overbridge	0.2	4.07	0.13
2 – RBT E – 4- From M11 Southbound	0.1	3.15	0.10
Arm	Without Development (Year 2039)		
1 - RBT W - 1 – R772	0.2	2.83	0.15
1 - RBT W - 2 - To M11 Northbound	-	-	-
1 - RBT W - 3 - Overbridge	0.1	3.88	0.12
1 – RBT W – 4 – From M11 Northbound	0.2	4.30	0.15
2 - RBT E - 1 – R772	0.0	4.45	0.04
2 - RBT E - 2 – To M11 Southbound	-	-	-
2 - RBT E - 3 - Overbridge	0.2	3.66	0.13
2 – RBT E – 4- From M11 Southbound	0.1	2.39	0.10
Arm	With Development (Year 2039)		
1 - RBT W - 1 – R772	0.2	2.91	0.16
1 - RBT W - 2 - To M11 Northbound	-	-	-
1 - RBT W - 3 - Overbridge	0.1	3.97	0.13
1 – RBT W – 4 – From M11 Northbound	0.2	4.34	0.16
2 - RBT E - 1 – R772	0.1	4.71	0.05
2 - RBT E - 2 – To M11 Southbound	-	-	-
2 - RBT E - 3 - Overbridge	0.2	4.11	0.14
2 – RBT E – 4- From M11 Southbound	0.1	2.44	0.10

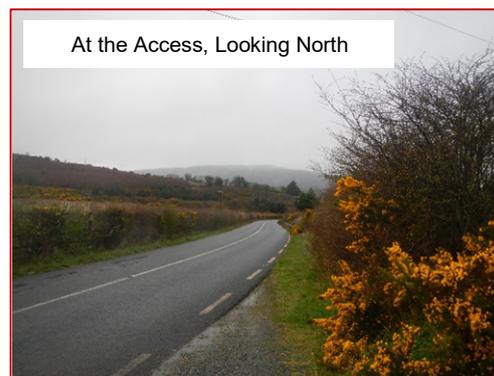
5 Road Safety

5.1 Site Access

To ensure continued provision of the existing visibility envelopes at the site access it would be necessary to continue normal verge/hedgerow maintenance, ensuring that the grass/foliage is cut back to maximise visibility.

5.2 Sightlines

The visibility splays at the proposed development access were assessed based on the criteria in TII Publication DN-GEO-03060 “Geometric Design of Junctions (priority junctions, direct accesses, roundabouts, grade-separated and compact grade-separated junctions)”. For a design speed of 85kph, this requires unobstructed visibility of 160m from a distance of 3.0m back from the edge of the major road.



Visibility to the north for drivers exiting the quarry is good and the full required 160m is achievable. The available visibility to the south is 120m only, which is restricted by the road's horizontal alignment and hedgerow on the opposite side of the R772. This vegetation and alignment also restricts the SSD for northbound drivers on the R772 towards a stationary vehicle waiting to turn right into the site access.

To ensure adequate sightlines are maintained in both directions, the existing access is being revised which will include the cutting back of vegetation on both sides of the site access. To improve visibility to the south from the access, and the SSD for northbound drivers, a section of fence line and hedgerow, approximately 140m in length, will be removed from the land on the opposite side of the R772, and the fence line setback by a minimum of 13m such that it is located outside the visibility splay for drivers stopped at the site access and northbound drivers approaching the access on the R772.

The sightlines from the proposed site access, and SSD for northbound drivers on the R772, is shown in Appendix D.

5.3 Parking

The site will contain 6 parking spaces. This parking provision is sufficient for the number of staff working on site and also for any miscellaneous trips that may occur.

5.4 Public Transport

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

5.5 Pedestrians & Cyclists

There are no footpaths or cycle provisions in the vicinity of the site. The absence of these facilities at this location is not connected with the operation of the site.

6 Conclusions

The Traffic and Transport Assessment has determined the following:

- 1) The R772, within the vicinity of the site, would continue to operate within capacity for each of the assessment years 2024 (Opening year), 2029 and 2039.
- 2) The results of the Junction Capacity Analysis indicate that all junctions assessed would operate within capacity for each of the assessment years 2024 (Opening year), 2029, and 2039 with, and without, the site.
- 3) Sightlines have been assessed against Section 5.6.3 of TII Publications document DN-GEO-03060, which requires 160m of unobstructed visibility (where the design speed is 85kph) at a point 3.0m back from the edge of the carriageway. To ensure adequate sightlines are maintained in both directions, the existing access is being revised which will include the cutting back of vegetation on both sides of the site access. To improve visibility to the south from the access, and the SSD for northbound drivers, a section of fence line and hedgerow, approximately 140m in length, will be removed from the land on the opposite side of the R772, and the fence line setback by 13m such that it is located outside the visibility splay for drivers stopped at the site access and northbound drivers approaching the access on the R772. The visibility requirements looking north and south (i.e. 160m) along the R772 will be achieved from the site access.
- 4) There will be sufficient parking provision within the proposed facility to accommodate parking for all staff, and visitors, to the site.
- 5) The results of this traffic and transport assessment confirm that the development will have an imperceptible impact on traffic flows on the existing road network due to the low volume of traffic being generated by the development.

**Appendix A – TRICS Output
(Available as Appendix 12B)**

**Appendix B – Traffic Survey Data
(Available as Appendix 12C)**

Appendix C- AADT For each Junction

TABLE 6-1: EXISTING AADTs AT SITE 1 - (SITE ACCESS)

Hour Ending	R772
08:00	35
09:00	63
10:00	46
11:00	38
12:00	50
13:00	52
14:00	42
15:00	60
16:00	58
17:00	79
18:00	57
19:00	27
Period Total	607
Period Total HGVs	16
% HGVs	3%
Total AADT	711

TABLE 6-2: AADTs AT JUNCTION 2 – (M11 EASTERN ROUNDABOUT)

Hour Ending	R772 North	M11 Off-slip	M11 Overbridge	M11 On-slip
08:00	33	37	82	28
09:00	49	54	107	42
10:00	49	60	128	63
11:00	34	51	131	68
12:00	36	60	134	60
13:00	43	57	144	76
14:00	45	81	177	85
15:00	34	85	178	97
16:00	59	97	227	107
17:00	53	110	227	118
18:00	53	78	165	70
19:00	44	61	130	73
Period Total	532	831	1,830	887
Period Total HGVs	17	82	172	91
% HGVs	3%	10%	9%	10%
Total AADT	679	1,061	2,336	1,132

TABLE 6-3: AADTs AT JUNCTION 3 – (M11 WESTERN ROUNDABOUT)

Hour Ending	R772	M11 On-slip	M11 overbridge	M11 Off-slip
08:00	301	145	74	120
09:00	276	111	100	109
10:00	324	126	123	111
11:00	263	105	120	72
12:00	262	88	130	70
13:00	254	79	136	75
14:00	285	89	164	76
15:00	261	67	164	56
16:00	321	94	216	63
17:00	274	59	205	50
18:00	250	74	156	50
19:00	185	48	125	32
Period Total	3,256	1,085	1,713	884
Period Total HGVs	392	130	172	106
% HGVs	12%	12%	10%	12%
Total AADT	4,157	1,385	2,187	1,129

**Appendix D – Visibility Splays
(Available as Appendix 12D)**

**Appendix E – Junctions 9 Outputs
(Available as Appendix 12E)**

Appendix 12B

TRICS OUTPUT



Calculation Reference: AUDIT-261601-191022-1055

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	DH DURHAM	2 days

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

Secondary Filtering selection:

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

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

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

Tuesday	2 days
Wednesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Out of Town	4
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

B2	5 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	1 days

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

Travel Plan:

Not Known	2 days
No	3 days

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

PTAL Rating:

No PTAL Present	5 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	DC-02-H-02	STONE QUARRY		DORSET
	SOUTHWELL STREET			
	NEAR PORTLAND			
	SOUTHWELL			
	Free Standing (PPS6 Out of Town)			
	Out of Town			
	Total Site area:		40.00 hect	
	<i>Survey date: WEDNESDAY</i>		<i>03/09/97</i>	<i>Survey Type: MANUAL</i>
2	DH-02-H-01	LIMESTONE QUARRY		DURHAM
	STONYBECK LANE			
	NEAR DURHAM			
	BISHOP MIDDLEHAM			
	Free Standing (PPS6 Out of Town)			
	Out of Town			
	Total Site area:		10.00 hect	
	<i>Survey date: TUESDAY</i>		<i>02/12/08</i>	<i>Survey Type: MANUAL</i>
3	DH-02-H-02	QUARRY		DURHAM
	HART VILLAGE			
	HARTLEPOOL			
	Free Standing (PPS6 Out of Town)			
	Out of Town			
	Total Site area:		22.80 hect	
	<i>Survey date: TUESDAY</i>		<i>09/11/10</i>	<i>Survey Type: MANUAL</i>
4	GM-02-H-01	STONE QUARRY		GREATER MANCHESTER
	GEORGE'S LANE			
	HORWICH			
	Edge of Town			
	No Sub Category			
	Total Site area:		17.00 hect	
	<i>Survey date: FRIDAY</i>		<i>09/08/97</i>	<i>Survey Type: MANUAL</i>
5	NR-02-H-01	GRAVEL QUARRY		NORTHAMPTONSHIRE
	WOLLASTON ROAD			
	BOZEAT			
	WELLINGBOROUGH			
	Free Standing (PPS6 Out of Town)			
	Out of Town			
	Total Site area:		14.50 hect	
	<i>Survey date: WEDNESDAY</i>		<i>26/11/08</i>	<i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 02 - EMPLOYMENT/H - QUARRY
VEHICLES

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

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

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

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

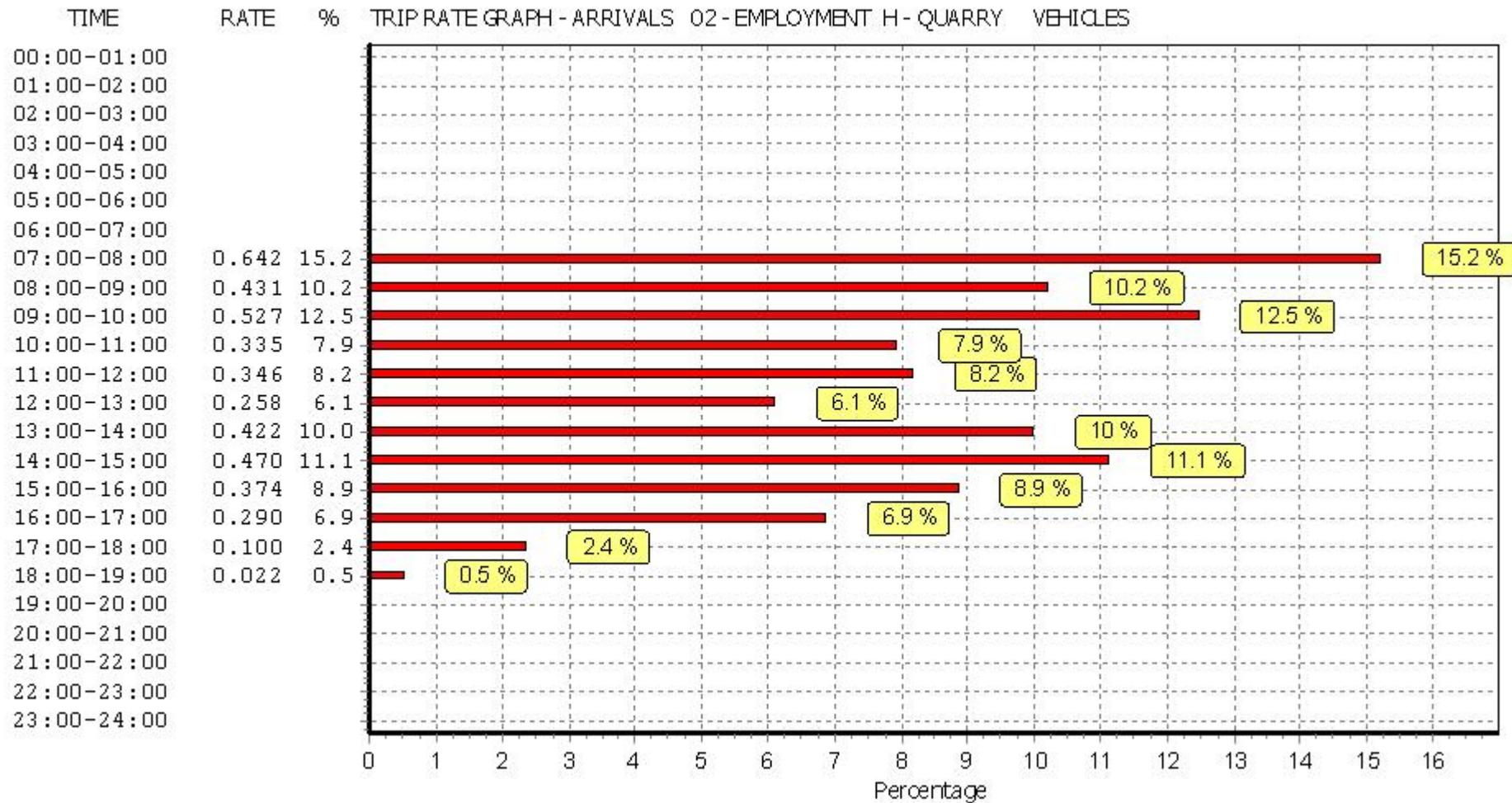
The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

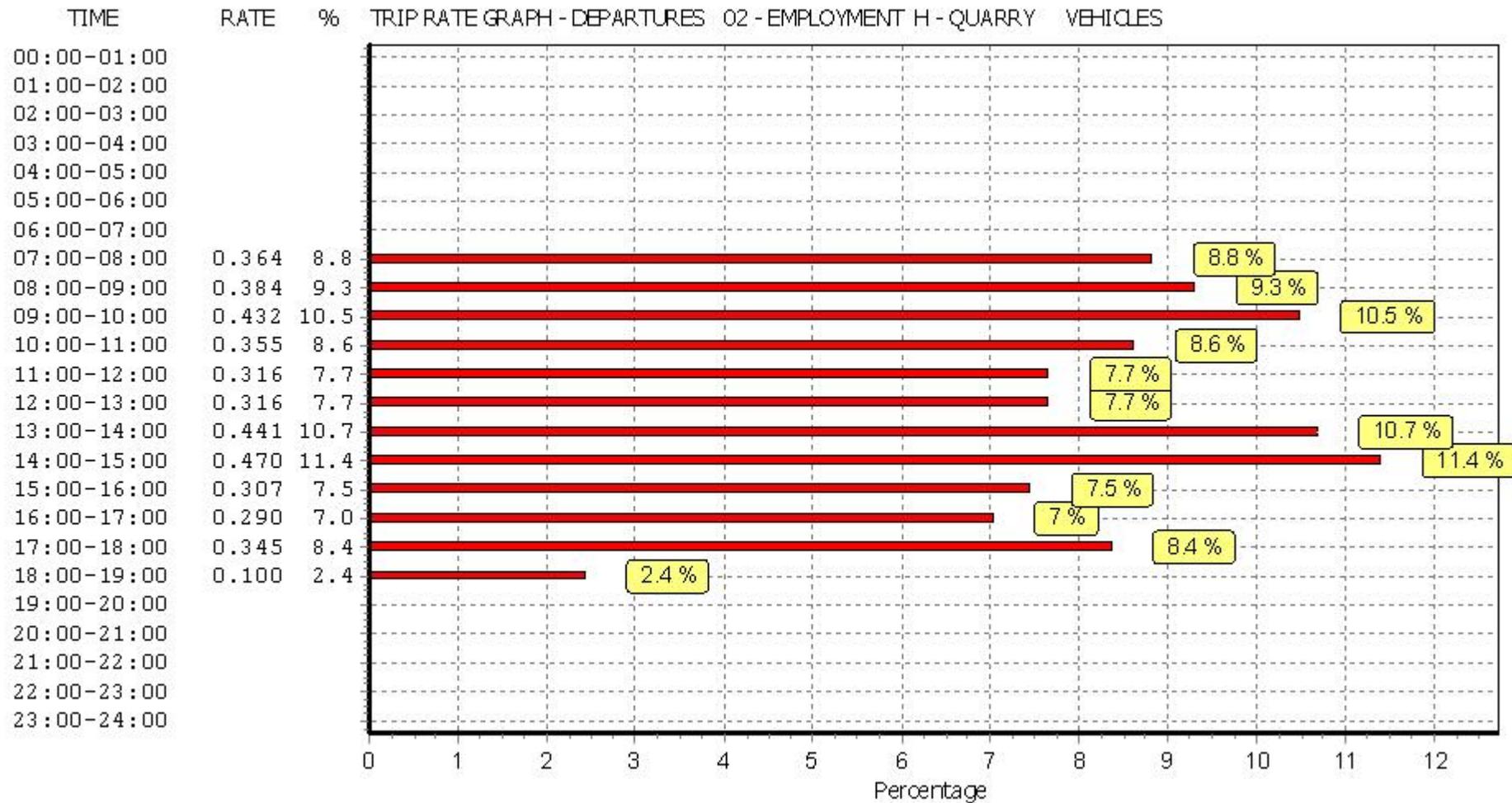
Parameter summary

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

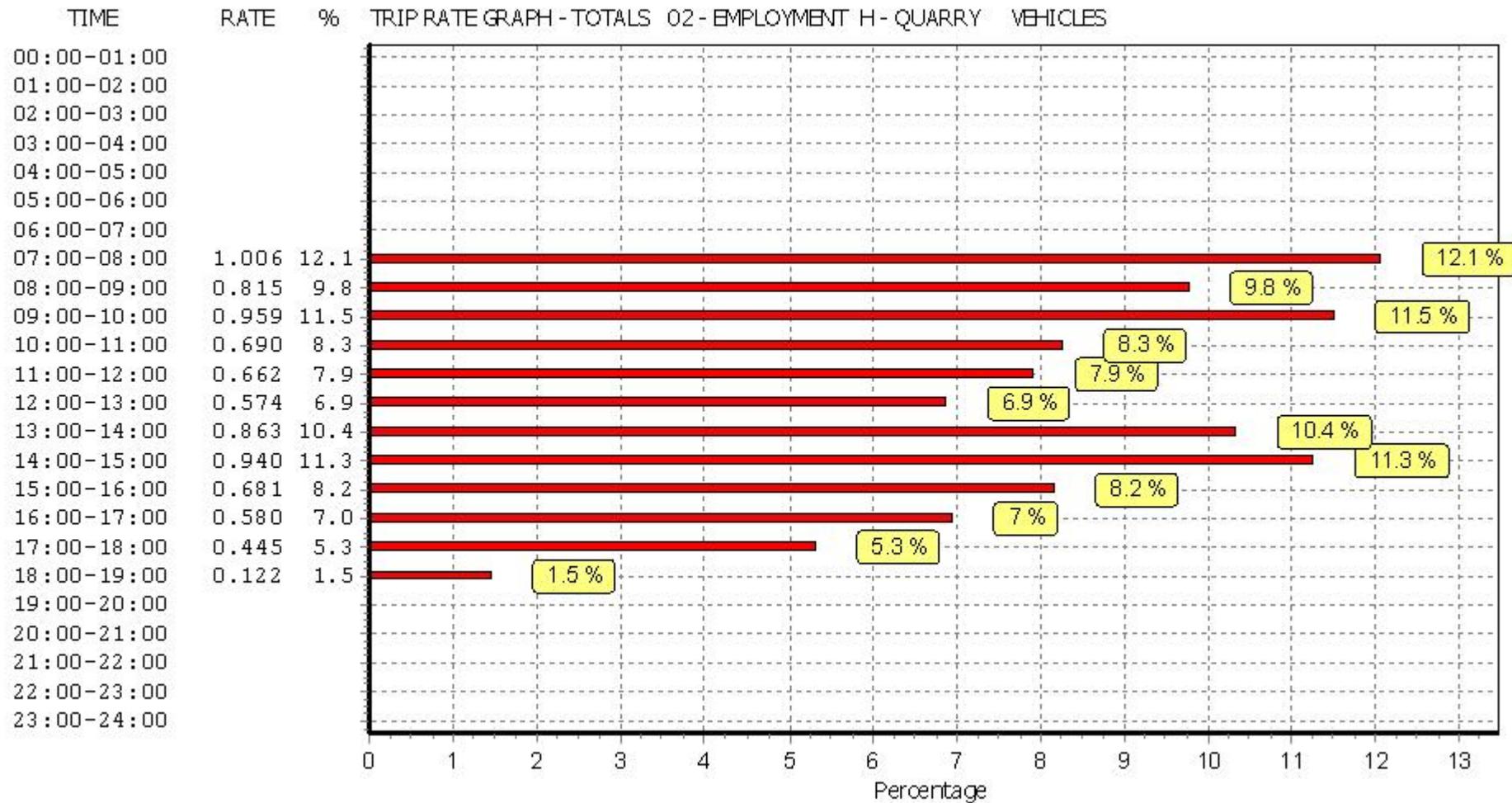
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



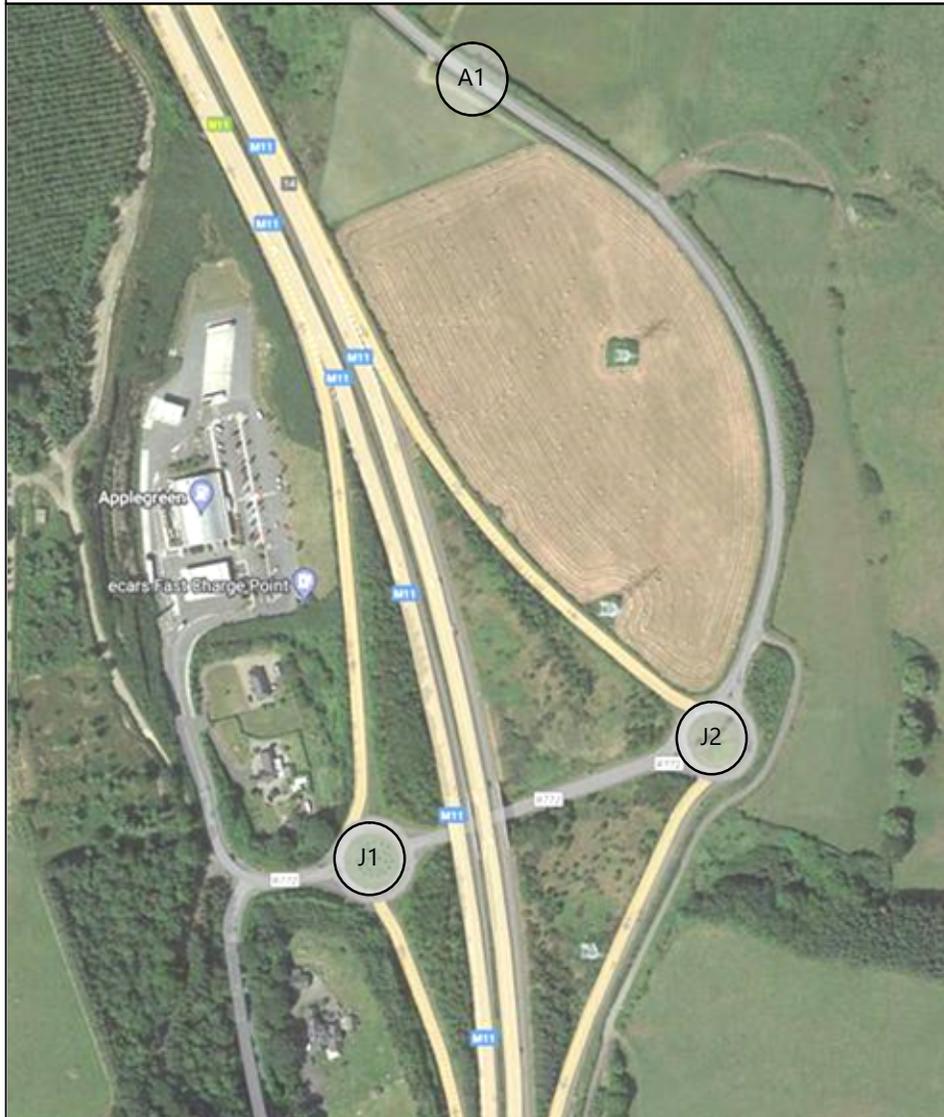
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Appendix 12C

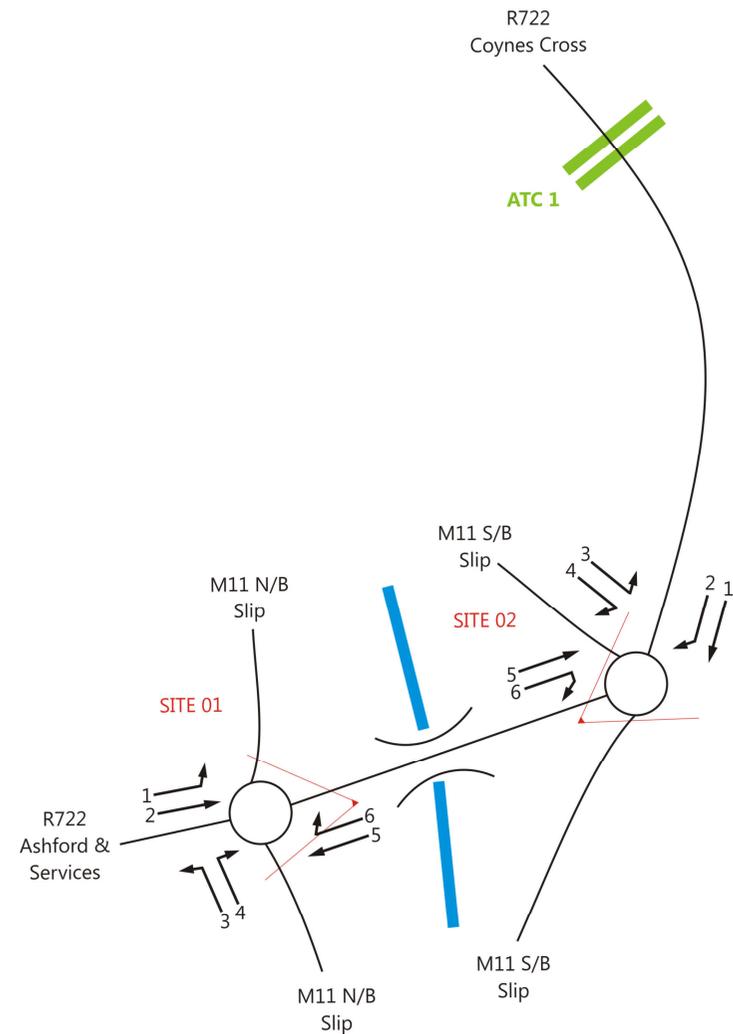
TRAFFIC SURVEY DATA



Site Locations



Movement Numbers



Job number:
TRA/22/227

Client:
PMCE Consulting Engineers

Job Date:
20th September 2022

Job Day:
Tuesday

Drawing No:
TRA/22/227-01

Author:
SPW



TRAFFINOMICS LIMITED

KILMARTIN RESTORATION PROJECT SPEED SURVEY
AUTOMATIC TRAFFIC COUNT

SUMMARY

WEEK COMMENCING: Tuesday 20 September 2022
TRA/22/227

SITE 01

LOCATION: R722 Coynes Cross (Goolge Maps Ref: 53.045778, -6.086222)

SPEED SURVEY SUMMARY:

NORTHBOUND 85% Speed = 73.89 km/h, 95% Speed = 80.19 km/h, Median = 63.81 km/h	Maximum = 104.7 km/h, Minimum = 0.0 km/h, Mean = 63.0 km/h
SOUTHBOUND 85% Speed = 77.49 km/h, 95% Speed = 83.67 km/h, Median = 68.13 km/h	Maximum = 102.6 km/h, Minimum = 8.2 km/h, Mean = 66.3 km/h

VOLUMETRIC VEHICLE COUNTS:

Direction	Time	Tuesday 20 September 2022	Wednesday 21 September 2022	Thursday 22 September 2022	Friday 23 September 2022	Saturday 24 September 2022	Sunday 25 September 2022	Monday 26 September 2022	No. Vehicles	7 day Mean
NORTHBOUND	07-19	254	249	257	297	285	223	274	1839	263
SOUTHBOUND	07-19	281	265	290	310	337	252	267	2002	286
NORTHBOUND	00-00	319	306	314	356	339	286	314	2234	319
SOUTHBOUND	00-00	341	314	337	367	394	300	316	2369	338

PEAK FLOW SUMMARY:

Peak	AM	IP	PM
Most Frequent Peak Hour	0800	1300	1600
Average Vehicles per Peak Hour	19	27	33

TRAFFINOMICS LIMITED

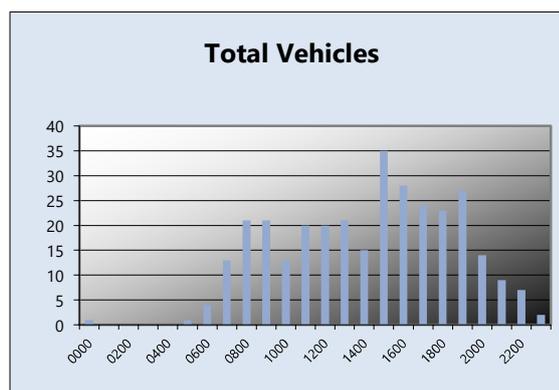
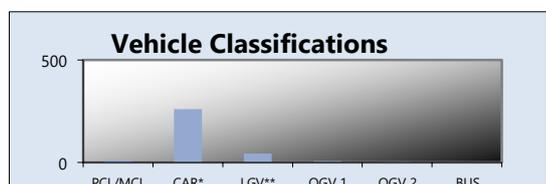
**KILMARTIN RESTORATION PROJECT SPEED SURVEY
AUTOMATIC TRAFFIC COUNT**

**Tuesday 20 September 2022
TRA/22/227**

**SITE 01
NORTHBOUND**

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	1	0	0	0	0	1	1
0100	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0
0500	0	1	0	0	0	0	1	1
0600	0	2	1	1	0	0	4	5
0700	0	9	4	0	0	0	13	13
0800	0	18	1	2	0	0	21	22
0900	0	15	6	0	0	0	21	21
1000	0	9	4	0	0	0	13	13
1100	1	17	0	1	1	0	20	21
1200	2	13	5	0	0	0	20	18
1300	1	17	3	0	0	0	21	20
1400	1	11	3	0	0	0	15	14
1500	0	31	3	0	1	0	35	36
1600	0	24	3	1	0	0	28	29
1700	2	17	5	0	0	0	24	22
1800	1	20	2	0	0	0	23	22
1900	1	25	1	0	0	0	27	26
2000	0	13	1	0	0	0	14	14
2100	0	9	0	0	0	0	9	9
2200	0	7	0	0	0	0	7	7
2300	0	2	0	0	0	0	2	2
07-19	8	201	39	4	2	0	254	252
06-22	9	250	42	5	2	0	308	306
06-00	9	259	42	5	2	0	317	315
00-00	9	261	42	5	2	0	319	317

Peaks	Time	Vehicles	PCU's
AM	0800	21	22
IP	1300	21	20.2
PM	1600	28	28.5



TRAFFINOMICS LIMITED

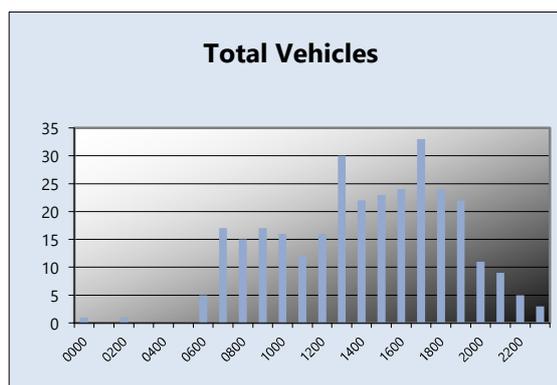
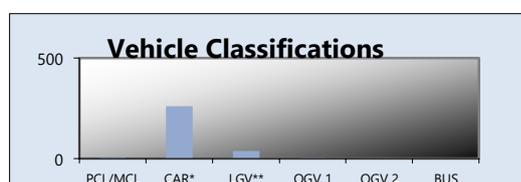
**KILMARTIN RESTORATION PROJECT SPEED SURVEY
AUTOMATIC TRAFFIC COUNT**

**Wednesday 21 September 2022
TRA/22/227**

**SITE 01
NORTHBOUND**

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	1	0	0	0	0	1	1
0100	0	0	0	0	0	0	0	0
0200	0	1	0	0	0	0	1	1
0300	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0
0600	0	3	2	0	0	0	5	5
0700	0	12	5	0	0	0	17	17
0800	0	12	2	1	0	0	15	16
0900	0	14	3	0	0	0	17	17
1000	0	12	4	0	0	0	16	16
1100	0	10	1	0	1	0	12	13
1200	2	14	0	0	0	0	16	14
1300	2	25	2	1	0	0	30	29
1400	0	22	0	0	0	0	22	22
1500	0	21	2	0	0	0	23	23
1600	0	17	7	0	0	0	24	24
1700	0	28	5	0	0	0	33	33
1800	1	23	0	0	0	0	24	23
1900	0	21	1	0	0	0	22	22
2000	0	9	2	0	0	0	11	11
2100	0	8	1	0	0	0	9	9
2200	0	5	0	0	0	0	5	5
2300	0	3	0	0	0	0	3	3
07-19	5	210	31	2	1	0	249	247
06-22	5	251	37	2	1	0	296	294
06-00	5	259	37	2	1	0	304	302
00-00	5	261	37	2	1	0	306	304

Peaks	Time	Vehicles	PCU's
AM	0700	17	17
IP	1300	30	28.9
PM	1700	33	33



TRAFFINOMICS LIMITED

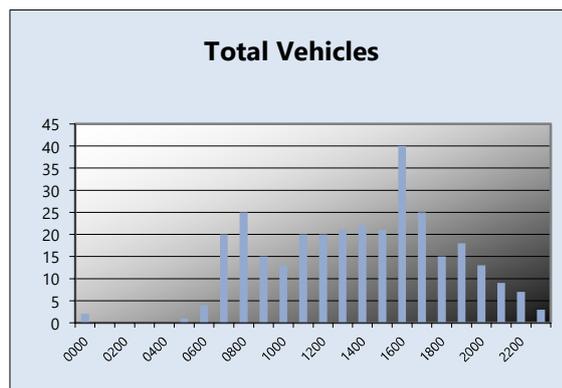
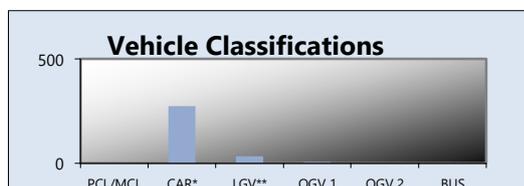
**KILMARTIN RESTORATION PROJECT SPEED SURVEY
AUTOMATIC TRAFFIC COUNT**

**Thursday 22 September 2022
TRA/22/227**

**SITE 01
NORTHBOUND**

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	2	0	0	0	0	2	2
0100	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0
0500	0	1	0	0	0	0	1	1
0600	0	3	1	0	0	0	4	4
0700	0	16	3	1	0	0	20	21
0800	1	19	3	2	0	0	25	25
0900	0	14	1	0	0	0	15	15
1000	0	11	1	0	0	1	13	14
1100	0	17	3	0	0	0	20	20
1200	0	18	2	0	0	0	20	20
1300	0	17	4	0	0	0	21	21
1400	0	19	2	1	0	0	22	23
1500	0	19	2	0	0	0	21	21
1600	0	36	4	0	0	0	40	40
1700	0	21	3	1	0	0	25	26
1800	0	13	2	0	0	0	15	15
1900	0	16	2	0	0	0	18	18
2000	0	13	0	0	0	0	13	13
2100	0	9	0	0	0	0	9	9
2200	0	7	0	0	0	0	7	7
2300	0	3	0	0	0	0	3	3
07-19	1	220	30	5	0	1	257	260
06-22	1	261	33	5	0	1	301	304
06-00	1	271	33	5	0	1	311	314
00-00	1	274	33	5	0	1	314	317

Peaks	Time	Vehicles	PCU's
AM	0800	25	25.2
IP	1400	22	22.5
PM	1600	40	40



TRAFFINOMICS LIMITED

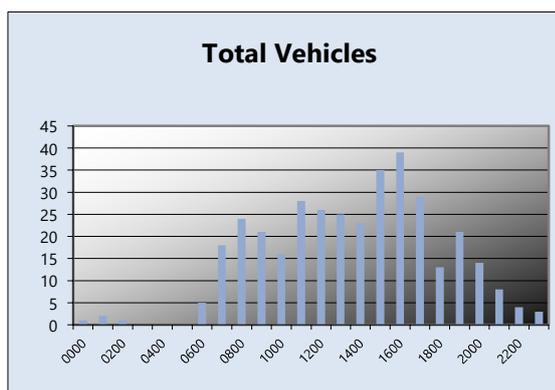
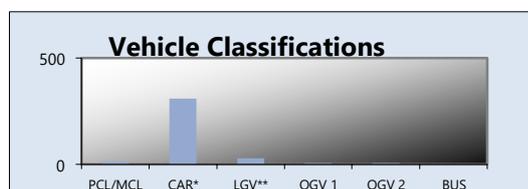
**KILMARTIN RESTORATION PROJECT SPEED SURVEY
AUTOMATIC TRAFFIC COUNT**

**Friday 23 September 2022
TRA/22/227**

**SITE 01
NORTHBOUND**

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	1	0	0	0	0	1	1
0100	0	2	0	0	0	0	2	2
0200	0	1	0	0	0	0	1	1
0300	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0
0600	0	3	2	0	0	0	5	5
0700	1	13	3	0	1	0	18	19
0800	0	21	1	2	0	0	24	25
0900	0	20	1	0	0	0	21	21
1000	0	13	2	0	1	0	16	17
1100	3	20	4	0	1	0	28	27
1200	0	25	1	0	0	0	26	26
1300	3	18	3	0	1	0	25	24
1400	0	22	1	0	0	0	23	23
1500	1	32	2	0	0	0	35	34
1600	0	36	2	0	1	0	39	40
1700	1	25	2	1	0	0	29	29
1800	1	12	0	0	0	0	13	12
1900	0	19	2	0	0	0	21	21
2000	0	13	0	1	0	0	14	15
2100	0	6	2	0	0	0	8	8
2200	0	4	0	0	0	0	4	4
2300	0	3	0	0	0	0	3	3
07-19	10	257	22	3	5	0	297	297
06-22	10	298	28	4	5	0	345	346
06-00	10	305	28	4	5	0	352	353
00-00	10	309	28	4	5	0	356	357

Peaks	Time	Vehicles	PCU's
AM	0800	24	25
IP	1200	26	26
PM	1600	39	40.3



TRAFFINOMICS LIMITED

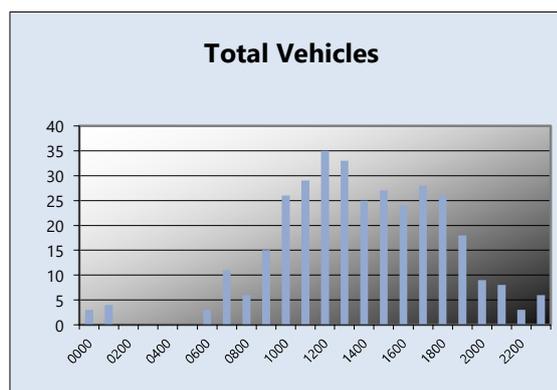
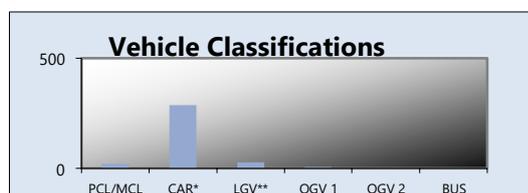
**KILMARTIN RESTORATION PROJECT SPEED SURVEY
AUTOMATIC TRAFFIC COUNT**

**Saturday 24 September 2022
TRA/22/227**

**SITE 01
NORTHBOUND**

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	3	0	0	0	0	3	3
0100	0	3	1	0	0	0	4	4
0200	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0
0600	0	3	0	0	0	0	3	3
0700	1	10	0	0	0	0	11	10
0800	1	4	1	0	0	0	6	5
0900	1	13	1	0	0	0	15	14
1000	1	22	2	1	0	0	26	26
1100	1	23	2	1	1	1	29	31
1200	4	29	2	0	0	0	35	32
1300	4	25	3	1	0	0	33	30
1400	0	22	3	0	0	0	25	25
1500	3	21	3	0	0	0	27	25
1600	2	20	1	1	0	0	24	23
1700	1	25	2	0	0	0	28	27
1800	0	23	3	0	0	0	26	26
1900	0	18	0	0	0	0	18	18
2000	0	9	0	0	0	0	9	9
2100	0	5	3	0	0	0	8	8
2200	0	3	0	0	0	0	3	3
2300	0	6	0	0	0	0	6	6
07-19	19	237	23	4	1	1	285	274
06-22	19	272	26	4	1	1	323	312
06-00	19	281	26	4	1	1	332	321
00-00	19	287	27	4	1	1	339	328

Peaks	Time	Vehicles	PCU's
AM	0900	15	14.2
IP	1200	35	31.8
PM	1700	28	27.2



TRAFFINOMICS LIMITED

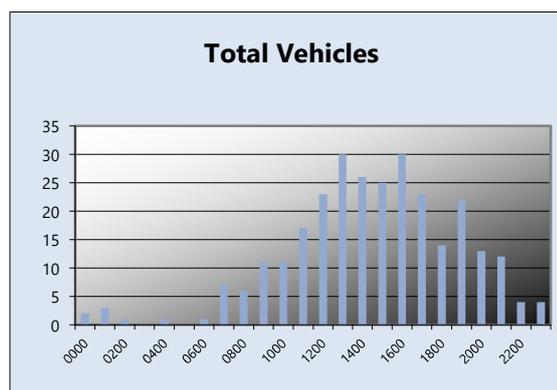
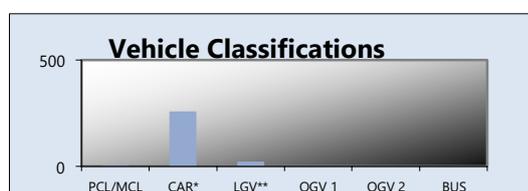
**KILMARTIN RESTORATION PROJECT SPEED SURVEY
AUTOMATIC TRAFFIC COUNT**

**Sunday 25 September 2022
TRA/22/227**

**SITE 01
NORTHBOUND**

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	2	0	0	0	0	2	2
0100	0	1	2	0	0	0	3	3
0200	0	1	0	0	0	0	1	1
0300	0	0	0	0	0	0	0	0
0400	0	1	0	0	0	0	1	1
0500	0	0	0	0	0	0	0	0
0600	0	1	0	0	0	0	1	1
0700	0	7	0	0	0	0	7	7
0800	0	5	1	0	0	0	6	6
0900	2	9	0	0	0	0	11	9
1000	0	9	2	0	0	0	11	11
1100	0	16	1	0	0	0	17	17
1200	1	18	4	0	0	0	23	22
1300	2	25	3	0	0	0	30	28
1400	1	25	0	0	0	0	26	25
1500	0	23	2	0	0	0	25	25
1600	0	30	0	0	0	0	30	30
1700	0	21	2	0	0	0	23	23
1800	0	14	0	0	0	0	14	14
1900	0	20	2	0	0	0	22	22
2000	0	13	0	0	0	0	13	13
2100	0	11	1	0	0	0	12	12
2200	0	4	0	0	0	0	4	4
2300	0	3	1	0	0	0	4	4
07-19	6	202	15	0	0	0	223	218
06-22	6	247	18	0	0	0	271	266
06-00	6	254	19	0	0	0	279	274
00-00	6	259	21	0	0	0	286	281

Peaks	Time	Vehicles	PCU's
AM	0900	11	9.4
IP	1300	30	28.4
PM	1600	30	30



TRAFFINOMICS LIMITED

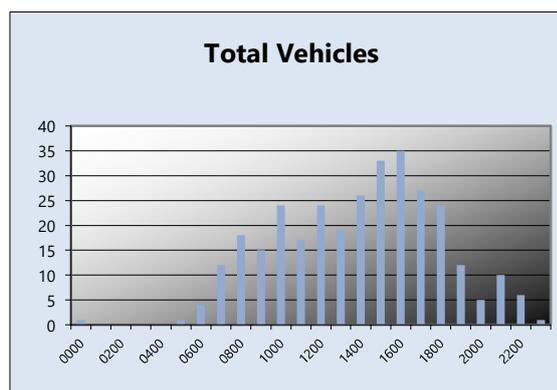
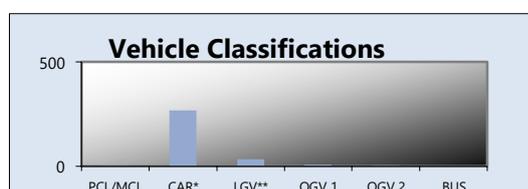
**KILMARTIN RESTORATION PROJECT SPEED SURVEY
AUTOMATIC TRAFFIC COUNT**

**Monday 26 September 2022
TRA/22/227**

**SITE 01
NORTHBOUND**

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	1	0	0	0	0	1	1
0100	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0
0500	0	1	0	0	0	0	1	1
0600	0	3	1	0	0	0	4	4
0700	0	10	2	0	0	0	12	12
0800	0	16	1	1	0	0	18	19
0900	0	10	4	1	0	0	15	16
1000	0	20	4	0	0	0	24	24
1100	2	14	0	0	1	0	17	17
1200	1	19	3	1	0	0	24	24
1300	0	13	3	1	2	0	19	22
1400	1	22	2	1	0	0	26	26
1500	0	31	2	0	0	0	33	33
1600	0	31	3	1	0	0	35	36
1700	0	25	1	1	0	0	27	28
1800	0	22	2	0	0	0	24	24
1900	0	10	2	0	0	0	12	12
2000	0	5	0	0	0	0	5	5
2100	0	8	2	0	0	0	10	10
2200	0	6	0	0	0	0	6	6
2300	0	1	0	0	0	0	1	1
07-19	4	233	27	7	3	0	274	278
06-22	4	259	32	7	3	0	305	309
06-00	4	266	32	7	3	0	312	316
00-00	4	268	32	7	3	0	314	318

Peaks	Time	Vehicles	PCU's
AM	0800	18	18.5
IP	1400	26	25.7
PM	1600	35	35.5



TRAFFINOMICS LIMITED

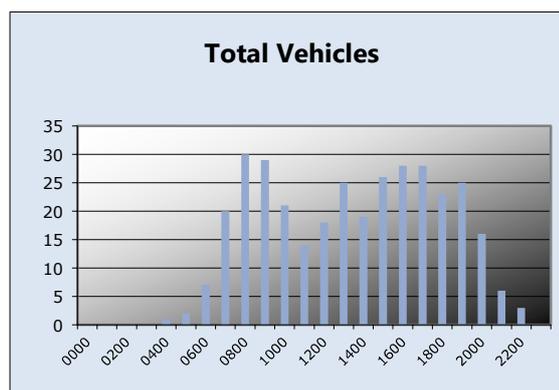
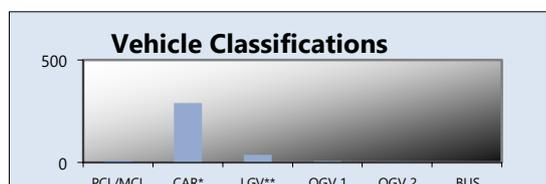
**KILMARTIN RESTORATION PROJECT SPEED SURVEY
AUTOMATIC TRAFFIC COUNT**

**Tuesday 20 September 2022
TRA/22/227**

**SITE 01
SOUTHBOUND**

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0
0400	0	0	1	0	0	0	1	1
0500	1	1	0	0	0	0	2	1
0600	0	5	2	0	0	0	7	7
0700	0	15	5	0	0	0	20	20
0800	0	25	4	1	0	0	30	31
0900	0	24	5	0	0	0	29	29
1000	0	20	1	0	0	0	21	21
1100	0	13	1	0	0	0	14	14
1200	0	17	0	1	0	0	18	19
1300	0	24	1	0	0	0	25	25
1400	1	15	3	0	0	0	19	18
1500	2	23	1	0	0	0	26	24
1600	2	19	5	2	0	0	28	27
1700	0	24	3	1	0	0	28	29
1800	2	18	3	0	0	0	23	21
1900	0	24	1	0	0	0	25	25
2000	1	14	0	0	1	0	16	17
2100	0	6	0	0	0	0	6	6
2200	0	3	0	0	0	0	3	3
2300	0	0	0	0	0	0	0	0
07-19	7	237	32	5	0	0	281	278
06-22	8	286	35	5	1	0	335	332
06-00	8	289	35	5	1	0	338	335
00-00	9	290	36	5	1	0	341	338

Peaks	Time	Vehicles	PCU's
AM	0800	30	30.5
IP	1300	25	25
PM	1600	28	28.5



TRAFFINOMICS LIMITED

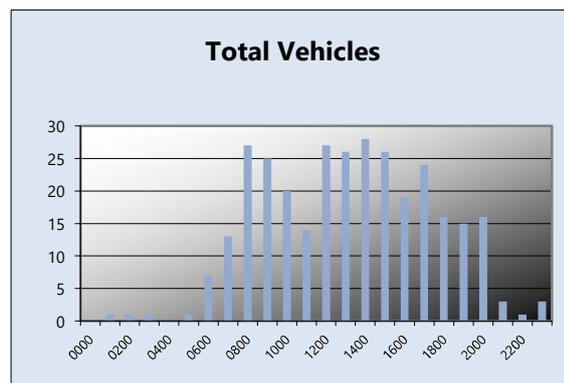
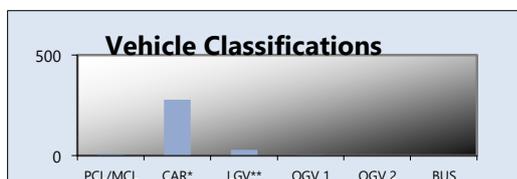
**KILMARTIN RESTORATION PROJECT SPEED SURVEY
AUTOMATIC TRAFFIC COUNT**

**Wednesday 21 September 2022
TRA/22/227**

**SITE 01
SOUTHBOUND**

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	0	0	0	0	0	0	0
0100	0	1	0	0	0	0	1	1
0200	0	1	0	0	0	0	1	1
0300	0	0	1	0	0	0	1	1
0400	0	0	0	0	0	0	0	0
0500	1	0	0	0	0	0	1	0
0600	0	6	1	0	0	0	7	7
0700	0	11	2	0	0	0	13	13
0800	0	23	4	0	0	0	27	27
0900	1	23	1	0	0	0	25	24
1000	0	18	2	0	0	0	20	20
1100	1	12	1	0	0	0	14	13
1200	3	24	0	0	0	0	27	25
1300	0	22	3	1	0	0	26	27
1400	0	27	1	0	0	0	28	28
1500	1	20	5	0	0	0	26	25
1600	0	17	2	0	0	0	19	19
1700	0	21	2	1	0	0	24	25
1800	0	16	0	0	0	0	16	16
1900	0	13	2	0	0	0	15	15
2000	0	16	0	0	0	0	16	16
2100	0	3	0	0	0	0	3	3
2200	0	1	0	0	0	0	1	1
2300	0	3	0	0	0	0	3	3
07-19	6	234	23	2	0	0	265	261
06-22	6	272	26	2	0	0	306	302
06-00	6	276	26	2	0	0	310	306
00-00	7	278	27	2	0	0	314	309

Peaks	Time	Vehicles	PCU's
AM	0800	27	27
IP	1400	28	28
PM	1700	24	24.5



TRAFFINOMICS LIMITED

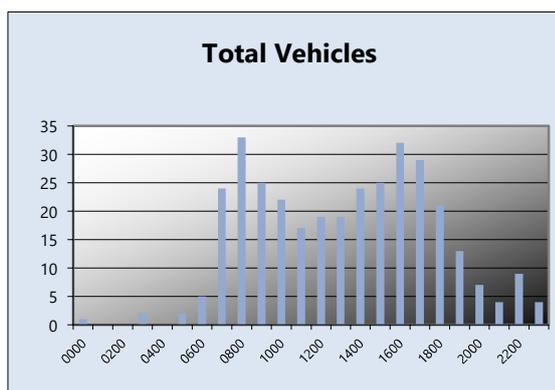
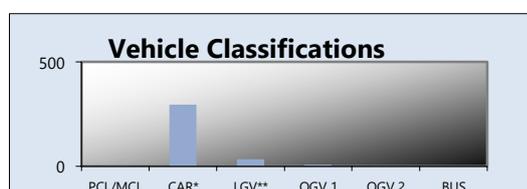
**KILMARTIN RESTORATION PROJECT SPEED SURVEY
AUTOMATIC TRAFFIC COUNT**

**Thursday 22 September 2022
TRA/22/227**

**SITE 01
SOUTHBOUND**

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	1	0	0	0	0	1	1
0100	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0
0300	0	0	2	0	0	0	2	2
0400	0	0	0	0	0	0	0	0
0500	0	1	1	0	0	0	2	2
0600	0	4	1	0	0	0	5	5
0700	0	21	2	1	0	0	24	25
0800	0	28	5	0	0	0	33	33
0900	0	23	2	0	0	0	25	25
1000	0	20	0	1	1	0	22	24
1100	0	15	2	0	0	0	17	17
1200	0	18	0	1	0	0	19	20
1300	0	17	1	1	0	0	19	20
1400	0	17	7	0	0	0	24	24
1500	0	23	1	1	0	0	25	26
1600	1	25	5	1	0	0	32	32
1700	0	27	1	1	0	0	29	30
1800	1	19	1	0	0	0	21	20
1900	0	12	1	0	0	0	13	13
2000	0	7	0	0	0	0	7	7
2100	0	4	0	0	0	0	4	4
2200	0	9	0	0	0	0	9	9
2300	0	4	0	0	0	0	4	4
07-19	2	253	27	7	1	0	290	293
06-22	2	280	29	7	1	0	319	322
06-00	2	293	29	7	1	0	332	335
00-00	2	295	32	7	1	0	337	340

Peaks	Time	Vehicles	PCU's
AM	0800	33	33
IP	1400	24	24
PM	1600	32	31.7



TRAFFINOMICS LIMITED

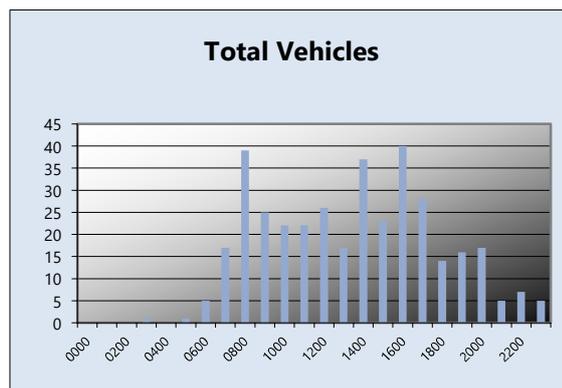
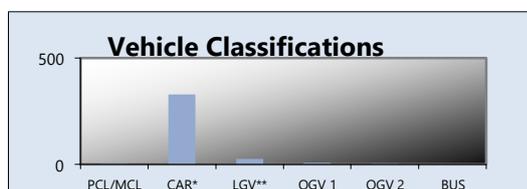
**KILMARTIN RESTORATION PROJECT SPEED SURVEY
AUTOMATIC TRAFFIC COUNT**

**Friday 23 September 2022
TRA/22/227**

**SITE 01
SOUTHBOUND**

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0
0300	0	0	1	0	0	0	1	1
0400	0	0	0	0	0	0	0	0
0500	0	1	0	0	0	0	1	1
0600	0	4	1	0	0	0	5	5
0700	0	15	1	1	0	0	17	18
0800	0	34	5	0	0	0	39	39
0900	0	23	1	1	0	0	25	26
1000	0	22	0	0	0	0	22	22
1100	2	16	3	0	1	0	22	22
1200	0	24	1	1	0	0	26	27
1300	1	15	0	0	1	0	17	18
1400	1	28	7	0	1	0	37	38
1500	0	23	0	0	0	0	23	23
1600	0	37	2	1	0	0	40	41
1700	1	26	0	1	0	0	28	28
1800	0	14	0	0	0	0	14	14
1900	0	14	2	0	0	0	16	16
2000	0	16	0	1	0	0	17	18
2100	0	5	0	0	0	0	5	5
2200	0	7	0	0	0	0	7	7
2300	0	5	0	0	0	0	5	5
07-19	5	277	20	5	3	0	310	312
06-22	5	316	23	6	3	0	353	356
06-00	5	328	23	6	3	0	365	368
00-00	5	329	24	6	3	0	367	370

Peaks	Time	Vehicles	PCU's
AM	0800	39	39
IP	1400	37	37.5
PM	1600	40	40.5



TRAFFINOMICS LIMITED

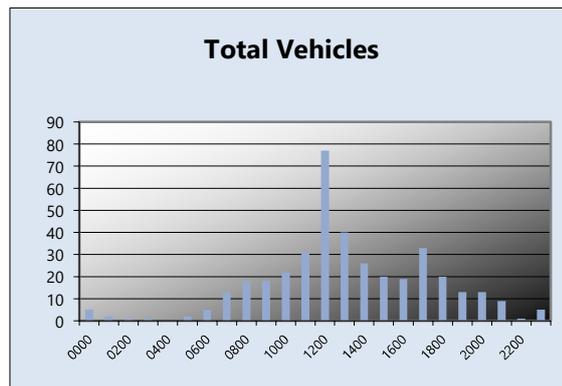
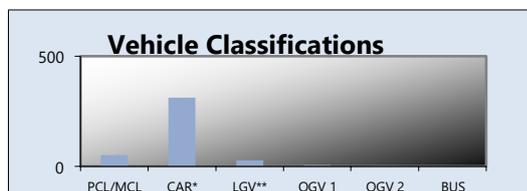
**KILMARTIN RESTORATION PROJECT SPEED SURVEY
AUTOMATIC TRAFFIC COUNT**

**Saturday 24 September 2022
TRA/22/227**

**SITE 01
SOUTHBOUND**

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	4	1	0	0	0	5	5
0100	0	2	0	0	0	0	2	2
0200	0	1	0	0	0	0	1	1
0300	0	0	1	0	0	0	1	1
0400	0	0	0	0	0	0	0	0
0500	0	2	0	0	0	0	2	2
0600	0	3	2	0	0	0	5	5
0700	0	12	1	0	0	0	13	13
0800	1	11	3	2	1	0	18	20
0900	0	17	1	0	0	0	18	18
1000	1	20	1	0	0	0	22	21
1100	2	28	1	0	0	0	31	29
1200	35	38	3	1	0	0	77	50
1300	7	30	2	0	1	0	40	36
1400	0	22	4	0	0	0	26	26
1500	2	17	1	0	0	0	20	18
1600	0	17	1	1	0	0	19	20
1700	2	29	2	0	0	0	33	31
1800	0	19	1	0	0	0	20	20
1900	0	13	0	0	0	0	13	13
2000	0	13	0	0	0	0	13	13
2100	0	8	1	0	0	0	9	9
2200	0	1	0	0	0	0	1	1
2300	0	5	0	0	0	0	5	5
07-19	50	260	21	4	2	0	337	302
06-22	50	297	24	4	2	0	377	342
06-00	50	303	24	4	2	0	383	348
00-00	50	312	26	4	2	0	394	359

Peaks	Time	Vehicles	PCU's
AM	0800	18	19.5
IP	1200	77	49.5
PM	1700	33	31.4



TRAFFINOMICS LIMITED

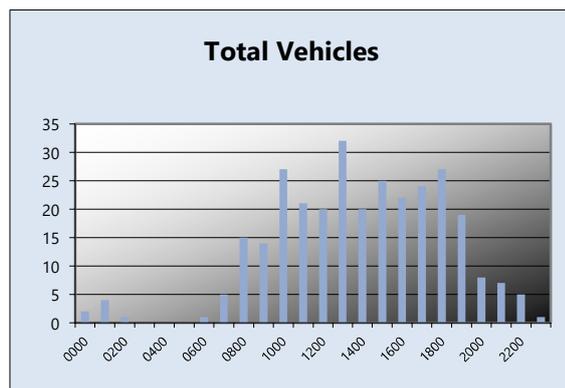
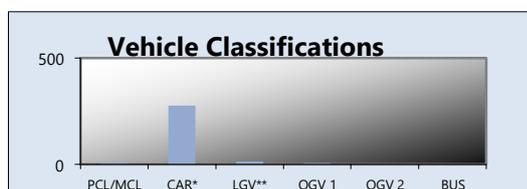
**KILMARTIN RESTORATION PROJECT SPEED SURVEY
AUTOMATIC TRAFFIC COUNT**

**Sunday 25 September 2022
TRA/22/227**

**SITE 01
SOUTHBOUND**

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	2	0	0	0	0	2	2
0100	0	2	2	0	0	0	4	4
0200	0	1	0	0	0	0	1	1
0300	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0
0600	0	1	0	0	0	0	1	1
0700	0	3	2	0	0	0	5	5
0800	1	12	1	1	0	0	15	15
0900	1	12	0	1	0	0	14	14
1000	1	26	0	0	0	0	27	26
1100	0	19	2	0	0	0	21	21
1200	0	19	1	0	0	0	20	20
1300	2	29	1	0	0	0	32	30
1400	1	19	0	0	0	0	20	19
1500	0	24	1	0	0	0	25	25
1600	0	20	2	0	0	0	22	22
1700	0	23	0	1	0	0	24	25
1800	0	26	1	0	0	0	27	27
1900	0	18	0	1	0	0	19	20
2000	0	8	0	0	0	0	8	8
2100	0	7	0	0	0	0	7	7
2200	0	5	0	0	0	0	5	5
2300	0	1	0	0	0	0	1	1
07-19	6	232	11	3	0	0	252	249
06-22	6	266	11	4	0	0	287	284
06-00	6	272	11	4	0	0	293	290
00-00	6	277	13	4	0	0	300	297

Peaks	Time	Vehicles	PCU's
AM	0800	15	14.7
IP	1300	32	30.4
PM	1800	27	27



TRAFFINOMICS LIMITED

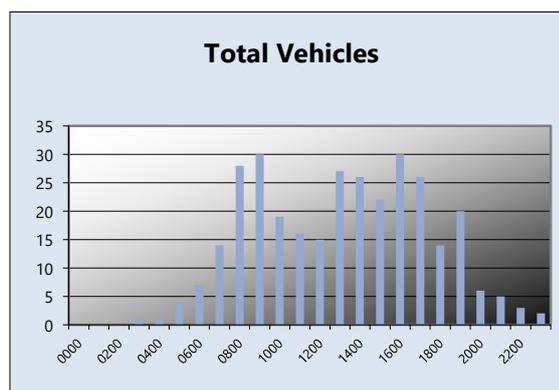
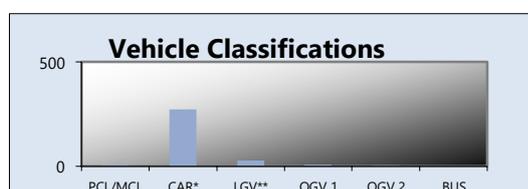
**KILMARTIN RESTORATION PROJECT SPEED SURVEY
AUTOMATIC TRAFFIC COUNT**

**Monday 26 September 2022
TRA/22/227**

**SITE 01
SOUTHBOUND**

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0
0300	0	0	1	0	0	0	1	1
0400	0	1	0	0	0	0	1	1
0500	1	3	0	0	0	0	4	3
0600	0	6	1	0	0	0	7	7
0700	0	13	1	0	0	0	14	14
0800	0	20	5	2	1	0	28	30
0900	0	28	2	0	0	0	30	30
1000	0	16	2	1	0	0	19	20
1100	0	14	2	0	0	0	16	16
1200	0	14	1	0	0	0	15	15
1300	0	21	3	1	2	0	27	30
1400	0	22	2	1	1	0	26	28
1500	0	21	1	0	0	0	22	22
1600	1	27	1	1	0	0	30	30
1700	1	22	2	1	0	0	26	26
1800	0	13	1	0	0	0	14	14
1900	2	18	0	0	0	0	20	18
2000	0	5	1	0	0	0	6	6
2100	1	4	0	0	0	0	5	4
2200	0	3	0	0	0	0	3	3
2300	0	2	0	0	0	0	2	2
07-19	2	231	23	7	4	0	267	274
06-22	5	264	25	7	4	0	305	310
06-00	5	269	25	7	4	0	310	315
00-00	6	273	26	7	4	0	316	320

Peaks	Time	Vehicles	PCU's
AM	0900	30	30.3
IP	1300	27	30.1
PM	1600	30	29.7



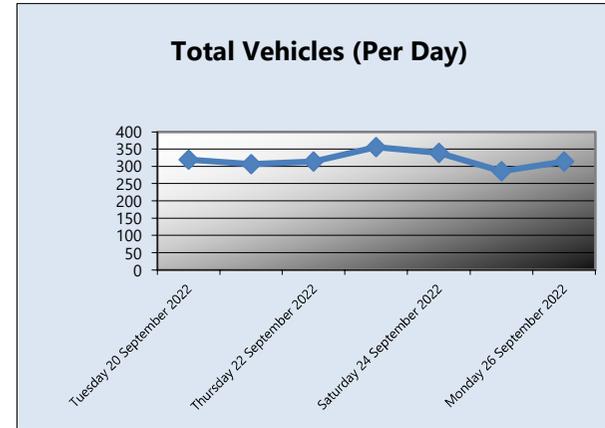
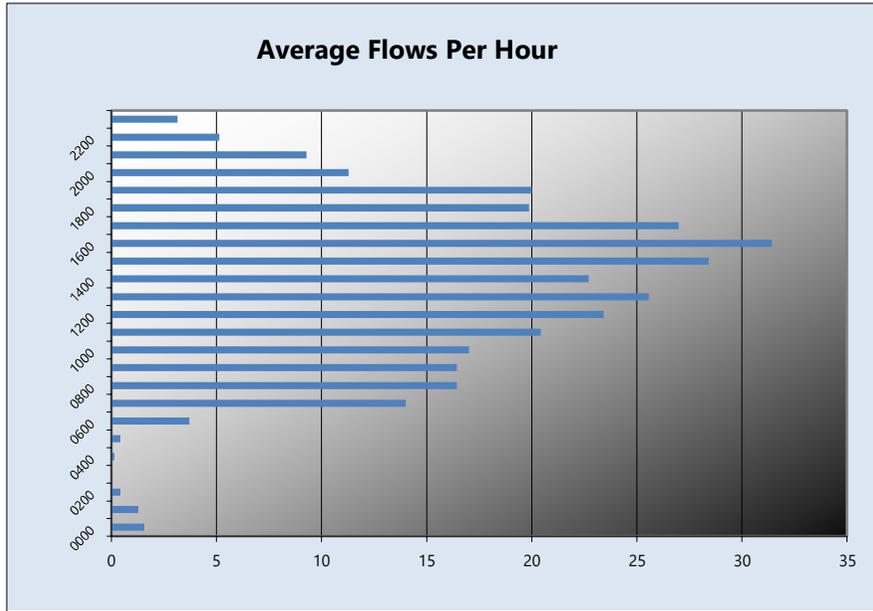
TRAFFINOMICS LIMITED

**KILMARTIN RESTORATION PROJECT SPEED SURVEY
AUTOMATIC TRAFFIC COUNT**

**SITE 01
NORTHBOUND**

**WEEK COMMENCING: Tuesday 20 September 2022
TRA/22/227**

TIME PERIOD	Tuesday 20 September 2022	wednesday 21 September 2022	Thursday 22 September 2022	Friday 23 September 2022	Saturday 24 September 2022	Sunday 25 September 2022	Monday 26 September 2022	Average
0000	1	1	2	1	3	2	1	2
0100	0	0	0	2	4	3	0	1
0200	0	1	0	1	0	1	0	0
0300	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	1	0	0
0500	1	0	1	0	0	0	1	0
0600	4	5	4	5	3	1	4	4
0700	13	17	20	18	11	7	12	14
0800	21	15	25	24	6	6	18	16
0900	21	17	15	21	15	11	15	16
1000	13	16	13	16	26	11	24	17
1100	20	12	20	28	29	17	17	20
1200	20	16	20	26	35	23	24	23
1300	21	30	21	25	33	30	19	26
1400	15	22	22	23	25	26	26	23
1500	35	23	21	35	27	25	33	28
1600	28	24	40	39	24	30	35	31
1700	24	33	25	29	28	23	27	27
1800	23	24	15	13	26	14	24	20
1900	27	22	18	21	18	22	12	20
2000	14	11	13	14	9	13	5	11
2100	9	9	9	8	8	12	10	9
2200	7	5	7	4	3	4	6	5
2300	2	3	3	3	6	4	1	3
07-19	254	249	257	297	285	223	274	263
06-22	308	296	301	345	323	271	305	307
06-00	317	304	311	352	332	279	312	315
00-00	319	306	314	356	339	286	314	319



Peak Time & Volumetric Count Data

	Tuesday 20 September 2022	21 September 2022	Thursday 22 September 2022	Friday 23 September 2022	Saturday 24 September 2022	Sunday 25 September 2022	Monday 26 September 2022	Mode/Average
AM								
Time	0800	0700	0800	0800	0900	0900	0800	0800
Vehicles	21	17	25	24	15	11	18	19
IP								
Time	1300	1300	1400	1200	1200	1300	1400	1300
Vehicles	21	30	22	26	35	30	26	27
PM								
Time	1600	1700	1600	1600	1700	1600	1600	1600
Vehicles	28	33	40	39	28	30	35	33

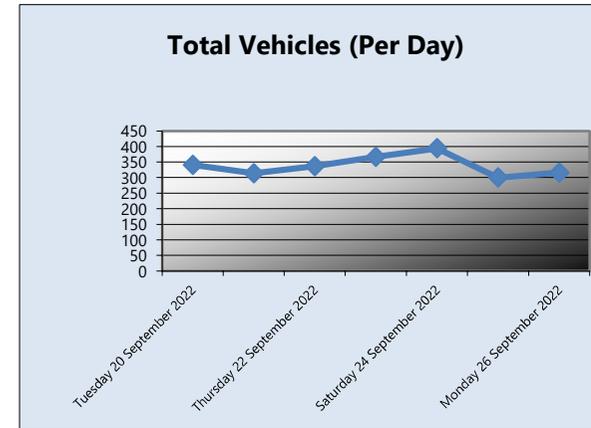
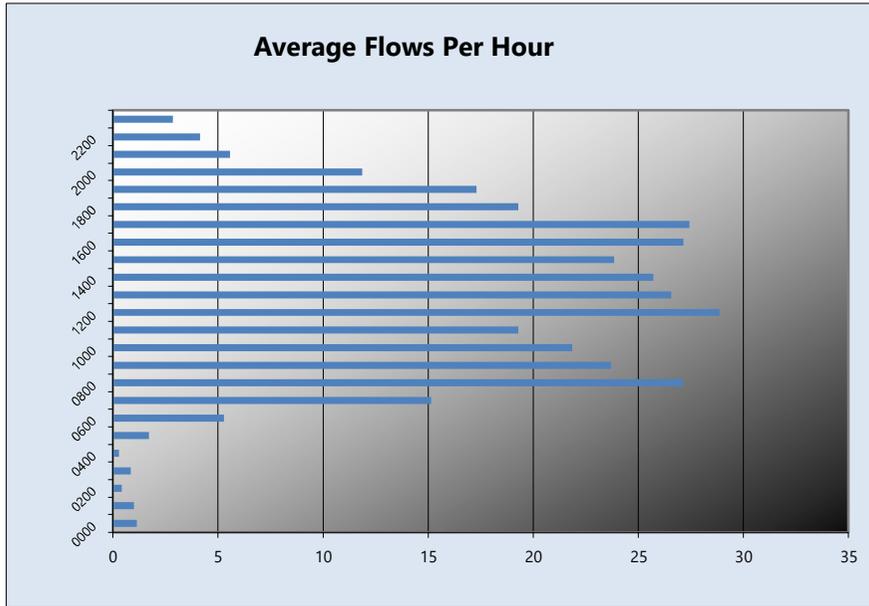
TRAFFINOMICS LIMITED

**KILMARTIN RESTORATION PROJECT SPEED SURVEY
AUTOMATIC TRAFFIC COUNT**

**SITE 01
SOUTHBOUND**

**WEEK COMMENCING: Tuesday 20 September 2022
TRA/22/227**

TIME PERIOD	Tuesday 20 September 2022	wednesday 21 September 2022	Thursday 22 September 2022	Friday 23 September 2022	Saturday 24 September 2022	Sunday 25 September 2022	Monday 26 September 2022	Average
0000	0	0	1	0	5	2	0	1
0100	0	1	0	0	2	4	0	1
0200	0	1	0	0	1	1	0	0
0300	0	1	2	1	1	0	1	1
0400	1	0	0	0	0	0	1	0
0500	2	1	2	1	2	0	4	2
0600	7	7	5	5	5	1	7	5
0700	20	13	24	17	13	5	14	15
0800	30	27	33	39	18	15	28	27
0900	29	25	25	25	18	14	30	24
1000	21	20	22	22	22	27	19	22
1100	14	14	17	22	31	21	16	19
1200	18	27	19	26	77	20	15	29
1300	25	26	19	17	40	32	27	27
1400	19	28	24	37	26	20	26	26
1500	26	26	25	23	20	25	22	24
1600	28	19	32	40	19	22	30	27
1700	28	24	29	28	33	24	26	27
1800	23	16	21	14	20	27	14	19
1900	25	15	13	16	13	19	20	17
2000	16	16	7	17	13	8	6	12
2100	6	3	4	5	9	7	5	6
2200	3	1	9	7	1	5	3	4
2300	0	3	4	5	5	1	2	3
07-19	281	265	290	310	337	252	267	286
06-22	335	306	319	353	377	287	305	326
06-00	338	310	332	365	383	293	310	333
00-00	341	314	337	367	394	300	316	338



Peak Time & Volumetric Count Data

	Tuesday 20 September 2022	21 September 2022	Thursday 22 September 2022	Friday 23 September 2022	Saturday 24 September 2022	Sunday 25 September 2022	Monday 26 September 2022	Mode/ Average
AM								
Time	0800	0800	0800	0800	0800	0800	0900	0800
Vehicles	30	27	30	39	18	15	30	27
IP								
Time	1300	1400	1400	1400	1200	1300	1300	1300
Vehicles	25	28	24	37	77	32	27	36
PM								
Time	1600	1700	1600	1600	1700	1800	1600	1600
Vehicles	28	24	32	40	33	27	30	31

**SITE 01
NORTHBOUND**

Profile:

Filter time: 00:00 20th September 2022 => 23:59 26th September 2022

Speed range: 0 - 200 km/h.

Separation: Greater than 4.00 seconds. - (Headway)

Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)

Vehicles = 2137

Maximum = 104.7 km/h, Minimum = 0.0 km/h, Mean = 63.0 km/h

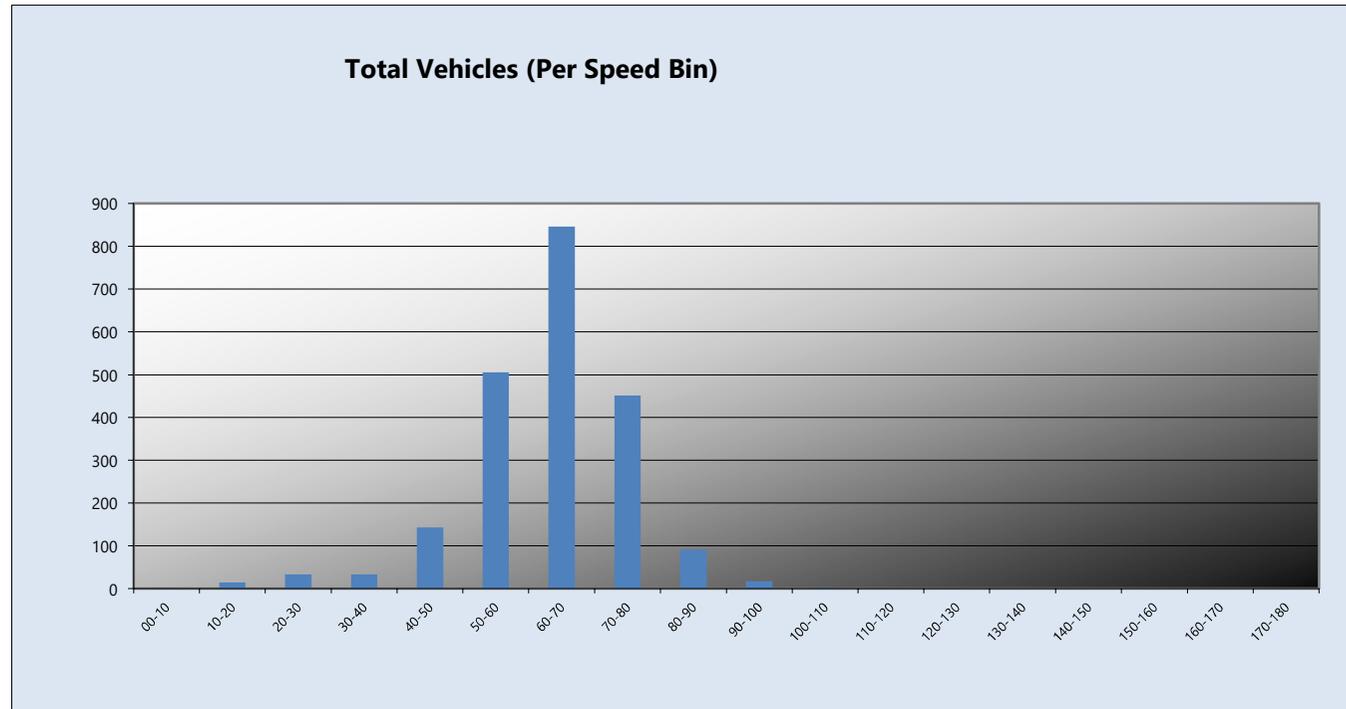
85% Speed = 73.89 km/h, 95% Speed = 80.19 km/h, Median = 63.81 km/h

20 km/h Pace = 54 - 74, Number in Pace = 1446 (67.66%)

Variance = 144.51, Standard Deviation = 12.02 km/h

Speed Bins:

Speed KPH	Bin	
	No.	%
00-10	1	0.0
10-20	14	0.7
20-30	33	1.5
30-40	33	1.5
40-50	143	6.7
50-60	506	23.7
60-70	846	39.6
70-80	451	21.1
80-90	91	4.3
90-100	17	0.8
100-110	2	0.1
110-120	0	0.0
120-130	0	0.0
130-140	0	0.0
140-150	0	0.0
150-160	0	0.0
160-170	0	0.0
170-180	0	0.0



**SITE 01
SOUTHBOUND**

Profile:

Filter time: 00:00 20th September 2022 => 23:59 26th September 2022

Speed range: 0 - 200 km/h.

Separation: Greater than 4.00 seconds. - (Headway)

Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)

Vehicles = 2242

Maximum = 102.6 km/h, Minimum = 8.2 km/h, Mean = 66.3 km/h

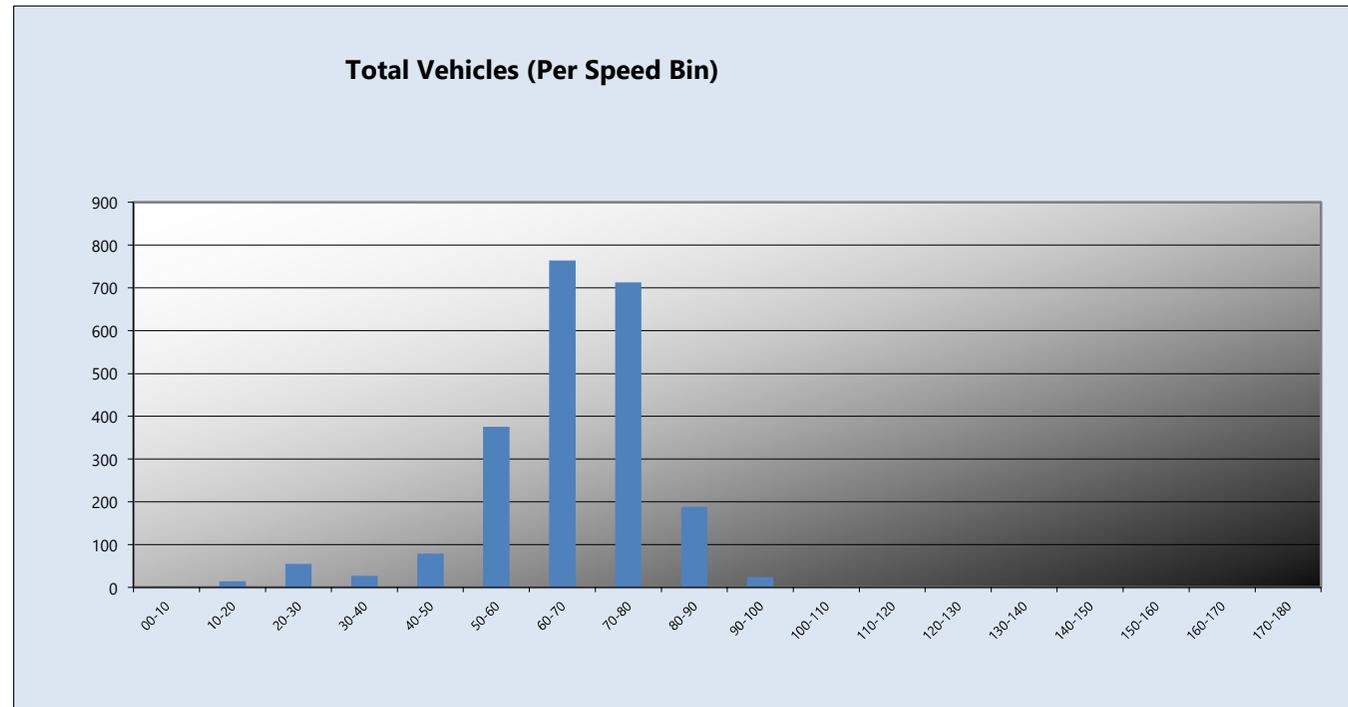
85% Speed = 77.49 km/h, 95% Speed = 83.67 km/h, Median = 68.13 km/h

20 km/h Pace = 58 - 78, Number in Pace = 1487 (66.32%)

Variance = 167.24, Standard Deviation = 12.93 km/h

Speed Bins:

Speed KPH	Bin	
	No.	%
00-10	2	0.1
10-20	14	0.6
20-30	55	2.5
30-40	27	1.2
40-50	79	3.5
50-60	375	16.7
60-70	764	34.1
70-80	713	31.8
80-90	188	8.4
90-100	24	1.1
100-110	1	0.0
110-120	0	0.0
120-130	0	0.0
130-140	0	0.0
140-150	0	0.0
150-160	0	0.0
160-170	0	0.0
170-180	0	0.0



TRAFFINOMICS LIMITED

CLASSIFICATION SCHEMES:

Scheme F Classification Scheme (Non-metric)

Scheme F is an attempt to implement the FWHA's visual classification scheme as an axle-based classification scheme. This is one of several interpretations.

Vehicle Class	Class	Vehicle Type	No. of Axles	Axle spacing in feet				
				Axle 1 to 2	Axle 2 to 3	Axle 3 to 4	Axle 4 to 5	Axle 5 to 6
PCL/MCL	1	motorcycle	2	<6.0				
CAR*	2	passenger car	2	6.0 - 10.0				
		car + 1 axle trailer	3	<10.0	10.0 - 18.0			
		car + 2 axle trailer	4	<10.0		<3.5		
LGV**	3	pickup	2	10.0 - 15.0				
		pickup + 1 axle trailer	3	10.0 - 15.0	10.0 - 18.0			
		pickup + 2 axle trailer	4	10.0 - 15.0		<3.5		
		pickup + 3 axle trailer	5	9.9 - 15.0			<3.5	
BUS	4	bus	2	>20.0				
		bus	3	>19.0				
OGV 1	5	single unit truck - dual rear axle	2	14.9 - 20.0			<3.5	
	6	3 axle truck	3		<18.0			
OGV 2	7	4 axle truck	4					
	8	2S1	3		>18.0			
		2S2	4		>5.0	>3.5		
		3S1	4		<5.0	>10.0		
	9	3S2	5		<6.1		3.5 - 8.0	
		5 axle combination	5					
	10	6 axle combination	6			3.5 - 5.0		
		3S3	6					
	11	2S1-2	5		>6.0			
12	3S1-2	6					>10.0	
13	truck	7 or more						

Car* Cars and LGV based cars

LGV** Light Goods Vehicles with the exception of LGV based on cars

TRAFFINOMICS LIMITED

**KILMARTIN RESTORATION PROJECT TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**SEPTEMBER 2022
TRA/22/227**

SITE: 02

DATE: 20th September 2022

LOCATION: M11/R772 Junction 14 Southbound Slips

DAY: Tuesday

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	0	0	0	0	0	0	0	4	0	0	0	0	4	4	1	1	0	0	0	2	2
07:15	2	1	0	0	0	3	3	2	0	0	0	0	2	2	0	0	0	0	0	0	0
07:30	2	0	0	0	0	2	2	5	1	0	0	0	6	6	0	0	0	0	0	0	0
07:45	1	0	0	0	0	1	1	1	1	0	0	0	2	2	0	0	0	0	0	0	0
H/TOT	5	1	0	0	0	6	6	12	2	0	0	0	14	14	1	1	0	0	0	2	2
08:00	8	0	0	0	0	8	8	2	1	0	0	0	3	3	0	0	0	0	0	0	0
08:15	3	0	1	0	1	5	7	2	0	0	0	0	2	2	0	0	0	0	0	0	0
08:30	3	0	0	0	0	3	3	2	0	0	0	0	2	2	0	0	0	0	0	0	0
08:45	2	0	0	0	0	2	2	3	2	0	0	0	5	5	1	0	0	0	0	1	1
H/TOT	16	0	1	0	1	18	20	9	3	0	0	0	12	12	1	0	0	0	0	1	1
09:00	5	2	0	0	0	7	7	1	0	0	0	0	1	1	1	1	0	0	0	2	2
09:15	5	0	0	0	0	5	5	1	0	0	0	0	1	1	0	0	0	0	0	0	0
09:30	1	0	0	0	0	1	1	7	1	0	0	0	8	8	0	1	0	0	0	1	1
09:45	4	0	0	0	0	4	4	2	0	0	0	0	2	2	2	0	0	0	0	2	2
H/TOT	15	2	0	0	0	17	17	11	1	0	0	0	12	12	3	2	0	0	0	5	5
10:00	3	0	0	0	0	3	3	1	1	0	0	0	2	2	0	1	0	0	0	1	1
10:15	1	0	0	0	0	1	1	5	0	0	0	0	5	5	0	0	0	0	0	0	0
10:30	1	0	0	0	0	1	1	4	0	0	0	0	4	4	0	2	0	0	0	2	2
10:45	2	0	0	0	0	2	2	2	0	0	0	0	2	2	0	1	0	0	0	1	1
H/TOT	7	0	0	0	0	7	7	12	1	0	0	0	13	13	0	4	0	0	0	4	4
11:00	1	1	0	0	0	2	2	3	1	0	0	0	4	4	1	1	0	0	0	2	2
11:15	2	0	0	0	0	2	2	1	0	0	0	0	1	1	2	0	0	0	0	2	2
11:30	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0
11:45	1	0	0	0	0	1	1	3	0	0	0	0	3	3	2	0	0	0	0	2	2
H/TOT	4	1	0	0	0	5	5	10	1	0	0	0	11	11	5	1	0	0	0	6	6
12:00	2	0	0	0	0	2	2	0	0	0	0	0	0	0	1	0	0	0	0	1	1
12:15	1	0	0	0	0	1	1	3	0	1	0	0	4	5	2	0	0	0	0	2	2
12:30	5	0	0	0	0	5	5	5	0	0	0	0	5	5	1	0	0	0	0	1	1
12:45	2	0	0	0	0	2	2	3	0	0	0	0	3	3	1	1	0	0	0	2	2
H/TOT	10	0	0	0	0	10	10	11	0	1	0	0	12	13	5	1	0	0	0	6	6
13:00	4	0	0	0	0	4	4	7	0	0	0	0	7	7	1	0	0	0	0	1	1

13:15	3	0	0	0	0	3	3	2	0	0	0	0	2	2	1	0	0	0	0	1	1
13:30	2	0	0	0	0	2	2	1	1	0	0	0	2	2	2	0	0	0	0	2	2
13:45	2	0	0	0	0	2	2	3	0	0	0	0	3	3	2	0	0	0	0	2	2
H/TOT	11	0	0	0	0	11	11	13	1	0	0	0	14	14	6	0	0	0	0	6	6
14:00	1	0	0	0	0	1	1	1	0	0	0	0	1	1	1	2	0	0	0	3	3
14:15	4	1	0	0	0	5	5	1	1	0	0	0	2	2	1	1	0	0	0	2	2
14:30	3	0	0	0	0	3	3	3	1	0	0	0	4	4	1	0	0	0	0	1	1
14:45	2	0	0	0	0	2	2	1	0	0	0	0	1	1	2	0	0	0	0	2	2
H/TOT	10	1	0	0	0	11	11	6	2	0	0	0	8	8	5	3	0	0	0	8	8
15:00	2	0	0	0	0	2	2	1	1	0	0	0	2	2	1	0	0	0	0	1	1
15:15	1	1	0	0	0	2	2	7	0	0	0	0	7	7	0	0	0	0	0	0	0
15:30	5	0	0	0	0	5	5	2	0	0	0	0	2	2	2	0	0	0	0	2	2
15:45	2	0	0	0	0	2	2	2	0	0	0	0	2	2	4	0	0	0	0	4	4
H/TOT	10	1	0	0	0	11	11	12	1	0	0	0	13	13	7	0	0	0	0	7	7
16:00	4	0	0	0	1	5	6	2	2	0	0	0	4	4	2	0	0	0	0	2	2
16:15	2	2	0	0	0	4	4	0	0	0	0	0	0	0	3	1	0	0	0	4	4
16:30	1	0	2	0	0	3	4	0	0	0	0	0	0	0	0	0	1	0	0	1	2
16:45	2	2	0	0	0	4	4	5	0	0	0	0	5	5	4	0	0	0	0	4	4
H/TOT	9	4	2	0	1	16	18	7	2	0	0	0	9	9	9	1	1	0	0	11	12
17:00	4	0	0	0	1	5	6	4	0	0	0	0	4	4	2	0	1	0	0	3	4
17:15	3	0	0	0	0	3	3	1	0	0	0	0	1	1	0	1	0	0	0	1	1
17:30	3	0	0	0	0	3	3	4	0	0	0	0	4	4	0	0	0	0	0	0	0
17:45	1	1	0	0	0	2	2	6	2	0	0	0	8	8	1	0	0	0	0	1	1
H/TOT	11	1	0	0	1	13	14	15	2	0	0	0	17	17	3	1	1	0	0	5	6
18:00	3	0	0	0	0	3	3	0	0	0	0	0	0	0	1	0	0	0	0	1	1
18:15	4	1	0	0	0	5	5	3	0	0	0	0	3	3	4	1	1	0	0	6	7
18:30	2	0	0	0	0	2	2	4	0	1	0	0	5	6	5	0	0	0	0	5	5
18:45	1	1	0	0	0	2	2	2	0	0	0	0	2	2	0	0	0	0	0	0	0
H/TOT	10	2	0	0	0	12	12	9	0	1	0	0	10	11	10	1	1	0	0	12	13

TRAFFINOMICS LIMITED

**KILMARTIN RESTORATION PROJECT TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**SEPTEMBER 2022
TRA/22/227**

SITE: 02

DATE: 20th September 2022

LOCATION: M11/R772 Junction 14 Southbound Slips

DAY: Tuesday

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	2	3	0	0	0	5	5	1	0	0	0	0	1	1	1	1	1	1	0	4	6
07:15	3	1	0	2	0	6	9	3	0	0	0	0	3	3	2	2	1	0	0	5	6
07:30	2	3	1	2	0	8	11	1	0	0	0	0	1	1	5	2	1	1	0	9	11
07:45	5	2	0	0	0	7	7	4	2	0	0	0	6	6	5	4	1	3	0	13	17
H/TOT	12	9	1	4	0	26	32	9	2	0	0	0	11	11	13	9	4	5	0	31	40
08:00	7	1	0	0	0	8	8	6	0	0	0	2	8	10	6	2	0	1	0	9	10
08:15	8	1	0	0	0	9	9	3	0	0	0	0	3	3	5	2	0	0	0	7	7
08:30	10	1	0	0	0	11	11	2	0	0	0	0	2	2	8	1	0	0	0	9	9
08:45	10	1	1	1	0	13	15	5	0	0	0	0	5	5	11	0	0	0	0	11	11
H/TOT	35	4	1	1	0	41	43	16	0	0	0	2	18	20	30	5	0	1	0	36	37
09:00	15	1	0	1	0	17	18	3	2	0	0	0	5	5	6	3	0	1	0	10	11
09:15	4	2	1	1	0	8	10	3	0	0	0	0	3	3	12	0	0	1	0	13	14
09:30	12	5	1	1	0	19	21	2	3	0	0	0	5	5	7	2	1	0	0	10	11
09:45	8	5	0	0	1	14	15	2	0	0	0	0	2	2	5	4	1	0	0	10	11
H/TOT	39	13	2	3	1	58	64	10	5	0	0	0	15	15	30	9	2	2	0	43	47
10:00	9	4	2	0	0	15	16	2	0	0	0	0	2	2	7	6	0	1	1	15	17
10:15	11	0	0	2	0	13	16	3	0	0	0	0	3	3	9	2	0	2	0	13	16
10:30	11	4	1	6	0	22	30	2	1	0	0	0	3	3	3	0	0	0	0	3	3
10:45	9	2	0	3	0	14	18	2	0	0	0	0	2	2	7	3	0	3	0	13	17
H/TOT	40	10	3	11	0	64	80	9	1	0	0	0	10	10	26	11	0	6	1	44	53
11:00	13	1	0	0	0	14	14	4	0	0	0	0	4	4	14	5	2	1	0	22	24
11:15	17	1	0	1	0	19	20	1	0	0	0	0	1	1	9	0	1	2	0	12	15
11:30	5	2	1	1	0	9	11	3	0	0	1	0	4	5	8	1	0	1	0	10	11
11:45	11	0	0	1	0	12	13	4	0	1	0	0	5	6	9	2	0	0	0	11	11
H/TOT	46	4	1	3	0	54	58	12	0	1	1	0	14	16	40	8	3	4	0	55	62
12:00	13	3	2	2	0	20	24	0	1	0	0	0	1	1	10	0	2	2	0	14	18
12:15	15	3	0	0	0	18	18	4	0	0	0	0	4	4	7	2	2	0	0	11	12
12:30	14	1	1	2	0	18	21	3	1	1	0	0	5	6	8	2	0	2	0	12	15
12:45	8	2	2	2	0	14	18	3	2	0	0	0	5	5	8	1	0	1	0	10	11
H/TOT	50	9	5	6	0	70	80	10	4	1	0	0	15	16	33	5	4	5	0	47	56
13:00	8	5	1	1	0	15	17	2	2	0	0	0	4	4	8	2	0	3	0	13	17

13:15	15	4	0	0	0	19	19	3	0	0	0	0	3	3	13	5	0	2	0	20	23
13:30	11	3	3	2	0	19	23	5	1	0	0	0	6	6	14	2	0	1	0	17	18
13:45	20	3	0	3	0	26	30	1	0	0	0	0	1	1	12	4	1	3	0	20	24
H/TOT	54	15	4	6	0	79	89	11	3	0	0	0	14	14	47	13	1	9	0	70	82
14:00	17	4	0	2	0	23	26	4	0	0	0	0	4	4	13	3	2	1	0	19	21
14:15	16	5	0	2	0	23	26	0	0	0	0	0	0	0	16	8	0	1	0	25	26
14:30	15	1	2	2	0	20	24	0	1	0	0	0	1	1	9	3	2	0	0	14	15
14:45	16	4	1	2	0	23	26	2	0	0	0	0	2	2	12	1	1	2	0	16	19
H/TOT	64	14	3	8	0	89	101	6	1	0	0	0	7	7	50	15	5	4	0	74	82
15:00	16	3	2	1	0	22	24	8	1	0	1	0	10	11	13	3	1	4	0	21	27
15:15	15	1	1	1	0	18	20	4	1	0	0	0	5	5	19	2	2	1	0	24	26
15:30	24	4	1	1	0	30	32	7	1	0	0	0	8	8	10	3	0	1	0	14	15
15:45	25	5	0	0	0	30	30	4	1	0	0	0	5	5	18	4	4	1	0	27	30
H/TOT	80	13	4	3	0	100	106	23	4	0	1	0	28	29	60	12	7	7	0	86	99
16:00	22	5	1	3	0	31	35	6	0	0	0	0	6	6	18	11	0	0	0	29	29
16:15	17	3	2	1	0	23	25	4	1	0	0	0	5	5	13	3	1	0	1	18	20
16:30	15	8	0	1	0	24	25	2	0	0	0	0	2	2	20	7	0	0	0	27	27
16:45	22	5	2	0	0	29	30	4	0	0	0	0	4	4	15	5	0	0	0	20	20
H/TOT	76	21	5	5	0	107	116	16	1	0	0	0	17	17	66	26	1	0	1	94	96
17:00	13	6	0	1	0	20	21	4	0	0	0	0	4	4	14	4	0	1	0	19	20
17:15	14	1	0	2	0	17	20	5	0	0	0	0	5	5	16	2	1	0	0	19	20
17:30	16	0	0	1	0	17	18	3	1	0	0	0	4	4	14	0	0	1	0	15	16
17:45	10	1	0	0	0	11	11	5	0	0	0	0	5	5	11	1	0	0	0	12	12
H/TOT	53	8	0	4	0	65	70	17	1	0	0	0	18	18	55	7	1	2	0	65	68
18:00	11	2	0	0	0	13	13	3	1	0	0	0	4	4	10	1	0	0	0	11	11
18:15	12	0	1	0	0	13	14	0	0	0	0	0	0	0	13	1	0	0	0	14	14
18:30	16	1	0	0	0	17	17	3	0	0	0	0	3	3	7	2	1	0	0	10	11
18:45	13	2	1	2	0	18	21	3	0	0	0	0	3	3	12	2	0	0	0	14	14
H/TOT	52	5	2	2	0	61	65	9	1	0	0	0	10	10	42	6	1	0	0	49	50

TRAFFINOMICS LIMITED

**KILMARTIN RESTORATION PROJECT TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**SEPTEMBER 2022
TRA/22/227**

SITE: 01

DATE: 20th September 2022

LOCATION: M11/R772 Junction 14 Northbound Slips

DAY: Tuesday

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	29	12	1	3	0	45	49	1	1	1	1	0	4	6	25	10	2	1	0	38	40
07:15	20	11	4	2	0	37	42	3	2	1	0	0	6	7	22	10	2	0	0	34	35
07:30	24	8	1	0	0	33	34	5	2	1	1	0	9	11	11	7	2	0	0	20	21
07:45	13	6	1	1	0	21	23	5	4	1	3	0	13	17	8	9	0	1	0	18	19
H/TOT	86	37	7	6	0	136	147	14	9	4	5	0	32	41	66	36	6	2	0	110	116
08:00	7	9	0	2	0	18	21	8	2	0	1	1	12	14	10	7	0	2	0	19	22
08:15	16	4	0	2	1	23	27	6	2	0	0	0	8	8	19	5	0	1	0	25	26
08:30	18	8	2	1	0	29	31	10	1	0	0	0	11	11	21	8	1	3	0	33	37
08:45	25	5	1	3	0	34	38	8	0	0	0	0	8	8	14	0	1	2	0	17	20
H/TOT	66	26	3	8	1	104	117	32	5	0	1	1	39	41	64	20	2	8	0	94	105
09:00	14	1	1	3	0	19	23	8	2	0	1	0	11	12	17	3	0	5	0	25	32
09:15	24	5	2	4	0	35	41	13	0	0	1	0	14	15	20	6	1	4	0	31	37
09:30	22	9	2	3	0	36	41	7	2	1	0	0	10	11	14	3	2	2	0	21	25
09:45	22	4	1	2	0	29	32	7	4	1	0	0	12	13	17	2	1	3	0	23	27
H/TOT	82	19	6	12	0	119	138	35	8	2	2	0	47	51	68	14	4	14	0	100	120
10:00	21	4	0	3	0	28	32	8	6	0	1	1	16	18	10	2	0	7	0	19	28
10:15	12	1	0	5	0	18	25	9	2	0	2	0	13	16	8	1	1	0	0	10	11
10:30	18	2	4	4	0	28	35	4	1	0	0	0	5	5	19	1	1	4	0	25	31
10:45	15	3	1	2	0	21	24	7	3	0	3	0	13	17	6	1	0	4	0	11	16
H/TOT	66	10	5	14	0	95	116	28	12	0	6	1	47	56	43	5	2	15	0	65	86
11:00	16	1	1	5	0	23	30	14	5	2	1	0	22	24	10	1	0	2	0	13	16
11:15	22	0	1	2	0	25	28	9	0	1	2	0	12	15	15	1	0	2	0	18	21
11:30	17	0	1	0	0	18	19	11	1	0	1	0	13	14	15	1	1	3	0	20	24
11:45	10	4	1	2	0	17	20	11	2	1	0	0	14	15	5	1	0	4	1	11	17
H/TOT	65	5	4	9	0	83	97	45	8	4	4	0	61	68	45	4	1	11	1	62	78
12:00	12	1	0	4	0	17	22	10	1	2	2	0	15	19	11	2	0	0	0	13	13
12:15	14	2	0	3	0	19	23	8	2	2	0	0	12	13	10	1	1	2	0	14	17
12:30	14	4	0	1	0	19	20	7	2	0	2	0	11	14	15	2	1	3	0	21	25
12:45	10	2	4	1	0	17	20	9	3	0	1	0	13	14	10	2	1	3	0	16	20
H/TOT	50	9	4	9	0	72	86	34	8	4	5	0	51	60	46	7	3	8	0	64	76

TRAFFINOMICS LIMITED

KILMARTIN RESTORATION PROJECT TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

SEPTEMBER 2022
TRA/22/227

SITE: 01

DATE: 20th September 2022

LOCATION: M11/R772 Junction 14 Northbound Slips

DAY: Tuesday

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
13:00	6	3	3	3	0	15	20	9	3	0	3	0	15	19	15	4	1	1	0	21	23
13:15	20	5	2	1	0	28	30	14	4	0	2	0	20	23	9	4	0	0	0	13	13
13:30	16	2	0	1	0	19	20	13	2	0	1	0	16	17	14	3	0	0	0	17	17
13:45	15	4	0	0	0	19	19	11	4	1	3	0	19	23	8	2	1	0	0	11	12
H/TOT	57	14	5	5	0	81	90	47	13	1	9	0	70	82	46	13	2	1	0	62	64
14:00	15	2	1	0	0	18	19	14	3	2	1	0	20	22	5	2	0	0	0	7	7
14:15	10	2	0	1	1	14	16	16	8	0	1	0	25	26	10	0	1	1	0	12	14
14:30	11	1	1	0	0	13	14	9	4	2	0	0	15	16	12	4	1	0	0	17	18
14:45	8	2	1	1	0	12	14	14	1	1	2	0	18	21	14	1	1	1	0	17	19
H/TOT	44	7	3	2	1	57	62	53	16	5	4	0	78	86	41	7	3	2	0	53	57
15:00	19	2	0	0	0	21	21	16	4	1	4	0	25	31	11	1	0	0	0	12	12
15:15	14	3	1	0	0	18	19	23	2	2	1	0	28	30	15	2	0	1	0	18	19
15:30	17	3	0	2	0	22	25	15	4	0	1	0	20	21	9	5	0	2	0	16	19
15:45	13	3	1	1	0	18	20	21	4	4	1	0	30	33	6	0	0	0	0	6	6
H/TOT	63	11	2	3	0	79	84	75	14	7	7	0	103	116	41	8	0	3	0	52	56
16:00	12	1	1	1	0	15	17	20	11	0	0	0	31	31	6	0	0	1	0	7	8
16:15	13	0	0	3	0	16	20	14	4	1	0	0	19	20	13	0	0	0	0	13	13
16:30	11	3	1	0	0	15	16	20	7	0	0	0	27	27	6	1	0	0	1	8	9
16:45	5	1	1	0	0	7	8	15	5	0	0	0	20	20	5	1	0	2	0	8	11
H/TOT	41	5	3	4	0	53	60	69	27	1	0	0	97	98	30	2	0	3	1	36	41
17:00	16	2	0	3	0	21	25	17	4	0	1	0	22	23	5	1	0	4	0	10	15
17:15	16	3	0	3	0	22	26	19	2	1	0	0	22	23	9	1	1	0	0	11	12
17:30	8	1	0	0	0	9	9	15	1	0	1	0	17	18	6	1	0	1	0	8	9
17:45	11	0	0	3	0	14	18	14	1	0	0	0	15	15	13	0	0	1	0	14	15
H/TOT	51	6	0	9	0	66	78	65	8	1	2	0	76	79	33	3	1	6	0	43	51
18:00	12	1	1	0	0	14	15	13	2	0	0	0	15	15	4	1	0	0	0	5	5
18:15	10	2	0	0	0	12	12	12	1	0	0	0	13	13	5	1	0	0	0	6	6
18:30	10	0	1	0	0	11	12	8	2	1	0	0	11	12	6	0	0	1	0	7	8
18:45	8	0	0	0	0	8	8	11	2	0	0	0	13	13	6	0	1	0	0	7	8
H/TOT	40	3	2	0	0	45	46	44	7	1	0	0	52	53	21	2	1	1	0	25	27
P/TOT	711	152	44	81	2	990	1119	541	135	30	45	2	753	829	544	121	25	74	2	766	877

TRAFFINOMICS LIMITED

**KILMARTIN RESTORATION PROJECT TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**SEPTEMBER 2022
TRA/22/227**

SITE: 01

DATE: 20th September 2022

LOCATION: M11/R772 Junction 14 Northbound Slips

DAY: Tuesday

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	1	0	0	0	0	1	1	3	3	0	0	0	6	6	3	0	0	0	0	3	3
07:15	2	0	0	0	0	2	2	3	1	0	2	0	6	9	2	0	0	0	0	2	2
07:30	1	0	0	0	0	1	1	4	4	1	2	0	11	14	3	0	0	0	0	3	3
07:45	4	2	0	0	0	6	6	6	2	0	0	0	8	8	0	1	0	0	0	1	1
H/TOT	8	2	0	0	0	10	10	16	10	1	4	0	31	37	8	1	0	0	0	9	9
08:00	4	0	0	0	1	5	6	9	2	0	0	0	11	11	0	0	0	0	0	0	0
08:15	2	0	0	0	0	2	2	6	1	0	0	0	7	7	4	0	0	0	0	4	4
08:30	0	0	0	0	0	0	0	11	1	0	0	0	12	12	1	0	0	0	0	1	1
08:45	8	0	0	0	0	8	8	11	3	1	1	0	16	18	2	0	0	0	0	2	2
H/TOT	14	0	0	0	1	15	16	37	7	1	1	0	46	48	7	0	0	0	0	7	7
09:00	1	3	0	0	0	4	4	16	0	0	1	0	17	18	0	1	0	0	0	1	1
09:15	2	0	0	0	0	2	2	4	1	1	1	0	7	9	1	1	0	0	0	2	2
09:30	2	3	0	0	0	5	5	17	5	1	1	0	24	26	2	1	0	0	0	3	3
09:45	0	0	0	0	0	0	0	9	5	0	0	1	15	16	1	0	0	0	0	1	1
H/TOT	5	6	0	0	0	11	11	46	11	2	3	1	63	69	4	3	0	0	0	7	7
10:00	1	0	0	0	0	1	1	9	5	2	0	0	16	17	1	0	0	0	0	1	1
10:15	3	0	0	0	0	3	3	10	0	0	2	0	12	15	6	0	0	0	0	6	6
10:30	1	0	0	0	0	1	1	14	4	1	5	0	24	31	1	0	0	1	0	2	3
10:45	2	0	0	0	0	2	2	10	2	0	3	0	15	19	1	0	0	0	0	1	1
H/TOT	7	0	0	0	0	7	7	43	11	3	10	0	67	82	9	0	0	1	0	10	11
11:00	4	0	0	0	0	4	4	15	1	0	0	0	16	16	1	1	0	0	0	2	2
11:15	1	0	0	0	0	1	1	18	1	0	1	0	20	21	0	0	0	0	0	0	0
11:30	0	0	0	1	0	1	2	7	2	1	1	0	11	13	1	0	0	0	0	1	1
11:45	2	0	0	0	0	2	2	12	0	0	1	0	13	14	2	0	0	0	0	2	2
H/TOT	7	0	0	1	0	8	9	52	4	1	3	0	60	64	4	1	0	0	0	5	5
12:00	0	0	0	0	0	0	0	13	3	2	2	0	20	24	0	0	0	0	0	0	0
12:15	3	0	0	0	0	3	3	16	3	1	0	0	20	21	2	0	0	0	0	2	2
12:30	4	1	1	0	0	6	7	16	1	1	2	0	20	23	3	0	0	0	0	3	3
12:45	2	0	0	0	0	2	2	9	2	2	2	0	15	19	2	0	0	0	0	2	2
H/TOT	9	1	1	0	0	11	12	54	9	6	6	0	75	86	7	0	0	0	0	7	7

TRAFFINOMICS LIMITED

KILMARTIN RESTORATION PROJECT TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

SEPTEMBER 2022
TRA/22/227

SITE: 01

DATE: 20th September 2022

LOCATION: M11/R772 Junction 14 Northbound Slips

DAY: Tuesday

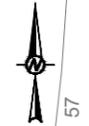
TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
13:00	1	1	0	0	0	2	2	11	5	1	1	0	18	20	4	0	0	0	0	4	4
13:15	2	1	0	0	0	3	3	16	4	0	0	0	20	20	1	0	0	0	0	1	1
13:30	6	1	0	0	0	7	7	12	4	3	2	0	21	25	0	0	0	0	0	0	0
13:45	2	0	0	0	0	2	2	20	3	0	3	0	26	30	3	0	0	0	0	3	3
H/TOT	11	3	0	0	0	14	14	59	16	4	6	0	85	95	8	0	0	0	0	8	8
14:00	3	0	0	0	0	3	3	14	4	0	2	0	20	23	4	0	0	0	0	4	4
14:15	0	0	0	0	0	0	0	17	4	0	2	0	23	26	0	2	0	0	0	2	2
14:30	0	0	0	0	0	0	0	15	2	2	2	0	21	25	3	0	0	0	0	3	3
14:45	0	0	0	0	0	0	0	16	4	1	2	0	23	26	1	0	0	0	0	1	1
H/TOT	3	0	0	0	0	3	3	62	14	3	8	0	87	99	8	2	0	0	0	10	10
15:00	5	0	0	1	0	6	7	14	3	2	1	0	20	22	3	1	0	0	0	4	4
15:15	0	1	0	0	0	1	1	15	1	1	1	0	18	20	7	0	0	0	0	7	7
15:30	2	0	0	0	0	2	2	23	4	1	1	0	29	31	3	0	0	0	0	3	3
15:45	1	1	0	0	0	2	2	26	5	0	0	0	31	31	1	0	0	0	0	1	1
H/TOT	8	2	0	1	0	11	12	78	13	4	3	0	98	104	14	1	0	0	0	15	15
16:00	4	0	0	0	0	4	4	22	7	1	3	0	33	37	2	0	0	0	0	2	2
16:15	3	0	0	0	1	4	5	16	3	2	1	0	22	24	1	0	0	0	0	1	1
16:30	2	0	0	0	0	2	2	15	8	0	1	0	24	25	0	0	0	0	0	0	0
16:45	4	0	0	0	0	4	4	26	4	1	0	0	31	32	1	1	1	0	0	3	4
H/TOT	13	0	0	0	1	14	15	79	22	4	5	0	110	119	4	1	1	0	0	6	7
17:00	1	0	0	0	0	1	1	15	6	0	1	0	22	23	2	0	0	0	0	2	2
17:15	2	0	0	0	0	2	2	14	1	0	2	0	17	20	1	0	0	0	0	1	1
17:30	2	0	0	0	0	2	2	20	0	0	1	0	21	22	0	0	0	0	0	0	0
17:45	2	0	0	0	0	2	2	12	2	0	0	0	14	14	4	1	0	0	0	5	5
H/TOT	7	0	0	0	0	7	7	61	9	0	4	0	74	79	7	1	0	0	0	8	8
18:00	0	0	0	0	0	0	0	11	2	0	0	0	13	13	0	0	0	0	0	0	0
18:15	1	0	0	0	0	1	1	14	0	1	0	0	15	16	1	0	0	0	0	1	1
18:30	2	0	0	0	0	2	2	20	1	0	0	0	21	21	0	0	1	0	0	1	2
18:45	4	0	0	0	0	4	4	14	2	1	2	0	19	22	1	0	0	0	0	1	1
H/TOT	7	0	0	0	0	7	7	59	5	2	2	0	68	72	2	0	1	0	0	3	4
P/TOT	99	14	1	2	2	118	123	646	131	31	55	1	864	952	82	10	2	1	0	95	97

Appendix 12D

PROPOSED SITE ACCESS LAYOUT DRAWINGS



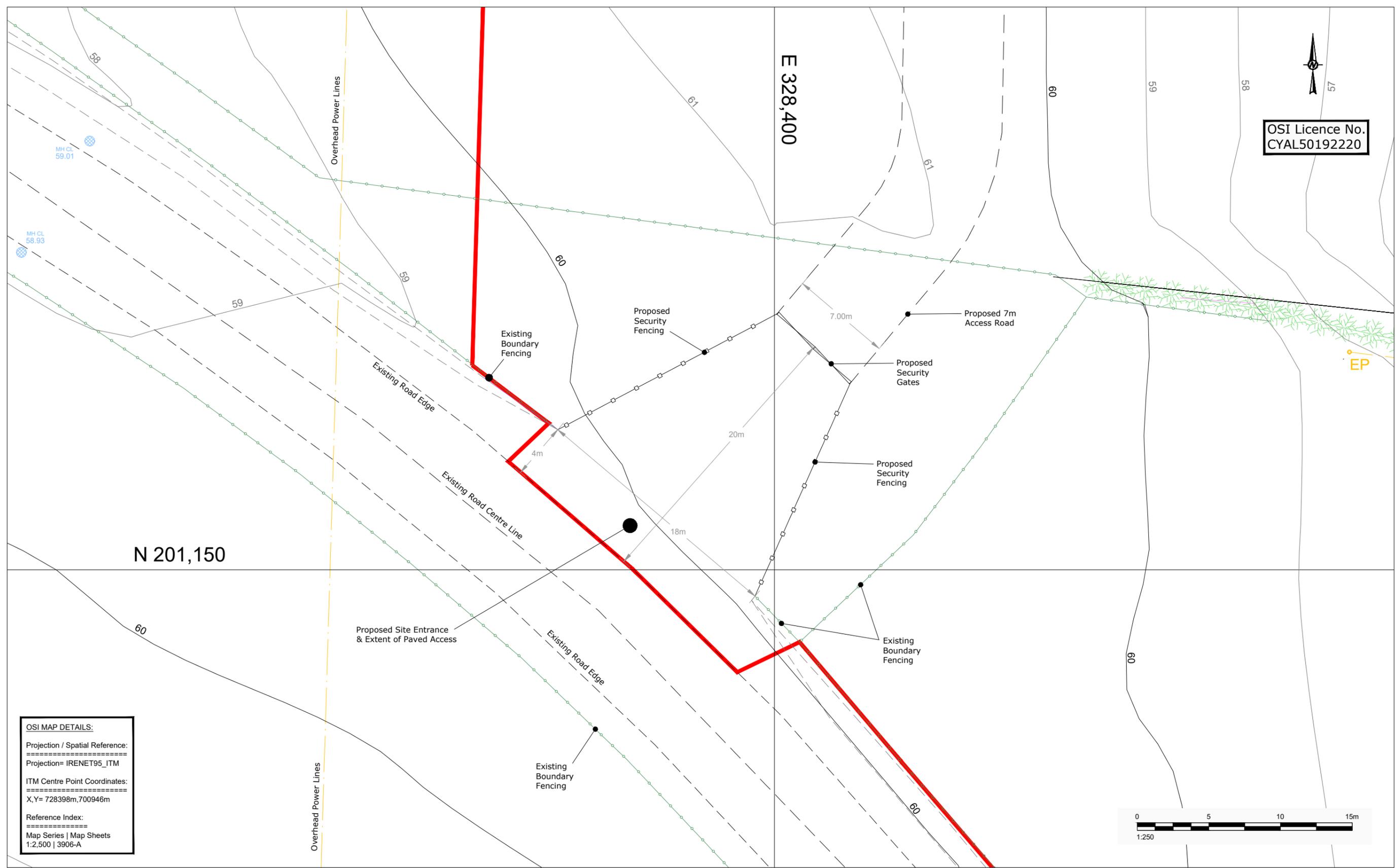
OSI Licence No.
CYAL50192220



OSI MAP DETAILS:
 Projection / Spatial Reference:
 =====
 Projection= IRENET95_ITM
 ITM Centre Point Coordinates:
 =====
 X,Y= 728398m,700946m
 Reference Index:
 =====
 Map Series | Map Sheets
 1:2,500 | 3906-A

NOTES:
 GRID REFERENCES ARE IN METRES
 & TO IRISH NATIONAL GRID.
 LEVELS ARE IN METRES
 & TO O.S. DATUM.
 DIMENSIONS ARE IN METRES.

LEGEND:
 APPLICATION SITE BOUNDARY
 EXISTING GROUND CONTOUR (mOD)
 OVERHEAD POWER LINES



CLIENT	HERBERT STREET FINANCIAL	
CONSULTANT		
PREPARED	POB	2023-Oct-11
DESIGN	POB	
REVIEW	RT	
APPROVED	RT	

PROJECT	SOIL RECOVERY FACILITY KILMARTIN, ASHFORD, Co. WICKLOW	
TITLE	PROPOSED SITE ENTRANCE	
PROJECT No.	DRAWING No.	Rev.
40000103	05	C
SCALE	1:250 A3	

Path: C:\00 - Working From Home\02 - CAD\07 - RT - Kilmartin Wicklow - 4000103 - File Name: 05m\C - Proposed Entrance - 250 A3.dwg

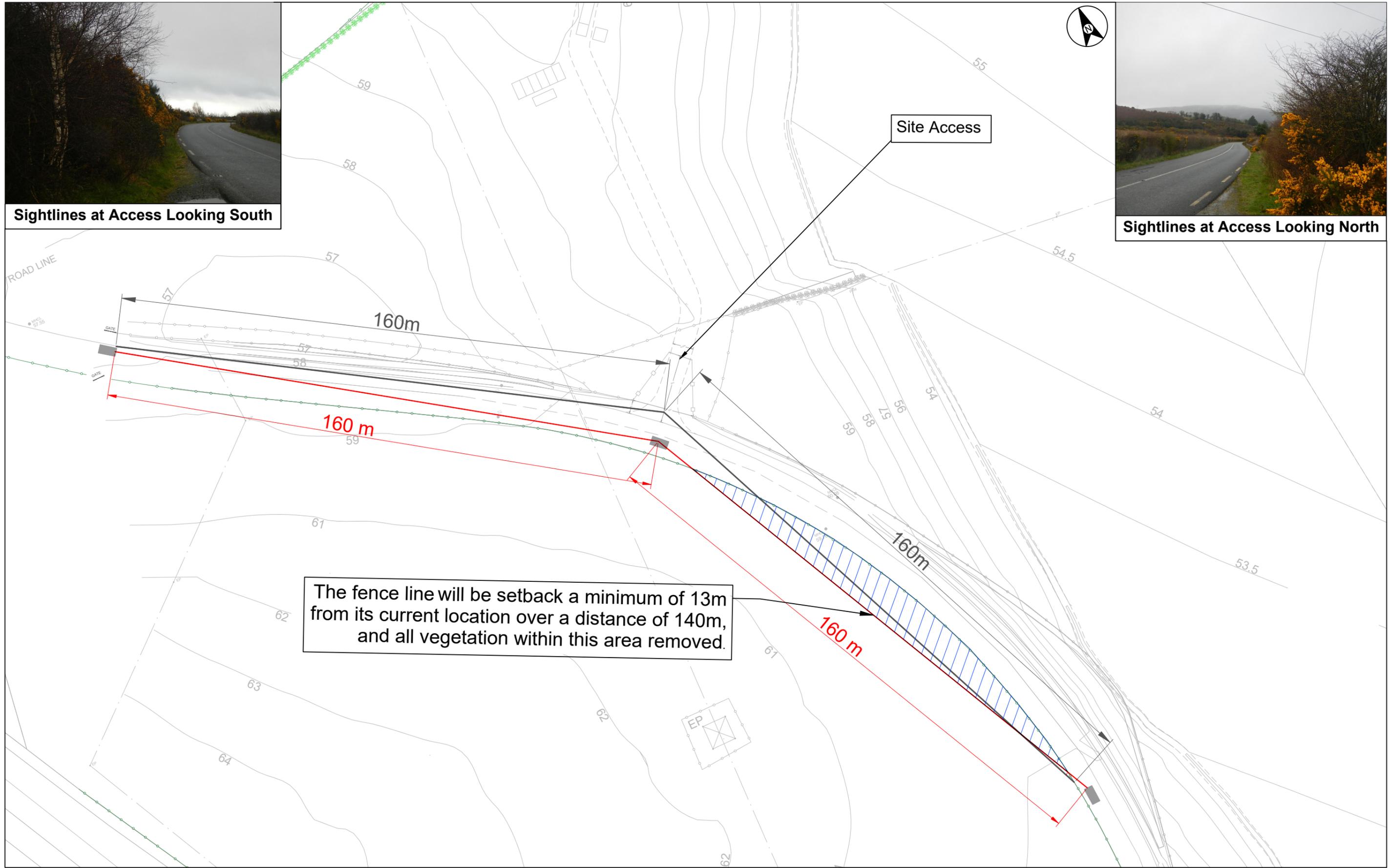
25mm IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: ISO A3



Sightlines at Access Looking South



Sightlines at Access Looking North



The fence line will be setback a minimum of 13m from its current location over a distance of 140m, and all vegetation within this area removed.

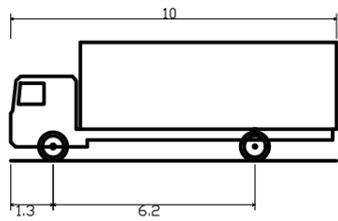
- Legend:
- Visibility Splays from Site Access
 - Forward Visibility



Rev	Date	Drawn	Check	App.	Comments

Project: Kilmartin Restoration Project, Co. Wicklow					
Drawing Title: Sightlines and Forward Visibility					
Scale: @	1:500 @ A3	Date: 09/10/2023	Drawn: AMG	Check: AP	Approved: AOR
Drawing No: P22-158-PSW3-DG-001	Suitability: S0	Revision: 2.0	Status: Draft		

Rigid Vehicle In and Out



FTA Design Rigid Vehicle (1983)	
Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	12.000m

Notes:



Client:

Rev	Date	Drawn	Check	App.	Comments

Project: Kilmartin Restoration Project, Co. Wicklow					
Drawing Title: Swept Path					
Scale: @ A1	1:250 @ A3	Date: 27/09/2023	Drawn: AMG	Check: AP	Approved: AOR
Drawing No: P22-158-PSW3-SP-001		Suitability: S0	Revision: 2.0	Status: Draft	

Appendix 12E

JUNCTION 9 OUTPUTS



Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896
© Copyright TRL Limited, 2018

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Site Access.j9

Path: W:\UDC-Traffic Files\P22-158\Modelling\Site Access

Report generation date: 04/04/2023 13:14:05

»Opening year+Adj+Dev, 12hrs

»+5+Adj+Dev, 12hrs

»+15+Adj+Dev, 12hrs

Summary of junction performance

	12hrs			
	Queue (Veh)	Delay (s)	RFC	LOS
	Opening year+Adj+Dev			
Stream B-AC	0.0	5.19	0.02	A
Stream C-AB	0.0	5.68	0.03	A
	+5+Adj+Dev			
Stream B-AC	0.0	5.20	0.02	A
Stream C-AB	0.0	5.69	0.03	A
	+15+Adj+Dev			
Stream B-AC	0.0	5.21	0.02	A
Stream C-AB	0.0	5.69	0.03	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

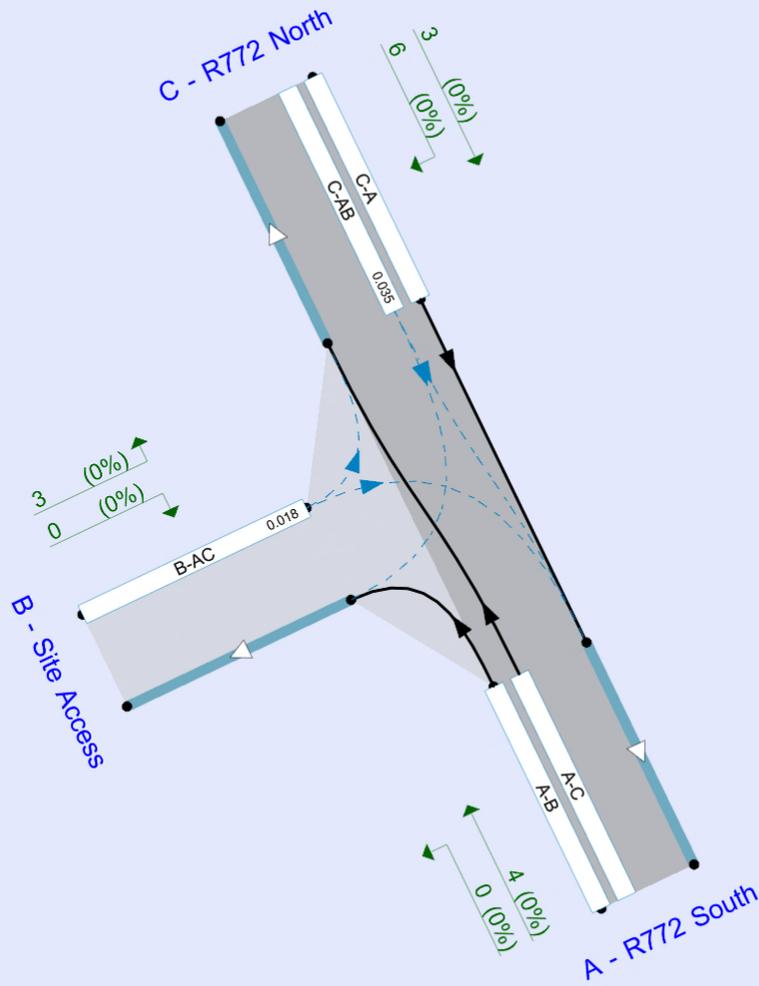
File summary

File Description

Title	Kilmartin Restoration
Location	
Site number	
Date	29/03/2023
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	PMCE\papadakisa
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perTimeSegment	s	-Min	perMin



Flows show original traffic demand (Veh/TS).
Streams (downstream end) show RFC ()

Time Segment: 07:00-07:15

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	Base year	12hrs	DIRECT	07:00	19:00	720	15			
D2	Opening year	12hrs	DIRECT	07:00	19:00	720	15			
D3	+5	12hrs	DIRECT	07:00	19:00	720	15			
D4	+15	12hrs	DIRECT	07:00	19:00	720	15			
D5	Development Traffic	12hrs	DIRECT	07:00	19:00	720	15			
D6	Adjacent Dev. Traffic	12hrs	DIRECT	07:00	19:00	720	15			
D7	Opening year+Adj	12hrs	DIRECT	07:00	19:00	720	15		Simple	D2+D6
D8	+5+Adj	12hrs	DIRECT	07:00	19:00	720	15		Simple	D3+D6
D9	+15+Adj	12hrs	DIRECT	07:00	19:00	720	15		Simple	D4+D6
D10	Opening year+Adj+Dev	12hrs	DIRECT	07:00	19:00	720	15	✓	Simple	D2+D6+D5
D11	+5+Adj+Dev	12hrs	DIRECT	07:00	19:00	720	15	✓	Simple	D3+D6+D5
D12	+15+Adj+Dev	12hrs	DIRECT	07:00	19:00	720	15	✓	Simple	D4+D6+D5

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

Opening year+Adj+Dev, 12hrs

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		2.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R772 South		Major
B	Site Access		Minor
C	R772 North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R772 North	7.00			150.0	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	3.00	150	150

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	151.146	0.105	0.266	0.167	0.380
1	B-C	179.592	0.105	0.266	-	-
1	C-B	165.207	0.245	0.245	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D10	Opening year+Adj+Dev	12hrs	DIRECT	07:00	19:00	720	15	✓	Simple	D2+D6+D5

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - R772 South		DIRECT	✓	100.000
B - Site Access		DIRECT	✓	100.000
C - R772 North		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
07:00 - 07:15	From				
		A - R772 South	0.00	0.00	3.35
		B - Site Access	0.00	0.00	3.30
		C - R772 North	2.32	5.70	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
07:15 - 07:30	From				
		A - R772 South	0.00	0.00	3.35
		B - Site Access	0.00	0.00	3.30
		C - R772 North	2.32	5.70	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
07:30 - 07:45	From				
		A - R772 South	0.00	0.00	3.35
		B - Site Access	0.00	0.00	3.30
		C - R772 North	2.32	5.70	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
07:45 - 08:00	From				
		A - R772 South	0.00	0.00	3.35
		B - Site Access	0.00	0.00	3.30
		C - R772 North	2.32	5.70	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
08:00 - 08:15	From				
		A - R772 South	0.00	0.00	5.44
		B - Site Access	0.00	0.00	3.49
		C - R772 North	1.56	3.83	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
08:15 - 08:30	From				
		A - R772 South	0.00	0.00	5.44
		B - Site Access	0.00	0.00	3.49
		C - R772 North	1.56	3.83	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
08:30 - 08:45	From				
		A - R772 South	0.00	0.00	5.44
		B - Site Access	0.00	0.00	3.49
		C - R772 North	1.56	3.83	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
08:45 - 09:00	From				
		A - R772 South	0.00	0.00	5.44
		B - Site Access	0.00	0.00	3.49
		C - R772 North	1.56	3.83	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
09:00 - 09:15	From	A - R772 South	0.00	0.00	5.42
		B - Site Access	0.00	0.00	3.94
		C - R772 North	2.84	5.69	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
09:15 - 09:30	From	A - R772 South	0.00	0.00	5.42
		B - Site Access	0.00	0.00	3.94
		C - R772 North	2.84	5.69	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
09:30 - 09:45	From	A - R772 South	0.00	0.00	5.42
		B - Site Access	0.00	0.00	3.94
		C - R772 North	2.84	5.69	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
09:45 - 10:00	From	A - R772 South	0.00	0.00	5.42
		B - Site Access	0.00	0.00	3.94
		C - R772 North	2.84	5.69	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
10:00 - 10:15	From	A - R772 South	0.00	0.00	3.35
		B - Site Access	0.00	0.00	3.23
		C - R772 North	1.29	2.96	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
10:15 - 10:30	From	A - R772 South	0.00	0.00	3.35
		B - Site Access	0.00	0.00	3.23
		C - R772 North	1.29	2.96	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
10:30 - 10:45	From	A - R772 South	0.00	0.00	3.35
		B - Site Access	0.00	0.00	3.23
		C - R772 North	1.29	2.96	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
10:45 - 11:00	From	A - R772 South	0.00	0.00	3.35
		B - Site Access	0.00	0.00	3.23
		C - R772 North	1.29	2.96	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
11:00 - 11:15	From	A - R772 South	0.00	0.00	5.18
		B - Site Access	0.00	0.00	2.89
		C - R772 North	0.26	3.08	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
11:15 - 11:30	From	A - R772 South	0.00	0.00	5.18
		B - Site Access	0.00	0.00	2.89
		C - R772 North	0.26	3.08	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
11:30 - 11:45	From				
		A - R772 South	0.00	0.00	5.18
		B - Site Access	0.00	0.00	2.89
		C - R772 North	0.26	3.08	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
11:45 - 12:00	From				
		A - R772 South	0.00	0.00	5.18
		B - Site Access	0.00	0.00	2.89
		C - R772 North	0.26	3.08	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
12:00 - 12:15	From				
		A - R772 South	0.00	0.00	5.16
		B - Site Access	0.00	0.00	2.89
		C - R772 North	1.56	2.29	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
12:15 - 12:30	From				
		A - R772 South	0.00	0.00	5.16
		B - Site Access	0.00	0.00	2.89
		C - R772 North	1.56	2.29	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
12:30 - 12:45	From				
		A - R772 South	0.00	0.00	5.16
		B - Site Access	0.00	0.00	2.89
		C - R772 North	1.56	2.29	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
12:45 - 13:00	From				
		A - R772 South	0.00	0.00	5.16
		B - Site Access	0.00	0.00	2.89
		C - R772 North	1.56	2.29	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
13:00 - 13:15	From				
		A - R772 South	0.00	0.00	5.42
		B - Site Access	0.00	0.00	4.01
		C - R772 North	1.03	3.75	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
13:15 - 13:30	From				
		A - R772 South	0.00	0.00	5.42
		B - Site Access	0.00	0.00	4.01
		C - R772 North	1.03	3.75	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
13:30 - 13:45	From				
		A - R772 South	0.00	0.00	5.42
		B - Site Access	0.00	0.00	4.01
		C - R772 North	1.03	3.75	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
13:45 - 14:00	From				
		A - R772 South	0.00	0.00	5.42
		B - Site Access	0.00	0.00	4.01
		C - R772 North	1.03	3.75	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
14:00 - 14:15	From				
		A - R772 South	0.00	0.00	3.87
		B - Site Access	0.00	0.00	4.28
		C - R772 North	1.55	4.16	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
14:15 - 14:30	From				
		A - R772 South	0.00	0.00	3.87
		B - Site Access	0.00	0.00	4.28
		C - R772 North	1.55	4.16	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
14:30 - 14:45	From				
		A - R772 South	0.00	0.00	3.87
		B - Site Access	0.00	0.00	4.28
		C - R772 North	1.55	4.16	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
14:45 - 15:00	From				
		A - R772 South	0.00	0.00	3.87
		B - Site Access	0.00	0.00	4.28
		C - R772 North	1.55	4.16	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
15:00 - 15:15	From				
		A - R772 South	0.00	0.00	9.04
		B - Site Access	0.00	0.00	3.81
		C - R772 North	1.03	3.34	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
15:15 - 15:30	From				
		A - R772 South	0.00	0.00	9.04
		B - Site Access	0.00	0.00	3.81
		C - R772 North	1.03	3.34	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
15:30 - 15:45	From				
		A - R772 South	0.00	0.00	9.04
		B - Site Access	0.00	0.00	3.81
		C - R772 North	1.03	3.34	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
15:45 - 16:00	From				
		A - R772 South	0.00	0.00	9.04
		B - Site Access	0.00	0.00	3.81
		C - R772 North	1.03	3.34	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
16:00 - 16:15	From				
		A - R772 South	0.00	0.00	7.23
		B - Site Access	0.00	0.00	2.63
		C - R772 North	2.60	2.59	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
16:15 - 16:30	From				
		A - R772 South	0.00	0.00	7.23
		B - Site Access	0.00	0.00	2.63
		C - R772 North	2.60	2.59	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
16:30 - 16:45	From				
		A - R772 South	0.00	0.00	7.23
		B - Site Access	0.00	0.00	2.63
		C - R772 North	2.60	2.59	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
16:45 - 17:00	From				
		A - R772 South	0.00	0.00	7.23
		B - Site Access	0.00	0.00	2.63
		C - R772 North	2.60	2.59	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
17:00 - 17:15	From				
		A - R772 South	0.00	0.00	6.19
		B - Site Access	0.00	0.00	3.15
		C - R772 North	2.33	0.90	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
17:15 - 17:30	From				
		A - R772 South	0.00	0.00	6.19
		B - Site Access	0.00	0.00	3.15
		C - R772 North	2.33	0.90	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
17:30 - 17:45	From				
		A - R772 South	0.00	0.00	6.19
		B - Site Access	0.00	0.00	3.15
		C - R772 North	2.33	0.90	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
17:45 - 18:00	From				
		A - R772 South	0.00	0.00	6.19
		B - Site Access	0.00	0.00	3.15
		C - R772 North	2.33	0.90	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
18:00 - 18:15	From				
		A - R772 South	0.00	0.00	5.93
		B - Site Access	0.00	0.00	0.90
		C - R772 North	1.29	1.88	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
18:15 - 18:30	From				
		A - R772 South	0.00	0.00	5.93
		B - Site Access	0.00	0.00	0.90
		C - R772 North	1.29	1.88	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
18:30 - 18:45	From				
		A - R772 South	0.00	0.00	5.93
		B - Site Access	0.00	0.00	0.90
		C - R772 North	1.29	1.88	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
18:45 - 19:00	From				
		A - R772 South	0.00	0.00	5.93
		B - Site Access	0.00	0.00	0.90
		C - R772 North	1.29	1.88	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
07:00 - 07:15	From			
	A - R772 South	0	0	0
	B - Site Access	0	0	0
	C - R772 North	0	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
07:15 - 07:30	From			
	A - R772 South	0	0	0
	B - Site Access	0	0	0
	C - R772 North	0	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
07:30 - 07:45	From			
	A - R772 South	0	0	0
	B - Site Access	0	0	0
	C - R772 North	0	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
07:45 - 08:00	From			
	A - R772 South	0	0	0
	B - Site Access	0	0	0
	C - R772 North	0	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
08:00 - 08:15	From			
	A - R772 South	0	0	10
	B - Site Access	0	0	0
	C - R772 North	17	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
08:15 - 08:30	From			
	A - R772 South	0	0	10
	B - Site Access	0	0	0
	C - R772 North	17	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
08:30 - 08:45	From			
	A - R772 South	0	0	10
	B - Site Access	0	0	0
	C - R772 North	17	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
08:45 - 09:00	From			
	A - R772 South	0	0	10
	B - Site Access	0	0	0
	C - R772 North	17	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
09:00 - 09:15	From			
	A - R772 South	0	0	0
	B - Site Access	0	0	0
	C - R772 North	0	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
09:15 - 09:30	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
09:30 - 09:45	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
09:45 - 10:00	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
10:00 - 10:15	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
10:15 - 10:30	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
10:30 - 10:45	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
10:45 - 11:00	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
11:00 - 11:15	From			
		A - R772 South	0	10
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
11:15 - 11:30	From			
		A - R772 South	0	10
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
11:30 - 11:45	From			
		A - R772 South	0	10
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To			
		A - R772 South	B - Site Access	C - R772 North	
11:45 - 12:00	From				
		A - R772 South	0	0	10
		B - Site Access	0	0	0
		C - R772 North	0	0	0

Heavy Vehicle Percentages

		To			
		A - R772 South	B - Site Access	C - R772 North	
12:00 - 12:15	From				
		A - R772 South	0	0	0
		B - Site Access	0	0	0
		C - R772 North	17	0	0

Heavy Vehicle Percentages

		To			
		A - R772 South	B - Site Access	C - R772 North	
12:15 - 12:30	From				
		A - R772 South	0	0	0
		B - Site Access	0	0	0
		C - R772 North	17	0	0

Heavy Vehicle Percentages

		To			
		A - R772 South	B - Site Access	C - R772 North	
12:30 - 12:45	From				
		A - R772 South	0	0	0
		B - Site Access	0	0	0
		C - R772 North	17	0	0

Heavy Vehicle Percentages

		To			
		A - R772 South	B - Site Access	C - R772 North	
12:45 - 13:00	From				
		A - R772 South	0	0	0
		B - Site Access	0	0	0
		C - R772 North	17	0	0

Heavy Vehicle Percentages

		To			
		A - R772 South	B - Site Access	C - R772 North	
13:00 - 13:15	From				
		A - R772 South	0	0	0
		B - Site Access	0	0	0
		C - R772 North	0	0	0

Heavy Vehicle Percentages

		To			
		A - R772 South	B - Site Access	C - R772 North	
13:15 - 13:30	From				
		A - R772 South	0	0	0
		B - Site Access	0	0	0
		C - R772 North	0	0	0

Heavy Vehicle Percentages

		To			
		A - R772 South	B - Site Access	C - R772 North	
13:30 - 13:45	From				
		A - R772 South	0	0	0
		B - Site Access	0	0	0
		C - R772 North	0	0	0

Heavy Vehicle Percentages

		To			
		A - R772 South	B - Site Access	C - R772 North	
13:45 - 14:00	From				
		A - R772 South	0	0	0
		B - Site Access	0	0	0
		C - R772 North	0	0	0

Heavy Vehicle Percentages

		To			
		A - R772 South	B - Site Access	C - R772 North	
14:00 - 14:15	From				
		A - R772 South	0	0	0
		B - Site Access	0	0	0
		C - R772 North	0	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
14:15 - 14:30	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
14:30 - 14:45	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
14:45 - 15:00	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
15:00 - 15:15	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
15:15 - 15:30	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
15:30 - 15:45	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
15:45 - 16:00	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
16:00 - 16:15	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	21	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
16:15 - 16:30	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	21	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
16:30 - 16:45	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	21	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
16:45 - 17:00	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	21	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
17:00 - 17:15	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	12	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
17:15 - 17:30	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	12	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
17:30 - 17:45	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	12	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
17:45 - 18:00	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	12	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
18:00 - 18:15	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
18:15 - 18:30	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
18:30 - 18:45	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
18:45 - 19:00	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.02	5.19	0.0	A	3.21	154.00
C-AB	0.03	5.68	0.0	A	3.35	160.64
C-A					1.64	78.59
A-B					0.00	0.00
A-C					5.46	262.31

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.30	3.30	178.70	0.018	3.28	0.0	0.0	5.130	A
C-AB	5.70	5.70	164.47	0.035	5.67	0.0	0.0	5.665	A
C-A	2.32	2.32			2.32				
A-B	0.00	0.00			0.00				
A-C	3.35	3.35			3.35				

07:15 - 07:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.30	3.30	178.70	0.018	3.30	0.0	0.0	5.130	A
C-AB	5.70	5.70	164.47	0.035	5.70	0.0	0.0	5.668	A
C-A	2.32	2.32			2.32				
A-B	0.00	0.00			0.00				
A-C	3.35	3.35			3.35				

07:30 - 07:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.30	3.30	178.70	0.018	3.30	0.0	0.0	5.130	A
C-AB	5.70	5.70	164.47	0.035	5.70	0.0	0.0	5.668	A
C-A	2.32	2.32			2.32				
A-B	0.00	0.00			0.00				
A-C	3.35	3.35			3.35				

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.30	3.30	178.70	0.018	3.30	0.0	0.0	5.130	A
C-AB	5.70	5.70	164.47	0.035	5.70	0.0	0.0	5.668	A
C-A	2.32	2.32			2.32				
A-B	0.00	0.00			0.00				
A-C	3.35	3.35			3.35				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.49	3.49	178.00	0.020	3.49	0.0	0.0	5.156	A
C-AB	3.83	3.83	163.78	0.023	3.84	0.0	0.0	5.626	A
C-A	1.56	1.56			1.56				
A-B	0.00	0.00			0.00				
A-C	5.44	5.44			5.44				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.49	3.49	178.00	0.020	3.49	0.0	0.0	5.156	A
C-AB	3.83	3.83	163.78	0.023	3.83	0.0	0.0	5.628	A
C-A	1.56	1.56			1.56				
A-B	0.00	0.00			0.00				
A-C	5.44	5.44			5.44				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.49	3.49	178.00	0.020	3.49	0.0	0.0	5.156	A
C-AB	3.83	3.83	163.78	0.023	3.83	0.0	0.0	5.628	A
C-A	1.56	1.56			1.56				
A-B	0.00	0.00			0.00				
A-C	5.44	5.44			5.44				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.49	3.49	178.00	0.020	3.49	0.0	0.0	5.156	A
C-AB	3.83	3.83	163.78	0.023	3.83	0.0	0.0	5.628	A
C-A	1.56	1.56			1.56				
A-B	0.00	0.00			0.00				
A-C	5.44	5.44			5.44				

09:00 - 09:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.94	3.94	178.15	0.022	3.94	0.0	0.0	5.165	A
C-AB	5.69	5.69	163.98	0.035	5.68	0.0	0.0	5.685	A
C-A	2.83	2.83			2.83				
A-B	0.00	0.00			0.00				
A-C	5.42	5.42			5.42				

09:15 - 09:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.94	3.94	178.15	0.022	3.94	0.0	0.0	5.165	A
C-AB	5.69	5.69	163.98	0.035	5.69	0.0	0.0	5.685	A
C-A	2.83	2.83			2.83				
A-B	0.00	0.00			0.00				
A-C	5.42	5.42			5.42				

09:30 - 09:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.94	3.94	178.15	0.022	3.94	0.0	0.0	5.165	A
C-AB	5.69	5.69	163.98	0.035	5.69	0.0	0.0	5.685	A
C-A	2.83	2.83			2.83				
A-B	0.00	0.00			0.00				
A-C	5.42	5.42			5.42				

09:45 - 10:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.94	3.94	178.15	0.022	3.94	0.0	0.0	5.167	A
C-AB	5.69	5.69	163.98	0.035	5.69	0.0	0.0	5.685	A
C-A	2.83	2.83			2.83				
A-B	0.00	0.00			0.00				
A-C	5.42	5.42			5.42				

10:00 - 10:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.23	3.23	178.70	0.018	3.23	0.0	0.0	5.130	A
C-AB	2.96	2.96	164.41	0.018	2.98	0.0	0.0	5.577	A
C-A	1.29	1.29			1.29				
A-B	0.00	0.00			0.00				
A-C	3.35	3.35			3.35				

10:15 - 10:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.23	3.23	178.70	0.018	3.23	0.0	0.0	5.128	A
C-AB	2.96	2.96	164.41	0.018	2.96	0.0	0.0	5.574	A
C-A	1.29	1.29			1.29				
A-B	0.00	0.00			0.00				
A-C	3.35	3.35			3.35				

10:30 - 10:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.23	3.23	178.70	0.018	3.23	0.0	0.0	5.130	A
C-AB	2.96	2.96	164.41	0.018	2.96	0.0	0.0	5.576	A
C-A	1.29	1.29			1.29				
A-B	0.00	0.00			0.00				
A-C	3.35	3.35			3.35				

10:45 - 11:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.23	3.23	178.70	0.018	3.23	0.0	0.0	5.128	A
C-AB	2.96	2.96	164.41	0.018	2.96	0.0	0.0	5.574	A
C-A	1.29	1.29			1.29				
A-B	0.00	0.00			0.00				
A-C	3.35	3.35			3.35				

11:00 - 11:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	2.89	2.89	178.07	0.016	2.89	0.0	0.0	5.137	A
C-AB	3.08	3.08	163.81	0.019	3.07	0.0	0.0	5.598	A
C-A	0.26	0.26			0.26				
A-B	0.00	0.00			0.00				
A-C	5.18	5.18			5.18				

11:15 - 11:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	2.89	2.89	178.07	0.016	2.89	0.0	0.0	5.137	A
C-AB	3.08	3.08	163.81	0.019	3.08	0.0	0.0	5.598	A
C-A	0.26	0.26			0.26				
A-B	0.00	0.00			0.00				
A-C	5.18	5.18			5.18				

11:30 - 11:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	2.89	2.89	178.07	0.016	2.89	0.0	0.0	5.137	A
C-AB	3.08	3.08	163.81	0.019	3.08	0.0	0.0	5.598	A
C-A	0.26	0.26			0.26				
A-B	0.00	0.00			0.00				
A-C	5.18	5.18			5.18				

11:45 - 12:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	2.89	2.89	178.07	0.016	2.89	0.0	0.0	5.137	A
C-AB	3.08	3.08	163.81	0.019	3.08	0.0	0.0	5.598	A
C-A	0.26	0.26			0.26				
A-B	0.00	0.00			0.00				
A-C	5.18	5.18			5.18				

12:00 - 12:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	2.89	2.89	178.22	0.016	2.89	0.0	0.0	5.134	A
C-AB	2.29	2.29	163.96	0.014	2.29	0.0	0.0	5.568	A
C-A	1.56	1.56			1.56				
A-B	0.00	0.00			0.00				
A-C	5.16	5.16			5.16				

12:15 - 12:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	2.89	2.89	178.22	0.016	2.89	0.0	0.0	5.132	A
C-AB	2.29	2.29	163.97	0.014	2.29	0.0	0.0	5.566	A
C-A	1.56	1.56			1.56				
A-B	0.00	0.00			0.00				
A-C	5.16	5.16			5.16				

12:30 - 12:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	2.89	2.89	178.22	0.016	2.89	0.0	0.0	5.132	A
C-AB	2.29	2.29	163.97	0.014	2.29	0.0	0.0	5.566	A
C-A	1.56	1.56			1.56				
A-B	0.00	0.00			0.00				
A-C	5.16	5.16			5.16				

12:45 - 13:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	2.89	2.89	178.22	0.016	2.89	0.0	0.0	5.132	A
C-AB	2.29	2.29	163.97	0.014	2.29	0.0	0.0	5.566	A
C-A	1.56	1.56			1.56				
A-B	0.00	0.00			0.00				
A-C	5.16	5.16			5.16				

13:00 - 13:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4.01	4.01	178.15	0.023	4.01	0.0	0.0	5.167	A
C-AB	3.75	3.75	163.91	0.023	3.74	0.0	0.0	5.618	A
C-A	1.03	1.03			1.03				
A-B	0.00	0.00			0.00				
A-C	5.42	5.42			5.42				

13:15 - 13:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4.01	4.01	178.15	0.023	4.01	0.0	0.0	5.167	A
C-AB	3.75	3.75	163.90	0.023	3.75	0.0	0.0	5.618	A
C-A	1.03	1.03			1.03				
A-B	0.00	0.00			0.00				
A-C	5.42	5.42			5.42				

13:30 - 13:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4.01	4.01	178.15	0.023	4.01	0.0	0.0	5.167	A
C-AB	3.75	3.75	163.90	0.023	3.75	0.0	0.0	5.618	A
C-A	1.03	1.03			1.03				
A-B	0.00	0.00			0.00				
A-C	5.42	5.42			5.42				

13:45 - 14:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4.01	4.01	178.15	0.023	4.01	0.0	0.0	5.167	A
C-AB	3.75	3.75	163.90	0.023	3.75	0.0	0.0	5.618	A
C-A	1.03	1.03			1.03				
A-B	0.00	0.00			0.00				
A-C	5.42	5.42			5.42				

14:00 - 14:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4.28	4.28	178.56	0.024	4.27	0.0	0.0	5.163	A
C-AB	4.16	4.16	164.30	0.025	4.16	0.0	0.0	5.619	A
C-A	1.55	1.55			1.55				
A-B	0.00	0.00			0.00				
A-C	3.87	3.87			3.87				

14:15 - 14:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4.28	4.28	178.56	0.024	4.27	0.0	0.0	5.163	A
C-AB	4.16	4.16	164.30	0.025	4.16	0.0	0.0	5.619	A
C-A	1.55	1.55			1.55				
A-B	0.00	0.00			0.00				
A-C	3.87	3.87			3.87				

14:30 - 14:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4.28	4.28	178.56	0.024	4.27	0.0	0.0	5.163	A
C-AB	4.16	4.16	164.30	0.025	4.16	0.0	0.0	5.619	A
C-A	1.55	1.55			1.55				
A-B	0.00	0.00			0.00				
A-C	3.87	3.87			3.87				

14:45 - 15:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4.28	4.28	178.56	0.024	4.28	0.0	0.0	5.163	A
C-AB	4.16	4.16	164.30	0.025	4.16	0.0	0.0	5.619	A
C-A	1.55	1.55			1.55				
A-B	0.00	0.00			0.00				
A-C	3.87	3.87			3.87				

15:00 - 15:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.81	3.81	177.11	0.022	3.81	0.0	0.0	5.194	A
C-AB	3.34	3.34	162.95	0.020	3.34	0.0	0.0	5.640	A
C-A	1.03	1.03			1.03				
A-B	0.00	0.00			0.00				
A-C	9.04	9.04			9.04				

15:15 - 15:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.81	3.81	177.11	0.022	3.81	0.0	0.0	5.194	A
C-AB	3.34	3.34	162.95	0.020	3.34	0.0	0.0	5.640	A
C-A	1.03	1.03			1.03				
A-B	0.00	0.00			0.00				
A-C	9.04	9.04			9.04				

15:30 - 15:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.81	3.81	177.11	0.022	3.81	0.0	0.0	5.194	A
C-AB	3.34	3.34	162.95	0.020	3.34	0.0	0.0	5.638	A
C-A	1.03	1.03			1.03				
A-B	0.00	0.00			0.00				
A-C	9.04	9.04			9.04				

15:45 - 16:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.81	3.81	177.11	0.022	3.81	0.0	0.0	5.194	A
C-AB	3.34	3.34	162.95	0.020	3.34	0.0	0.0	5.638	A
C-A	1.03	1.03			1.03				
A-B	0.00	0.00			0.00				
A-C	9.04	9.04			9.04				

16:00 - 16:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	2.63	2.63	177.59	0.015	2.63	0.0	0.0	5.145	A
C-AB	2.59	2.59	163.41	0.016	2.59	0.0	0.0	5.598	A
C-A	2.60	2.60			2.60				
A-B	0.00	0.00			0.00				
A-C	7.23	7.23			7.23				

16:15 - 16:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	2.63	2.63	177.59	0.015	2.63	0.0	0.0	5.145	A
C-AB	2.59	2.59	163.41	0.016	2.59	0.0	0.0	5.597	A
C-A	2.60	2.60			2.60				
A-B	0.00	0.00			0.00				
A-C	7.23	7.23			7.23				

16:30 - 16:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	2.63	2.63	177.59	0.015	2.63	0.0	0.0	5.145	A
C-AB	2.59	2.59	163.41	0.016	2.59	0.0	0.0	5.597	A
C-A	2.60	2.60			2.60				
A-B	0.00	0.00			0.00				
A-C	7.23	7.23			7.23				

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	2.63	2.63	177.59	0.015	2.63	0.0	0.0	5.145	A
C-AB	2.59	2.59	163.41	0.016	2.59	0.0	0.0	5.597	A
C-A	2.60	2.60			2.60				
A-B	0.00	0.00			0.00				
A-C	7.23	7.23			7.23				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.15	3.15	177.94	0.018	3.15	0.0	0.0	5.148	A
C-AB	0.90	0.90	163.71	0.006	0.91	0.0	0.0	5.528	A
C-A	2.33	2.33			2.33				
A-B	0.00	0.00			0.00				
A-C	6.19	6.19			6.19				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.15	3.15	177.94	0.018	3.15	0.0	0.0	5.148	A
C-AB	0.90	0.90	163.70	0.006	0.90	0.0	0.0	5.529	A
C-A	2.33	2.33			2.33				
A-B	0.00	0.00			0.00				
A-C	6.19	6.19			6.19				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.15	3.15	177.94	0.018	3.15	0.0	0.0	5.148	A
C-AB	0.90	0.90	163.70	0.006	0.90	0.0	0.0	5.529	A
C-A	2.33	2.33			2.33				
A-B	0.00	0.00			0.00				
A-C	6.19	6.19			6.19				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.15	3.15	177.94	0.018	3.15	0.0	0.0	5.148	A
C-AB	0.90	0.90	163.70	0.006	0.90	0.0	0.0	5.529	A
C-A	2.33	2.33			2.33				
A-B	0.00	0.00			0.00				
A-C	6.19	6.19			6.19				

18:00 - 18:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.90	0.90	178.01	0.005	0.91	0.0	0.0	5.083	A
C-AB	1.88	1.88	163.77	0.011	1.87	0.0	0.0	5.558	A
C-A	1.29	1.29			1.29				
A-B	0.00	0.00			0.00				
A-C	5.93	5.93			5.93				

18:15 - 18:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.90	0.90	178.01	0.005	0.90	0.0	0.0	5.081	A
C-AB	1.88	1.88	163.77	0.011	1.88	0.0	0.0	5.558	A
C-A	1.29	1.29			1.29				
A-B	0.00	0.00			0.00				
A-C	5.93	5.93			5.93				

18:30 - 18:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.90	0.90	178.01	0.005	0.90	0.0	0.0	5.081	A
C-AB	1.88	1.88	163.77	0.011	1.88	0.0	0.0	5.558	A
C-A	1.29	1.29			1.29				
A-B	0.00	0.00			0.00				
A-C	5.93	5.93			5.93				

18:45 - 19:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.90	0.90	178.01	0.005	0.90	0.0	0.0	5.081	A
C-AB	1.88	1.88	163.77	0.011	1.88	0.0	0.0	5.558	A
C-A	1.29	1.29			1.29				
A-B	0.00	0.00			0.00				
A-C	5.93	5.93			5.93				

+5+Adj+Dev, 12hrs

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		2.45	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D11	+5+Adj+Dev	12hrs	DIRECT	07:00	19:00	720	15	✓	Simple	D3+D6+D5

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - R772 South		DIRECT	✓	100.000
B - Site Access		DIRECT	✓	100.000
C - R772 North		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
07:00 - 07:15	From	A - R772 South	0.00	0.00	3.62
		B - Site Access	0.00	0.00	3.30
		C - R772 North	2.51	5.70	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
07:15 - 07:30	From	A - R772 South	0.00	0.00	3.62
		B - Site Access	0.00	0.00	3.30
		C - R772 North	2.51	5.70	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
07:30 - 07:45	From	A - R772 South	0.00	0.00	3.62
		B - Site Access	0.00	0.00	3.30
		C - R772 North	2.51	5.70	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
07:45 - 08:00	From				
		A - R772 South	0.00	0.00	3.62
		B - Site Access	0.00	0.00	3.30
		C - R772 North	2.51	5.70	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
08:00 - 08:15	From				
		A - R772 South	0.00	0.00	5.95
		B - Site Access	0.00	0.00	3.49
		C - R772 North	1.72	3.83	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
08:15 - 08:30	From				
		A - R772 South	0.00	0.00	5.95
		B - Site Access	0.00	0.00	3.49
		C - R772 North	1.72	3.83	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
08:30 - 08:45	From				
		A - R772 South	0.00	0.00	5.95
		B - Site Access	0.00	0.00	3.49
		C - R772 North	1.72	3.83	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
08:45 - 09:00	From				
		A - R772 South	0.00	0.00	5.95
		B - Site Access	0.00	0.00	3.49
		C - R772 North	1.72	3.83	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
09:00 - 09:15	From				
		A - R772 South	0.00	0.00	5.85
		B - Site Access	0.00	0.00	3.94
		C - R772 North	3.07	5.69	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
09:15 - 09:30	From				
		A - R772 South	0.00	0.00	5.85
		B - Site Access	0.00	0.00	3.94
		C - R772 North	3.07	5.69	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
09:30 - 09:45	From				
		A - R772 South	0.00	0.00	5.85
		B - Site Access	0.00	0.00	3.94
		C - R772 North	3.07	5.69	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
09:45 - 10:00	From				
		A - R772 South	0.00	0.00	5.85
		B - Site Access	0.00	0.00	3.94
		C - R772 North	3.07	5.69	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
10:00 - 10:15	From				
		A - R772 South	0.00	0.00	3.62
		B - Site Access	0.00	0.00	3.23
		C - R772 North	1.39	2.96	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
10:15 - 10:30	From				
		A - R772 South	0.00	0.00	3.62
		B - Site Access	0.00	0.00	3.23
		C - R772 North	1.39	2.96	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
10:30 - 10:45	From				
		A - R772 South	0.00	0.00	3.62
		B - Site Access	0.00	0.00	3.23
		C - R772 North	1.39	2.96	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
10:45 - 11:00	From				
		A - R772 South	0.00	0.00	3.62
		B - Site Access	0.00	0.00	3.23
		C - R772 North	1.39	2.96	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
11:00 - 11:15	From				
		A - R772 South	0.00	0.00	5.67
		B - Site Access	0.00	0.00	2.89
		C - R772 North	0.28	3.08	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
11:15 - 11:30	From				
		A - R772 South	0.00	0.00	5.67
		B - Site Access	0.00	0.00	2.89
		C - R772 North	0.28	3.08	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
11:30 - 11:45	From				
		A - R772 South	0.00	0.00	5.67
		B - Site Access	0.00	0.00	2.89
		C - R772 North	0.28	3.08	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
11:45 - 12:00	From				
		A - R772 South	0.00	0.00	5.67
		B - Site Access	0.00	0.00	2.89
		C - R772 North	0.28	3.08	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
12:00 - 12:15	From				
		A - R772 South	0.00	0.00	5.58
		B - Site Access	0.00	0.00	2.89
		C - R772 North	1.72	2.29	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
12:15 - 12:30	From				
		A - R772 South	0.00	0.00	5.58
		B - Site Access	0.00	0.00	2.89
		C - R772 North	1.72	2.29	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
12:30 - 12:45	From				
		A - R772 South	0.00	0.00	5.58
		B - Site Access	0.00	0.00	2.89
		C - R772 North	1.72	2.29	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
12:45 - 13:00	From				
		A - R772 South	0.00	0.00	5.58
		B - Site Access	0.00	0.00	2.89
		C - R772 North	1.72	2.29	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
13:00 - 13:15	From				
		A - R772 South	0.00	0.00	5.85
		B - Site Access	0.00	0.00	4.01
		C - R772 North	1.12	3.75	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
13:15 - 13:30	From				
		A - R772 South	0.00	0.00	5.85
		B - Site Access	0.00	0.00	4.01
		C - R772 North	1.12	3.75	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
13:30 - 13:45	From				
		A - R772 South	0.00	0.00	5.85
		B - Site Access	0.00	0.00	4.01
		C - R772 North	1.12	3.75	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
13:45 - 14:00	From				
		A - R772 South	0.00	0.00	5.85
		B - Site Access	0.00	0.00	4.01
		C - R772 North	1.12	3.75	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
14:00 - 14:15	From				
		A - R772 South	0.00	0.00	4.18
		B - Site Access	0.00	0.00	4.28
		C - R772 North	1.67	4.16	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
14:15 - 14:30	From				
		A - R772 South	0.00	0.00	4.18
		B - Site Access	0.00	0.00	4.28
		C - R772 North	1.67	4.16	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
14:30 - 14:45	From				
		A - R772 South	0.00	0.00	4.18
		B - Site Access	0.00	0.00	4.28
		C - R772 North	1.67	4.16	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
14:45 - 15:00	From				
		A - R772 South	0.00	0.00	4.18
		B - Site Access	0.00	0.00	4.28
		C - R772 North	1.67	4.16	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
15:00 - 15:15	From				
		A - R772 South	0.00	0.00	9.80
		B - Site Access	0.00	0.00	3.81
		C - R772 North	1.12	3.34	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
15:15 - 15:30	From				
		A - R772 South	0.00	0.00	9.80
		B - Site Access	0.00	0.00	3.81
		C - R772 North	1.12	3.34	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
15:30 - 15:45	From				
		A - R772 South	0.00	0.00	9.80
		B - Site Access	0.00	0.00	3.81
		C - R772 North	1.12	3.34	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
15:45 - 16:00	From				
		A - R772 South	0.00	0.00	9.80
		B - Site Access	0.00	0.00	3.81
		C - R772 North	1.12	3.34	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
16:00 - 16:15	From				
		A - R772 South	0.00	0.00	7.85
		B - Site Access	0.00	0.00	2.63
		C - R772 North	2.88	2.59	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
16:15 - 16:30	From				
		A - R772 South	0.00	0.00	7.85
		B - Site Access	0.00	0.00	2.63
		C - R772 North	2.88	2.59	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
16:30 - 16:45	From				
		A - R772 South	0.00	0.00	7.85
		B - Site Access	0.00	0.00	2.63
		C - R772 North	2.88	2.59	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
16:45 - 17:00	From				
		A - R772 South	0.00	0.00	7.85
		B - Site Access	0.00	0.00	2.63
		C - R772 North	2.88	2.59	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
17:00 - 17:15	From				
		A - R772 South	0.00	0.00	6.69
		B - Site Access	0.00	0.00	3.15
		C - R772 North	2.55	0.90	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
17:15 - 17:30	From				
		A - R772 South	0.00	0.00	6.69
		B - Site Access	0.00	0.00	3.15
		C - R772 North	2.55	0.90	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
17:30 - 17:45	From				
		A - R772 South	0.00	0.00	6.69
		B - Site Access	0.00	0.00	3.15
		C - R772 North	2.55	0.90	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
17:45 - 18:00	From	A - R772 South	0.00	0.00	6.69
		B - Site Access	0.00	0.00	3.15
		C - R772 North	2.55	0.90	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
18:00 - 18:15	From	A - R772 South	0.00	0.00	6.41
		B - Site Access	0.00	0.00	0.90
		C - R772 North	1.39	1.88	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
18:15 - 18:30	From	A - R772 South	0.00	0.00	6.41
		B - Site Access	0.00	0.00	0.90
		C - R772 North	1.39	1.88	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
18:30 - 18:45	From	A - R772 South	0.00	0.00	6.41
		B - Site Access	0.00	0.00	0.90
		C - R772 North	1.39	1.88	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
18:45 - 19:00	From	A - R772 South	0.00	0.00	6.41
		B - Site Access	0.00	0.00	0.90
		C - R772 North	1.39	1.88	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - R772 South	B - Site Access	C - R772 North	
07:00 - 07:15	From	A - R772 South	0	0	0
		B - Site Access	0	0	0
		C - R772 North	0	0	0

Heavy Vehicle Percentages

		To			
		A - R772 South	B - Site Access	C - R772 North	
07:15 - 07:30	From	A - R772 South	0	0	0
		B - Site Access	0	0	0
		C - R772 North	0	0	0

Heavy Vehicle Percentages

		To			
		A - R772 South	B - Site Access	C - R772 North	
07:30 - 07:45	From	A - R772 South	0	0	0
		B - Site Access	0	0	0
		C - R772 North	0	0	0

Heavy Vehicle Percentages

		To			
		A - R772 South	B - Site Access	C - R772 North	
07:45 - 08:00	From	A - R772 South	0	0	0
		B - Site Access	0	0	0
		C - R772 North	0	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
08:00 - 08:15	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	19	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
08:15 - 08:30	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	19	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
08:30 - 08:45	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	19	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
08:45 - 09:00	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	19	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
09:00 - 09:15	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
09:15 - 09:30	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
09:30 - 09:45	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
09:45 - 10:00	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
10:00 - 10:15	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
10:15 - 10:30	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
10:30 - 10:45	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
10:45 - 11:00	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
11:00 - 11:15	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	11

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
11:15 - 11:30	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	11

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
11:30 - 11:45	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	11

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
11:45 - 12:00	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	11

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
12:00 - 12:15	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	19	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
12:15 - 12:30	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	19	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
12:30 - 12:45	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	19	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
12:45 - 13:00	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	19	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
13:00 - 13:15	From			
	A - R772 South	0	0	0
	B - Site Access	0	0	0
	C - R772 North	0	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
13:15 - 13:30	From			
	A - R772 South	0	0	0
	B - Site Access	0	0	0
	C - R772 North	0	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
13:30 - 13:45	From			
	A - R772 South	0	0	0
	B - Site Access	0	0	0
	C - R772 North	0	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
13:45 - 14:00	From			
	A - R772 South	0	0	0
	B - Site Access	0	0	0
	C - R772 North	0	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
14:00 - 14:15	From			
	A - R772 South	0	0	0
	B - Site Access	0	0	0
	C - R772 North	0	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
14:15 - 14:30	From			
	A - R772 South	0	0	0
	B - Site Access	0	0	0
	C - R772 North	0	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
14:30 - 14:45	From			
	A - R772 South	0	0	0
	B - Site Access	0	0	0
	C - R772 North	0	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
14:45 - 15:00	From			
	A - R772 South	0	0	0
	B - Site Access	0	0	0
	C - R772 North	0	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
15:00 - 15:15	From			
	A - R772 South	0	0	3
	B - Site Access	0	0	0
	C - R772 North	0	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
15:15 - 15:30	From			
	A - R772 South	0	0	3
	B - Site Access	0	0	0
	C - R772 North	0	0	0

Heavy Vehicle Percentages

		To			
		A - R772 South	B - Site Access	C - R772 North	
15:30 - 15:45	From				
		A - R772 South	0	0	3
		B - Site Access	0	0	0
		C - R772 North	0	0	0

Heavy Vehicle Percentages

		To			
		A - R772 South	B - Site Access	C - R772 North	
15:45 - 16:00	From				
		A - R772 South	0	0	3
		B - Site Access	0	0	0
		C - R772 North	0	0	0

Heavy Vehicle Percentages

		To			
		A - R772 South	B - Site Access	C - R772 North	
16:00 - 16:15	From				
		A - R772 South	0	0	4
		B - Site Access	0	0	0
		C - R772 North	23	0	0

Heavy Vehicle Percentages

		To			
		A - R772 South	B - Site Access	C - R772 North	
16:15 - 16:30	From				
		A - R772 South	0	0	4
		B - Site Access	0	0	0
		C - R772 North	23	0	0

Heavy Vehicle Percentages

		To			
		A - R772 South	B - Site Access	C - R772 North	
16:30 - 16:45	From				
		A - R772 South	0	0	4
		B - Site Access	0	0	0
		C - R772 North	23	0	0

Heavy Vehicle Percentages

		To			
		A - R772 South	B - Site Access	C - R772 North	
16:45 - 17:00	From				
		A - R772 South	0	0	4
		B - Site Access	0	0	0
		C - R772 North	23	0	0

Heavy Vehicle Percentages

		To			
		A - R772 South	B - Site Access	C - R772 North	
17:00 - 17:15	From				
		A - R772 South	0	0	0
		B - Site Access	0	0	0
		C - R772 North	13	0	0

Heavy Vehicle Percentages

		To			
		A - R772 South	B - Site Access	C - R772 North	
17:15 - 17:30	From				
		A - R772 South	0	0	0
		B - Site Access	0	0	0
		C - R772 North	13	0	0

Heavy Vehicle Percentages

		To			
		A - R772 South	B - Site Access	C - R772 North	
17:30 - 17:45	From				
		A - R772 South	0	0	0
		B - Site Access	0	0	0
		C - R772 North	13	0	0

Heavy Vehicle Percentages

		To			
		A - R772 South	B - Site Access	C - R772 North	
17:45 - 18:00	From				
		A - R772 South	0	0	0
		B - Site Access	0	0	0
		C - R772 North	13	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
18:00 - 18:15	From	A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
18:15 - 18:30	From	A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
18:30 - 18:45	From	A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
18:45 - 19:00	From	A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.02	5.20	0.0	A	3.21	154.00
C-AB	0.03	5.69	0.0	A	3.35	160.65
C-A					1.78	85.61
A-B					0.00	0.00
A-C					5.92	284.35

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.30	3.30	178.63	0.018	3.28	0.0	0.0	5.132	A
C-AB	5.70	5.70	164.41	0.035	5.67	0.0	0.0	5.668	A
C-A	2.51	2.51			2.51				
A-B	0.00	0.00			0.00				
A-C	3.62	3.62			3.62				

07:15 - 07:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.30	3.30	178.63	0.018	3.30	0.0	0.0	5.132	A
C-AB	5.70	5.70	164.41	0.035	5.70	0.0	0.0	5.670	A
C-A	2.51	2.51			2.51				
A-B	0.00	0.00			0.00				
A-C	3.62	3.62			3.62				

07:30 - 07:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.30	3.30	178.63	0.018	3.30	0.0	0.0	5.132	A
C-AB	5.70	5.70	164.41	0.035	5.70	0.0	0.0	5.670	A
C-A	2.51	2.51			2.51				
A-B	0.00	0.00			0.00				
A-C	3.62	3.62			3.62				

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.30	3.30	178.63	0.018	3.30	0.0	0.0	5.132	A
C-AB	5.70	5.70	164.41	0.035	5.70	0.0	0.0	5.670	A
C-A	2.51	2.51			2.51				
A-B	0.00	0.00			0.00				
A-C	3.62	3.62			3.62				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.49	3.49	177.84	0.020	3.49	0.0	0.0	5.161	A
C-AB	3.83	3.83	163.63	0.023	3.84	0.0	0.0	5.634	A
C-A	1.72	1.72			1.72				
A-B	0.00	0.00			0.00				
A-C	5.95	5.95			5.95				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.49	3.49	177.84	0.020	3.49	0.0	0.0	5.161	A
C-AB	3.83	3.83	163.63	0.023	3.83	0.0	0.0	5.633	A
C-A	1.72	1.72			1.72				
A-B	0.00	0.00			0.00				
A-C	5.95	5.95			5.95				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.49	3.49	177.84	0.020	3.49	0.0	0.0	5.161	A
C-AB	3.83	3.83	163.63	0.023	3.83	0.0	0.0	5.631	A
C-A	1.72	1.72			1.72				
A-B	0.00	0.00			0.00				
A-C	5.95	5.95			5.95				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.49	3.49	177.84	0.020	3.49	0.0	0.0	5.161	A
C-AB	3.83	3.83	163.63	0.023	3.83	0.0	0.0	5.631	A
C-A	1.72	1.72			1.72				
A-B	0.00	0.00			0.00				
A-C	5.95	5.95			5.95				

09:00 - 09:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.94	3.94	178.03	0.022	3.94	0.0	0.0	5.169	A
C-AB	5.69	5.69	163.88	0.035	5.68	0.0	0.0	5.688	A
C-A	3.06	3.06			3.06				
A-B	0.00	0.00			0.00				
A-C	5.85	5.85			5.85				

09:15 - 09:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.94	3.94	178.03	0.022	3.94	0.0	0.0	5.169	A
C-AB	5.69	5.69	163.88	0.035	5.69	0.0	0.0	5.688	A
C-A	3.06	3.06			3.06				
A-B	0.00	0.00			0.00				
A-C	5.85	5.85			5.85				

09:30 - 09:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.94	3.94	178.03	0.022	3.94	0.0	0.0	5.169	A
C-AB	5.69	5.69	163.88	0.035	5.69	0.0	0.0	5.688	A
C-A	3.06	3.06			3.06				
A-B	0.00	0.00			0.00				
A-C	5.85	5.85			5.85				

09:45 - 10:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.94	3.94	178.03	0.022	3.94	0.0	0.0	5.171	A
C-AB	5.69	5.69	163.88	0.035	5.69	0.0	0.0	5.688	A
C-A	3.06	3.06			3.06				
A-B	0.00	0.00			0.00				
A-C	5.85	5.85			5.85				

10:00 - 10:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.23	3.23	178.63	0.018	3.23	0.0	0.0	5.130	A
C-AB	2.96	2.96	164.34	0.018	2.98	0.0	0.0	5.577	A
C-A	1.39	1.39			1.39				
A-B	0.00	0.00			0.00				
A-C	3.62	3.62			3.62				

10:15 - 10:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.23	3.23	178.63	0.018	3.23	0.0	0.0	5.130	A
C-AB	2.96	2.96	164.34	0.018	2.96	0.0	0.0	5.576	A
C-A	1.39	1.39			1.39				
A-B	0.00	0.00			0.00				
A-C	3.62	3.62			3.62				

10:30 - 10:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.23	3.23	178.63	0.018	3.23	0.0	0.0	5.132	A
C-AB	2.96	2.96	164.34	0.018	2.96	0.0	0.0	5.576	A
C-A	1.39	1.39			1.39				
A-B	0.00	0.00			0.00				
A-C	3.62	3.62			3.62				

10:45 - 11:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.23	3.23	178.63	0.018	3.23	0.0	0.0	5.130	A
C-AB	2.96	2.96	164.34	0.018	2.96	0.0	0.0	5.576	A
C-A	1.39	1.39			1.39				
A-B	0.00	0.00			0.00				
A-C	3.62	3.62			3.62				

11:00 - 11:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	2.89	2.89	177.91	0.016	2.89	0.0	0.0	5.141	A
C-AB	3.08	3.08	163.67	0.019	3.07	0.0	0.0	5.603	A
C-A	0.28	0.28			0.28				
A-B	0.00	0.00			0.00				
A-C	5.67	5.67			5.67				

11:15 - 11:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	2.89	2.89	177.91	0.016	2.89	0.0	0.0	5.143	A
C-AB	3.08	3.08	163.67	0.019	3.08	0.0	0.0	5.603	A
C-A	0.28	0.28			0.28				
A-B	0.00	0.00			0.00				
A-C	5.67	5.67			5.67				

11:30 - 11:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	2.89	2.89	177.91	0.016	2.89	0.0	0.0	5.141	A
C-AB	3.08	3.08	163.67	0.019	3.08	0.0	0.0	5.603	A
C-A	0.28	0.28			0.28				
A-B	0.00	0.00			0.00				
A-C	5.67	5.67			5.67				

11:45 - 12:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	2.89	2.89	177.91	0.016	2.89	0.0	0.0	5.141	A
C-AB	3.08	3.08	163.67	0.019	3.08	0.0	0.0	5.603	A
C-A	0.28	0.28			0.28				
A-B	0.00	0.00			0.00				
A-C	5.67	5.67			5.67				

12:00 - 12:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	2.89	2.89	178.11	0.016	2.89	0.0	0.0	5.137	A
C-AB	2.29	2.29	163.86	0.014	2.29	0.0	0.0	5.569	A
C-A	1.72	1.72			1.72				
A-B	0.00	0.00			0.00				
A-C	5.58	5.58			5.58				

12:15 - 12:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	2.89	2.89	178.11	0.016	2.89	0.0	0.0	5.135	A
C-AB	2.29	2.29	163.87	0.014	2.29	0.0	0.0	5.571	A
C-A	1.72	1.72			1.72				
A-B	0.00	0.00			0.00				
A-C	5.58	5.58			5.58				

12:30 - 12:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	2.89	2.89	178.11	0.016	2.89	0.0	0.0	5.135	A
C-AB	2.29	2.29	163.87	0.014	2.29	0.0	0.0	5.569	A
C-A	1.72	1.72			1.72				
A-B	0.00	0.00			0.00				
A-C	5.58	5.58			5.58				

12:45 - 13:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	2.89	2.89	178.11	0.016	2.89	0.0	0.0	5.135	A
C-AB	2.29	2.29	163.87	0.014	2.29	0.0	0.0	5.571	A
C-A	1.72	1.72			1.72				
A-B	0.00	0.00			0.00				
A-C	5.58	5.58			5.58				

13:00 - 13:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4.01	4.01	178.03	0.023	4.01	0.0	0.0	5.171	A
C-AB	3.75	3.75	163.80	0.023	3.74	0.0	0.0	5.622	A
C-A	1.11	1.11			1.11				
A-B	0.00	0.00			0.00				
A-C	5.85	5.85			5.85				

13:15 - 13:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4.01	4.01	178.03	0.023	4.01	0.0	0.0	5.171	A
C-AB	3.75	3.75	163.80	0.023	3.75	0.0	0.0	5.622	A
C-A	1.11	1.11			1.11				
A-B	0.00	0.00			0.00				
A-C	5.85	5.85			5.85				

13:30 - 13:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4.01	4.01	178.03	0.023	4.01	0.0	0.0	5.171	A
C-AB	3.75	3.75	163.80	0.023	3.75	0.0	0.0	5.622	A
C-A	1.11	1.11			1.11				
A-B	0.00	0.00			0.00				
A-C	5.85	5.85			5.85				

13:45 - 14:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4.01	4.01	178.03	0.023	4.01	0.0	0.0	5.171	A
C-AB	3.75	3.75	163.80	0.023	3.75	0.0	0.0	5.622	A
C-A	1.11	1.11			1.11				
A-B	0.00	0.00			0.00				
A-C	5.85	5.85			5.85				

14:00 - 14:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4.28	4.28	178.48	0.024	4.27	0.0	0.0	5.165	A
C-AB	4.16	4.16	164.23	0.025	4.16	0.0	0.0	5.622	A
C-A	1.67	1.67			1.67				
A-B	0.00	0.00			0.00				
A-C	4.18	4.18			4.18				

14:15 - 14:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4.28	4.28	178.48	0.024	4.27	0.0	0.0	5.165	A
C-AB	4.16	4.16	164.23	0.025	4.16	0.0	0.0	5.622	A
C-A	1.67	1.67			1.67				
A-B	0.00	0.00			0.00				
A-C	4.18	4.18			4.18				

14:30 - 14:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4.28	4.28	178.48	0.024	4.27	0.0	0.0	5.165	A
C-AB	4.16	4.16	164.23	0.025	4.16	0.0	0.0	5.622	A
C-A	1.67	1.67			1.67				
A-B	0.00	0.00			0.00				
A-C	4.18	4.18			4.18				

14:45 - 15:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4.28	4.28	178.48	0.024	4.28	0.0	0.0	5.165	A
C-AB	4.16	4.16	164.23	0.025	4.16	0.0	0.0	5.622	A
C-A	1.67	1.67			1.67				
A-B	0.00	0.00			0.00				
A-C	4.18	4.18			4.18				

15:00 - 15:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.81	3.81	176.90	0.022	3.81	0.0	0.0	5.201	A
C-AB	3.34	3.34	162.75	0.021	3.34	0.0	0.0	5.647	A
C-A	1.11	1.11			1.11				
A-B	0.00	0.00			0.00				
A-C	9.80	9.80			9.80				

15:15 - 15:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.81	3.81	176.90	0.022	3.81	0.0	0.0	5.201	A
C-AB	3.34	3.34	162.75	0.021	3.34	0.0	0.0	5.645	A
C-A	1.11	1.11			1.11				
A-B	0.00	0.00			0.00				
A-C	9.80	9.80			9.80				

15:30 - 15:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.81	3.81	176.90	0.022	3.81	0.0	0.0	5.199	A
C-AB	3.34	3.34	162.75	0.021	3.34	0.0	0.0	5.647	A
C-A	1.11	1.11			1.11				
A-B	0.00	0.00			0.00				
A-C	9.80	9.80			9.80				

15:45 - 16:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.81	3.81	176.90	0.022	3.81	0.0	0.0	5.199	A
C-AB	3.34	3.34	162.75	0.021	3.34	0.0	0.0	5.647	A
C-A	1.11	1.11			1.11				
A-B	0.00	0.00			0.00				
A-C	9.80	9.80			9.80				

16:00 - 16:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	2.63	2.63	177.42	0.015	2.63	0.0	0.0	5.150	A
C-AB	2.59	2.59	163.25	0.016	2.59	0.0	0.0	5.603	A
C-A	2.88	2.88			2.88				
A-B	0.00	0.00			0.00				
A-C	7.85	7.85			7.85				

16:15 - 16:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	2.63	2.63	177.42	0.015	2.63	0.0	0.0	5.150	A
C-AB	2.59	2.59	163.25	0.016	2.59	0.0	0.0	5.603	A
C-A	2.88	2.88			2.88				
A-B	0.00	0.00			0.00				
A-C	7.85	7.85			7.85				

16:30 - 16:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	2.63	2.63	177.42	0.015	2.63	0.0	0.0	5.148	A
C-AB	2.59	2.59	163.25	0.016	2.59	0.0	0.0	5.603	A
C-A	2.88	2.88			2.88				
A-B	0.00	0.00			0.00				
A-C	7.85	7.85			7.85				

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	2.63	2.63	177.42	0.015	2.63	0.0	0.0	5.148	A
C-AB	2.59	2.59	163.25	0.016	2.59	0.0	0.0	5.601	A
C-A	2.88	2.88			2.88				
A-B	0.00	0.00			0.00				
A-C	7.85	7.85			7.85				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.15	3.15	177.81	0.018	3.15	0.0	0.0	5.152	A
C-AB	0.90	0.90	163.59	0.006	0.91	0.0	0.0	5.532	A
C-A	2.55	2.55			2.55				
A-B	0.00	0.00			0.00				
A-C	6.69	6.69			6.69				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.15	3.15	177.81	0.018	3.15	0.0	0.0	5.152	A
C-AB	0.90	0.90	163.58	0.006	0.90	0.0	0.0	5.533	A
C-A	2.55	2.55			2.55				
A-B	0.00	0.00			0.00				
A-C	6.69	6.69			6.69				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.15	3.15	177.81	0.018	3.15	0.0	0.0	5.152	A
C-AB	0.90	0.90	163.58	0.006	0.90	0.0	0.0	5.531	A
C-A	2.55	2.55			2.55				
A-B	0.00	0.00			0.00				
A-C	6.69	6.69			6.69				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.15	3.15	177.81	0.018	3.15	0.0	0.0	5.154	A
C-AB	0.90	0.90	163.58	0.006	0.90	0.0	0.0	5.531	A
C-A	2.55	2.55			2.55				
A-B	0.00	0.00			0.00				
A-C	6.69	6.69			6.69				

18:00 - 18:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.90	0.90	177.88	0.005	0.91	0.0	0.0	5.087	A
C-AB	1.88	1.88	163.65	0.011	1.87	0.0	0.0	5.562	A
C-A	1.39	1.39			1.39				
A-B	0.00	0.00			0.00				
A-C	6.41	6.41			6.41				

18:15 - 18:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.90	0.90	177.88	0.005	0.90	0.0	0.0	5.084	A
C-AB	1.88	1.88	163.65	0.011	1.88	0.0	0.0	5.562	A
C-A	1.39	1.39			1.39				
A-B	0.00	0.00			0.00				
A-C	6.41	6.41			6.41				

18:30 - 18:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.90	0.90	177.88	0.005	0.90	0.0	0.0	5.084	A
C-AB	1.88	1.88	163.65	0.011	1.88	0.0	0.0	5.562	A
C-A	1.39	1.39			1.39				
A-B	0.00	0.00			0.00				
A-C	6.41	6.41			6.41				

18:45 - 19:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.90	0.90	177.88	0.005	0.90	0.0	0.0	5.084	A
C-AB	1.88	1.88	163.65	0.011	1.88	0.0	0.0	5.562	A
C-A	1.39	1.39			1.39				
A-B	0.00	0.00			0.00				
A-C	6.41	6.41			6.41				

+15+Adj+Dev, 12hrs

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		2.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D12	+15+Adj+Dev	12hrs	DIRECT	07:00	19:00	720	15	✓	Simple	D4+D6+D5

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - R772 South		DIRECT	✓	100.000
B - Site Access		DIRECT	✓	100.000
C - R772 North		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To		
		A - R772 South	B - Site Access	C - R772 North
07:00 - 07:15	From			
	A - R772 South	0.00	0.00	3.81
	B - Site Access	0.00	0.00	3.30
	C - R772 North	2.64	5.70	0.00

Demand (Veh/TS)

		To		
		A - R772 South	B - Site Access	C - R772 North
07:15 - 07:30	From			
	A - R772 South	0.00	0.00	3.81
	B - Site Access	0.00	0.00	3.30
	C - R772 North	2.64	5.70	0.00

Demand (Veh/TS)

		To		
		A - R772 South	B - Site Access	C - R772 North
07:30 - 07:45	From			
	A - R772 South	0.00	0.00	3.81
	B - Site Access	0.00	0.00	3.30
	C - R772 North	2.64	5.70	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
07:45 - 08:00	From				
		A - R772 South	0.00	0.00	3.81
		B - Site Access	0.00	0.00	3.30
		C - R772 North	2.64	5.70	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
08:00 - 08:15	From				
		A - R772 South	0.00	0.00	6.34
		B - Site Access	0.00	0.00	3.49
		C - R772 North	1.85	3.83	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
08:15 - 08:30	From				
		A - R772 South	0.00	0.00	6.34
		B - Site Access	0.00	0.00	3.49
		C - R772 North	1.85	3.83	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
08:30 - 08:45	From				
		A - R772 South	0.00	0.00	6.34
		B - Site Access	0.00	0.00	3.49
		C - R772 North	1.85	3.83	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
08:45 - 09:00	From				
		A - R772 South	0.00	0.00	6.34
		B - Site Access	0.00	0.00	3.49
		C - R772 North	1.85	3.83	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
09:00 - 09:15	From				
		A - R772 South	0.00	0.00	6.16
		B - Site Access	0.00	0.00	3.94
		C - R772 North	3.23	5.69	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
09:15 - 09:30	From				
		A - R772 South	0.00	0.00	6.16
		B - Site Access	0.00	0.00	3.94
		C - R772 North	3.23	5.69	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
09:30 - 09:45	From				
		A - R772 South	0.00	0.00	6.16
		B - Site Access	0.00	0.00	3.94
		C - R772 North	3.23	5.69	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
09:45 - 10:00	From				
		A - R772 South	0.00	0.00	6.16
		B - Site Access	0.00	0.00	3.94
		C - R772 North	3.23	5.69	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
10:00 - 10:15	From				
		A - R772 South	0.00	0.00	3.81
		B - Site Access	0.00	0.00	3.23
		C - R772 North	1.47	2.96	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
10:15 - 10:30	From				
		A - R772 South	0.00	0.00	3.81
		B - Site Access	0.00	0.00	3.23
		C - R772 North	1.47	2.96	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
10:30 - 10:45	From				
		A - R772 South	0.00	0.00	3.81
		B - Site Access	0.00	0.00	3.23
		C - R772 North	1.47	2.96	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
10:45 - 11:00	From				
		A - R772 South	0.00	0.00	3.81
		B - Site Access	0.00	0.00	3.23
		C - R772 North	1.47	2.96	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
11:00 - 11:15	From				
		A - R772 South	0.00	0.00	6.05
		B - Site Access	0.00	0.00	2.89
		C - R772 North	0.29	3.08	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
11:15 - 11:30	From				
		A - R772 South	0.00	0.00	6.05
		B - Site Access	0.00	0.00	2.89
		C - R772 North	0.29	3.08	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
11:30 - 11:45	From				
		A - R772 South	0.00	0.00	6.05
		B - Site Access	0.00	0.00	2.89
		C - R772 North	0.29	3.08	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
11:45 - 12:00	From				
		A - R772 South	0.00	0.00	6.05
		B - Site Access	0.00	0.00	2.89
		C - R772 North	0.29	3.08	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
12:00 - 12:15	From				
		A - R772 South	0.00	0.00	5.87
		B - Site Access	0.00	0.00	2.89
		C - R772 North	1.85	2.29	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
12:15 - 12:30	From				
		A - R772 South	0.00	0.00	5.87
		B - Site Access	0.00	0.00	2.89
		C - R772 North	1.85	2.29	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
12:30 - 12:45	From				
		A - R772 South	0.00	0.00	5.87
		B - Site Access	0.00	0.00	2.89
		C - R772 North	1.85	2.29	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
12:45 - 13:00	From				
		A - R772 South	0.00	0.00	5.87
		B - Site Access	0.00	0.00	2.89
		C - R772 North	1.85	2.29	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
13:00 - 13:15	From				
		A - R772 South	0.00	0.00	6.16
		B - Site Access	0.00	0.00	4.01
		C - R772 North	1.17	3.75	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
13:15 - 13:30	From				
		A - R772 South	0.00	0.00	6.16
		B - Site Access	0.00	0.00	4.01
		C - R772 North	1.17	3.75	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
13:30 - 13:45	From				
		A - R772 South	0.00	0.00	6.16
		B - Site Access	0.00	0.00	4.01
		C - R772 North	1.17	3.75	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
13:45 - 14:00	From				
		A - R772 South	0.00	0.00	6.16
		B - Site Access	0.00	0.00	4.01
		C - R772 North	1.17	3.75	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
14:00 - 14:15	From				
		A - R772 South	0.00	0.00	4.40
		B - Site Access	0.00	0.00	4.28
		C - R772 North	1.76	4.16	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
14:15 - 14:30	From				
		A - R772 South	0.00	0.00	4.40
		B - Site Access	0.00	0.00	4.28
		C - R772 North	1.76	4.16	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
14:30 - 14:45	From				
		A - R772 South	0.00	0.00	4.40
		B - Site Access	0.00	0.00	4.28
		C - R772 North	1.76	4.16	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
14:45 - 15:00	From				
		A - R772 South	0.00	0.00	4.40
		B - Site Access	0.00	0.00	4.28
		C - R772 North	1.76	4.16	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
15:00 - 15:15	From				
		A - R772 South	0.00	0.00	10.36
		B - Site Access	0.00	0.00	3.81
		C - R772 North	1.17	3.34	0.00

Demand (Veh/TS)

		To		
		A - R772 South	B - Site Access	C - R772 North
15:15 - 15:30	From	A - R772 South	0.00	10.36
		B - Site Access	0.00	3.81
		C - R772 North	1.17	0.00
			0.00	3.34

Demand (Veh/TS)

		To		
		A - R772 South	B - Site Access	C - R772 North
15:30 - 15:45	From	A - R772 South	0.00	10.36
		B - Site Access	0.00	3.81
		C - R772 North	1.17	0.00
			0.00	3.34

Demand (Veh/TS)

		To		
		A - R772 South	B - Site Access	C - R772 North
15:45 - 16:00	From	A - R772 South	0.00	10.36
		B - Site Access	0.00	3.81
		C - R772 North	1.17	0.00
			0.00	3.34

Demand (Veh/TS)

		To		
		A - R772 South	B - Site Access	C - R772 North
16:00 - 16:15	From	A - R772 South	0.00	8.31
		B - Site Access	0.00	2.63
		C - R772 North	3.12	0.00
			0.00	2.59

Demand (Veh/TS)

		To		
		A - R772 South	B - Site Access	C - R772 North
16:15 - 16:30	From	A - R772 South	0.00	8.31
		B - Site Access	0.00	2.63
		C - R772 North	3.12	0.00
			0.00	2.59

Demand (Veh/TS)

		To		
		A - R772 South	B - Site Access	C - R772 North
16:30 - 16:45	From	A - R772 South	0.00	8.31
		B - Site Access	0.00	2.63
		C - R772 North	3.12	0.00
			0.00	2.59

Demand (Veh/TS)

		To		
		A - R772 South	B - Site Access	C - R772 North
16:45 - 17:00	From	A - R772 South	0.00	8.31
		B - Site Access	0.00	2.63
		C - R772 North	3.12	0.00
			0.00	2.59

Demand (Veh/TS)

		To		
		A - R772 South	B - Site Access	C - R772 North
17:00 - 17:15	From	A - R772 South	0.00	7.04
		B - Site Access	0.00	3.15
		C - R772 North	2.73	0.00
			0.90	

Demand (Veh/TS)

		To		
		A - R772 South	B - Site Access	C - R772 North
17:15 - 17:30	From	A - R772 South	0.00	7.04
		B - Site Access	0.00	3.15
		C - R772 North	2.73	0.00
			0.90	

Demand (Veh/TS)

		To		
		A - R772 South	B - Site Access	C - R772 North
17:30 - 17:45	From	A - R772 South	0.00	7.04
		B - Site Access	0.00	3.15
		C - R772 North	2.73	0.00
			0.90	

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
17:45 - 18:00	From	A - R772 South	0.00	0.00	7.04
		B - Site Access	0.00	0.00	3.15
		C - R772 North	2.73	0.90	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
18:00 - 18:15	From	A - R772 South	0.00	0.00	6.75
		B - Site Access	0.00	0.00	0.90
		C - R772 North	1.47	1.88	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
18:15 - 18:30	From	A - R772 South	0.00	0.00	6.75
		B - Site Access	0.00	0.00	0.90
		C - R772 North	1.47	1.88	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
18:30 - 18:45	From	A - R772 South	0.00	0.00	6.75
		B - Site Access	0.00	0.00	0.90
		C - R772 North	1.47	1.88	0.00

Demand (Veh/TS)

		To			
		A - R772 South	B - Site Access	C - R772 North	
18:45 - 19:00	From	A - R772 South	0.00	0.00	6.75
		B - Site Access	0.00	0.00	0.90
		C - R772 North	1.47	1.88	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - R772 South	B - Site Access	C - R772 North	
07:00 - 07:15	From	A - R772 South	0	0	0
		B - Site Access	0	0	0
		C - R772 North	0	0	0

Heavy Vehicle Percentages

		To			
		A - R772 South	B - Site Access	C - R772 North	
07:15 - 07:30	From	A - R772 South	0	0	0
		B - Site Access	0	0	0
		C - R772 North	0	0	0

Heavy Vehicle Percentages

		To			
		A - R772 South	B - Site Access	C - R772 North	
07:30 - 07:45	From	A - R772 South	0	0	0
		B - Site Access	0	0	0
		C - R772 North	0	0	0

Heavy Vehicle Percentages

		To			
		A - R772 South	B - Site Access	C - R772 North	
07:45 - 08:00	From	A - R772 South	0	0	0
		B - Site Access	0	0	0
		C - R772 North	0	0	0

Heavy Vehicle Percentages

		To			
		A - R772 South	B - Site Access	C - R772 North	
08:00 - 08:15	From				
		A - R772 South	0	0	12
		B - Site Access	0	0	0
		C - R772 North	21	0	0

Heavy Vehicle Percentages

		To			
		A - R772 South	B - Site Access	C - R772 North	
08:15 - 08:30	From				
		A - R772 South	0	0	12
		B - Site Access	0	0	0
		C - R772 North	21	0	0

Heavy Vehicle Percentages

		To			
		A - R772 South	B - Site Access	C - R772 North	
08:30 - 08:45	From				
		A - R772 South	0	0	12
		B - Site Access	0	0	0
		C - R772 North	21	0	0

Heavy Vehicle Percentages

		To			
		A - R772 South	B - Site Access	C - R772 North	
08:45 - 09:00	From				
		A - R772 South	0	0	12
		B - Site Access	0	0	0
		C - R772 North	21	0	0

Heavy Vehicle Percentages

		To			
		A - R772 South	B - Site Access	C - R772 North	
09:00 - 09:15	From				
		A - R772 South	0	0	0
		B - Site Access	0	0	0
		C - R772 North	0	0	0

Heavy Vehicle Percentages

		To			
		A - R772 South	B - Site Access	C - R772 North	
09:15 - 09:30	From				
		A - R772 South	0	0	0
		B - Site Access	0	0	0
		C - R772 North	0	0	0

Heavy Vehicle Percentages

		To			
		A - R772 South	B - Site Access	C - R772 North	
09:30 - 09:45	From				
		A - R772 South	0	0	0
		B - Site Access	0	0	0
		C - R772 North	0	0	0

Heavy Vehicle Percentages

		To			
		A - R772 South	B - Site Access	C - R772 North	
09:45 - 10:00	From				
		A - R772 South	0	0	0
		B - Site Access	0	0	0
		C - R772 North	0	0	0

Heavy Vehicle Percentages

		To			
		A - R772 South	B - Site Access	C - R772 North	
10:00 - 10:15	From				
		A - R772 South	0	0	0
		B - Site Access	0	0	0
		C - R772 North	0	0	0

Heavy Vehicle Percentages

		To			
		A - R772 South	B - Site Access	C - R772 North	
10:15 - 10:30	From				
		A - R772 South	0	0	0
		B - Site Access	0	0	0
		C - R772 North	0	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
10:30 - 10:45	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
10:45 - 11:00	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
11:00 - 11:15	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	13

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
11:15 - 11:30	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	13

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
11:30 - 11:45	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	13

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
11:45 - 12:00	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	13

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
12:00 - 12:15	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	21	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
12:15 - 12:30	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	21	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
12:30 - 12:45	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	21	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
12:45 - 13:00	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	21	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
13:00 - 13:15	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
13:15 - 13:30	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
13:30 - 13:45	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
13:45 - 14:00	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
14:00 - 14:15	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
14:15 - 14:30	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
14:30 - 14:45	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
14:45 - 15:00	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
15:00 - 15:15	From			
		A - R772 South	0	4
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
15:15 - 15:30	From			
		A - R772 South	0	4
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
15:30 - 15:45	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
15:45 - 16:00	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
16:00 - 16:15	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	25	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
16:15 - 16:30	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	25	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
16:30 - 16:45	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	25	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
16:45 - 17:00	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	25	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
17:00 - 17:15	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	14	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
17:15 - 17:30	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	14	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
17:30 - 17:45	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	14	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
17:45 - 18:00	From			
		A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	14	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
18:00 - 18:15	From	A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
18:15 - 18:30	From	A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
18:30 - 18:45	From	A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Heavy Vehicle Percentages

		To		
		A - R772 South	B - Site Access	C - R772 North
18:45 - 19:00	From	A - R772 South	0	0
		B - Site Access	0	0
		C - R772 North	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.02	5.21	0.0	A	3.21	154.00
C-AB	0.03	5.69	0.0	A	3.35	160.65
C-A					1.89	90.95
A-B					0.00	0.00
A-C					6.25	300.23

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.30	3.30	178.58	0.018	3.28	0.0	0.0	5.134	A
C-AB	5.70	5.70	164.37	0.035	5.67	0.0	0.0	5.669	A
C-A	2.64	2.64			2.64				
A-B	0.00	0.00			0.00				
A-C	3.81	3.81			3.81				

07:15 - 07:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.30	3.30	178.58	0.018	3.30	0.0	0.0	5.134	A
C-AB	5.70	5.70	164.37	0.035	5.70	0.0	0.0	5.671	A
C-A	2.64	2.64			2.64				
A-B	0.00	0.00			0.00				
A-C	3.81	3.81			3.81				

07:30 - 07:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.30	3.30	178.58	0.018	3.30	0.0	0.0	5.134	A
C-AB	5.70	5.70	164.37	0.035	5.70	0.0	0.0	5.671	A
C-A	2.64	2.64			2.64				
A-B	0.00	0.00			0.00				
A-C	3.81	3.81			3.81				

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.30	3.30	178.58	0.018	3.30	0.0	0.0	5.134	A
C-AB	5.70	5.70	164.37	0.035	5.70	0.0	0.0	5.671	A
C-A	2.64	2.64			2.64				
A-B	0.00	0.00			0.00				
A-C	3.81	3.81			3.81				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.49	3.49	177.70	0.020	3.49	0.0	0.0	5.165	A
C-AB	3.83	3.83	163.50	0.023	3.84	0.0	0.0	5.636	A
C-A	1.85	1.85			1.85				
A-B	0.00	0.00			0.00				
A-C	6.34	6.34			6.34				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.49	3.49	177.70	0.020	3.49	0.0	0.0	5.165	A
C-AB	3.83	3.83	163.51	0.023	3.83	0.0	0.0	5.637	A
C-A	1.85	1.85			1.85				
A-B	0.00	0.00			0.00				
A-C	6.34	6.34			6.34				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.49	3.49	177.70	0.020	3.49	0.0	0.0	5.165	A
C-AB	3.83	3.83	163.51	0.023	3.83	0.0	0.0	5.635	A
C-A	1.85	1.85			1.85				
A-B	0.00	0.00			0.00				
A-C	6.34	6.34			6.34				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.49	3.49	177.70	0.020	3.49	0.0	0.0	5.165	A
C-AB	3.83	3.83	163.51	0.023	3.83	0.0	0.0	5.635	A
C-A	1.85	1.85			1.85				
A-B	0.00	0.00			0.00				
A-C	6.34	6.34			6.34				

09:00 - 09:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.94	3.94	177.95	0.022	3.94	0.0	0.0	5.171	A
C-AB	5.69	5.69	163.81	0.035	5.68	0.0	0.0	5.691	A
C-A	3.22	3.22			3.22				
A-B	0.00	0.00			0.00				
A-C	6.16	6.16			6.16				

09:15 - 09:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.94	3.94	177.95	0.022	3.94	0.0	0.0	5.171	A
C-AB	5.69	5.69	163.81	0.035	5.69	0.0	0.0	5.691	A
C-A	3.22	3.22			3.22				
A-B	0.00	0.00			0.00				
A-C	6.16	6.16			6.16				

09:30 - 09:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.94	3.94	177.95	0.022	3.94	0.0	0.0	5.171	A
C-AB	5.69	5.69	163.81	0.035	5.69	0.0	0.0	5.691	A
C-A	3.22	3.22			3.22				
A-B	0.00	0.00			0.00				
A-C	6.16	6.16			6.16				

09:45 - 10:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.94	3.94	177.95	0.022	3.94	0.0	0.0	5.171	A
C-AB	5.69	5.69	163.81	0.035	5.69	0.0	0.0	5.691	A
C-A	3.22	3.22			3.22				
A-B	0.00	0.00			0.00				
A-C	6.16	6.16			6.16				

10:00 - 10:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.23	3.23	178.58	0.018	3.23	0.0	0.0	5.132	A
C-AB	2.96	2.96	164.30	0.018	2.98	0.0	0.0	5.581	A
C-A	1.47	1.47			1.47				
A-B	0.00	0.00			0.00				
A-C	3.81	3.81			3.81				

10:15 - 10:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.23	3.23	178.58	0.018	3.23	0.0	0.0	5.134	A
C-AB	2.96	2.96	164.30	0.018	2.96	0.0	0.0	5.579	A
C-A	1.47	1.47			1.47				
A-B	0.00	0.00			0.00				
A-C	3.81	3.81			3.81				

10:30 - 10:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.23	3.23	178.58	0.018	3.23	0.0	0.0	5.134	A
C-AB	2.96	2.96	164.30	0.018	2.96	0.0	0.0	5.577	A
C-A	1.47	1.47			1.47				
A-B	0.00	0.00			0.00				
A-C	3.81	3.81			3.81				

10:45 - 11:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.23	3.23	178.58	0.018	3.23	0.0	0.0	5.132	A
C-AB	2.96	2.96	164.30	0.018	2.96	0.0	0.0	5.577	A
C-A	1.47	1.47			1.47				
A-B	0.00	0.00			0.00				
A-C	3.81	3.81			3.81				

11:00 - 11:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	2.89	2.89	177.78	0.016	2.89	0.0	0.0	5.145	A
C-AB	3.08	3.08	163.54	0.019	3.07	0.0	0.0	5.608	A
C-A	0.29	0.29			0.29				
A-B	0.00	0.00			0.00				
A-C	6.05	6.05			6.05				

11:15 - 11:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	2.89	2.89	177.78	0.016	2.89	0.0	0.0	5.145	A
C-AB	3.08	3.08	163.54	0.019	3.08	0.0	0.0	5.608	A
C-A	0.29	0.29			0.29				
A-B	0.00	0.00			0.00				
A-C	6.05	6.05			6.05				

11:30 - 11:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	2.89	2.89	177.78	0.016	2.89	0.0	0.0	5.147	A
C-AB	3.08	3.08	163.54	0.019	3.08	0.0	0.0	5.608	A
C-A	0.29	0.29			0.29				
A-B	0.00	0.00			0.00				
A-C	6.05	6.05			6.05				

11:45 - 12:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	2.89	2.89	177.78	0.016	2.89	0.0	0.0	5.147	A
C-AB	3.08	3.08	163.54	0.019	3.08	0.0	0.0	5.608	A
C-A	0.29	0.29			0.29				
A-B	0.00	0.00			0.00				
A-C	6.05	6.05			6.05				

12:00 - 12:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	2.89	2.89	178.03	0.016	2.89	0.0	0.0	5.140	A
C-AB	2.29	2.29	163.79	0.014	2.29	0.0	0.0	5.574	A
C-A	1.85	1.85			1.85				
A-B	0.00	0.00			0.00				
A-C	5.87	5.87			5.87				

12:15 - 12:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	2.89	2.89	178.03	0.016	2.89	0.0	0.0	5.140	A
C-AB	2.29	2.29	163.80	0.014	2.29	0.0	0.0	5.571	A
C-A	1.85	1.85			1.85				
A-B	0.00	0.00			0.00				
A-C	5.87	5.87			5.87				

12:30 - 12:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	2.89	2.89	178.03	0.016	2.89	0.0	0.0	5.140	A
C-AB	2.29	2.29	163.80	0.014	2.29	0.0	0.0	5.571	A
C-A	1.85	1.85			1.85				
A-B	0.00	0.00			0.00				
A-C	5.87	5.87			5.87				

12:45 - 13:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	2.89	2.89	178.03	0.016	2.89	0.0	0.0	5.140	A
C-AB	2.29	2.29	163.80	0.014	2.29	0.0	0.0	5.574	A
C-A	1.85	1.85			1.85				
A-B	0.00	0.00			0.00				
A-C	5.87	5.87			5.87				

13:00 - 13:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4.01	4.01	177.95	0.023	4.01	0.0	0.0	5.173	A
C-AB	3.75	3.75	163.73	0.023	3.74	0.0	0.0	5.625	A
C-A	1.17	1.17			1.17				
A-B	0.00	0.00			0.00				
A-C	6.16	6.16			6.16				

13:15 - 13:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4.01	4.01	177.95	0.023	4.01	0.0	0.0	5.173	A
C-AB	3.75	3.75	163.73	0.023	3.75	0.0	0.0	5.625	A
C-A	1.17	1.17			1.17				
A-B	0.00	0.00			0.00				
A-C	6.16	6.16			6.16				

13:30 - 13:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4.01	4.01	177.95	0.023	4.01	0.0	0.0	5.173	A
C-AB	3.75	3.75	163.73	0.023	3.75	0.0	0.0	5.625	A
C-A	1.17	1.17			1.17				
A-B	0.00	0.00			0.00				
A-C	6.16	6.16			6.16				

13:45 - 14:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4.01	4.01	177.95	0.023	4.01	0.0	0.0	5.173	A
C-AB	3.75	3.75	163.73	0.023	3.75	0.0	0.0	5.625	A
C-A	1.17	1.17			1.17				
A-B	0.00	0.00			0.00				
A-C	6.16	6.16			6.16				

14:00 - 14:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4.28	4.28	178.42	0.024	4.27	0.0	0.0	5.167	A
C-AB	4.16	4.16	164.17	0.025	4.16	0.0	0.0	5.624	A
C-A	1.76	1.76			1.76				
A-B	0.00	0.00			0.00				
A-C	4.40	4.40			4.40				

14:15 - 14:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4.28	4.28	178.42	0.024	4.27	0.0	0.0	5.167	A
C-AB	4.16	4.16	164.17	0.025	4.16	0.0	0.0	5.624	A
C-A	1.76	1.76			1.76				
A-B	0.00	0.00			0.00				
A-C	4.40	4.40			4.40				

14:30 - 14:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4.28	4.28	178.42	0.024	4.27	0.0	0.0	5.167	A
C-AB	4.16	4.16	164.17	0.025	4.16	0.0	0.0	5.624	A
C-A	1.76	1.76			1.76				
A-B	0.00	0.00			0.00				
A-C	4.40	4.40			4.40				

14:45 - 15:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4.28	4.28	178.42	0.024	4.28	0.0	0.0	5.167	A
C-AB	4.16	4.16	164.17	0.025	4.16	0.0	0.0	5.624	A
C-A	1.76	1.76			1.76				
A-B	0.00	0.00			0.00				
A-C	4.40	4.40			4.40				

15:00 - 15:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.81	3.81	176.73	0.022	3.81	0.0	0.0	5.206	A
C-AB	3.34	3.34	162.60	0.021	3.34	0.0	0.0	5.653	A
C-A	1.17	1.17			1.17				
A-B	0.00	0.00			0.00				
A-C	10.36	10.36			10.36				

15:15 - 15:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.81	3.81	176.73	0.022	3.81	0.0	0.0	5.204	A
C-AB	3.34	3.34	162.60	0.021	3.34	0.0	0.0	5.652	A
C-A	1.17	1.17			1.17				
A-B	0.00	0.00			0.00				
A-C	10.36	10.36			10.36				

15:30 - 15:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.81	3.81	176.73	0.022	3.81	0.0	0.0	5.206	A
C-AB	3.34	3.34	162.60	0.021	3.34	0.0	0.0	5.652	A
C-A	1.17	1.17			1.17				
A-B	0.00	0.00			0.00				
A-C	10.36	10.36			10.36				

15:45 - 16:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.81	3.81	176.73	0.022	3.81	0.0	0.0	5.206	A
C-AB	3.34	3.34	162.60	0.021	3.34	0.0	0.0	5.652	A
C-A	1.17	1.17			1.17				
A-B	0.00	0.00			0.00				
A-C	10.36	10.36			10.36				

16:00 - 16:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	2.63	2.63	177.28	0.015	2.63	0.0	0.0	5.152	A
C-AB	2.59	2.59	163.12	0.016	2.59	0.0	0.0	5.607	A
C-A	3.12	3.12			3.12				
A-B	0.00	0.00			0.00				
A-C	8.31	8.31			8.31				

16:15 - 16:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	2.63	2.63	177.28	0.015	2.63	0.0	0.0	5.154	A
C-AB	2.59	2.59	163.13	0.016	2.59	0.0	0.0	5.607	A
C-A	3.12	3.12			3.12				
A-B	0.00	0.00			0.00				
A-C	8.31	8.31			8.31				

16:30 - 16:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	2.63	2.63	177.28	0.015	2.63	0.0	0.0	5.154	A
C-AB	2.59	2.59	163.13	0.016	2.59	0.0	0.0	5.607	A
C-A	3.12	3.12			3.12				
A-B	0.00	0.00			0.00				
A-C	8.31	8.31			8.31				

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	2.63	2.63	177.28	0.015	2.63	0.0	0.0	5.154	A
C-AB	2.59	2.59	163.13	0.016	2.59	0.0	0.0	5.607	A
C-A	3.12	3.12			3.12				
A-B	0.00	0.00			0.00				
A-C	8.31	8.31			8.31				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.15	3.15	177.72	0.018	3.15	0.0	0.0	5.155	A
C-AB	0.90	0.90	163.51	0.006	0.91	0.0	0.0	5.535	A
C-A	2.73	2.73			2.73				
A-B	0.00	0.00			0.00				
A-C	7.04	7.04			7.04				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.15	3.15	177.72	0.018	3.15	0.0	0.0	5.155	A
C-AB	0.90	0.90	163.50	0.006	0.90	0.0	0.0	5.534	A
C-A	2.73	2.73			2.73				
A-B	0.00	0.00			0.00				
A-C	7.04	7.04			7.04				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.15	3.15	177.72	0.018	3.15	0.0	0.0	5.155	A
C-AB	0.90	0.90	163.50	0.006	0.90	0.0	0.0	5.534	A
C-A	2.73	2.73			2.73				
A-B	0.00	0.00			0.00				
A-C	7.04	7.04			7.04				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	3.15	3.15	177.72	0.018	3.15	0.0	0.0	5.157	A
C-AB	0.90	0.90	163.50	0.006	0.90	0.0	0.0	5.534	A
C-A	2.73	2.73			2.73				
A-B	0.00	0.00			0.00				
A-C	7.04	7.04			7.04				

18:00 - 18:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.90	0.90	177.80	0.005	0.91	0.0	0.0	5.088	A
C-AB	1.88	1.88	163.57	0.011	1.87	0.0	0.0	5.565	A
C-A	1.47	1.47			1.47				
A-B	0.00	0.00			0.00				
A-C	6.75	6.75			6.75				

18:15 - 18:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.90	0.90	177.80	0.005	0.90	0.0	0.0	5.089	A
C-AB	1.88	1.88	163.57	0.011	1.88	0.0	0.0	5.565	A
C-A	1.47	1.47			1.47				
A-B	0.00	0.00			0.00				
A-C	6.75	6.75			6.75				

18:30 - 18:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.90	0.90	177.80	0.005	0.90	0.0	0.0	5.087	A
C-AB	1.88	1.88	163.57	0.011	1.88	0.0	0.0	5.565	A
C-A	1.47	1.47			1.47				
A-B	0.00	0.00			0.00				
A-C	6.75	6.75			6.75				

18:45 - 19:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.90	0.90	177.80	0.005	0.90	0.0	0.0	5.087	A
C-AB	1.88	1.88	163.57	0.011	1.88	0.0	0.0	5.565	A
C-A	1.47	1.47			1.47				
A-B	0.00	0.00			0.00				
A-C	6.75	6.75			6.75				

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.0.6896
© Copyright TRL Limited, 2018

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: M11 Modelling.j9

Path: W:\UDC-Traffic Files\P22-158\Modelling\Junction 1

Report generation date: 29/03/2023 12:52:20

»Opening year, 12hrs

»+5, 12hrs

»+15, 12hrs

»Opening Year+Dev, 12hrs

»+5+Dev, 12hrs

»+15+Dev, 12hrs

Summary of junction performance

	12hrs			
	Queue (Veh)	Delay (s)	RFC	LOS
	Opening year			
1 - RBT W - 1 - R772	0.1	2.66	0.12	A
1 - RBT W - 3 - M11 Overbridge	0.1	3.75	0.11	A
1 - RBT W - 4 - From M11 Northbound	0.1	4.02	0.13	A
2 - RBT E - 1 - R772 North	0.0	4.26	0.03	A
2 - RBT E - 3 - M11 Overbridge	0.1	3.50	0.10	A
2 - RBT E - 4 - From M11 Southbound	0.1	2.91	0.09	A
	+5			
1 - RBT W - 1 - R772	0.2	2.74	0.13	A
1 - RBT W - 3 - M11 Overbridge	0.2	3.88	0.13	A
1 - RBT W - 4 - From M11 Northbound	0.2	4.17	0.14	A
2 - RBT E - 1 - R772 North	0.0	4.36	0.03	A
2 - RBT E - 3 - M11 Overbridge	0.1	3.57	0.12	A
2 - RBT E - 4 - From M11 Southbound	0.1	2.98	0.10	A
	+15			
1 - RBT W - 1 - R772	0.2	2.83	0.15	A
1 - RBT W - 3 - M11 Overbridge	0.1	3.88	0.12	A
1 - RBT W - 4 - From M11 Northbound	0.2	4.30	0.15	A
2 - RBT E - 1 - R772 North	0.0	4.45	0.04	A
2 - RBT E - 3 - M11 Overbridge	0.2	3.66	0.13	A
2 - RBT E - 4 - From M11 Southbound	0.1	2.39	0.10	A
	Opening Year+Dev			
1 - RBT W - 1 - R772	0.2	2.74	0.13	A
1 - RBT W - 3 - M11 Overbridge	0.1	3.87	0.12	A
1 - RBT W - 4 - From M11 Northbound	0.1	4.06	0.13	A
2 - RBT E - 1 - R772 North	0.0	4.60	0.05	A
2 - RBT E - 3 - M11 Overbridge	0.1	4.05	0.11	A
2 - RBT E - 4 - From M11 Southbound	0.1	3.10	0.09	A
	+5+Dev			
1 - RBT W - 1 - R772	0.2	2.82	0.14	A
1 - RBT W - 3 - M11 Overbridge	0.2	3.98	0.13	A
1 - RBT W - 4 - From M11 Northbound	0.2	4.21	0.14	A
2 - RBT E - 1 - R772 North	0.0	4.66	0.05	A
2 - RBT E - 3 - M11 Overbridge	0.2	4.07	0.13	A
2 - RBT E - 4 - From M11 Southbound	0.1	3.15	0.10	A
	+15+Dev			
1 - RBT W - 1 - R772	0.2	2.91	0.16	A
1 - RBT W - 3 - M11 Overbridge	0.1	3.97	0.13	A
1 - RBT W - 4 - From M11 Northbound	0.2	4.34	0.16	A
2 - RBT E - 1 - R772 North	0.1	4.71	0.05	A

2 - RBT E - 3 - M11 Overbridge	0.2	4.11	0.14	A
2 - RBT E - 4 - From M11 Southbound	0.1	2.44	0.10	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

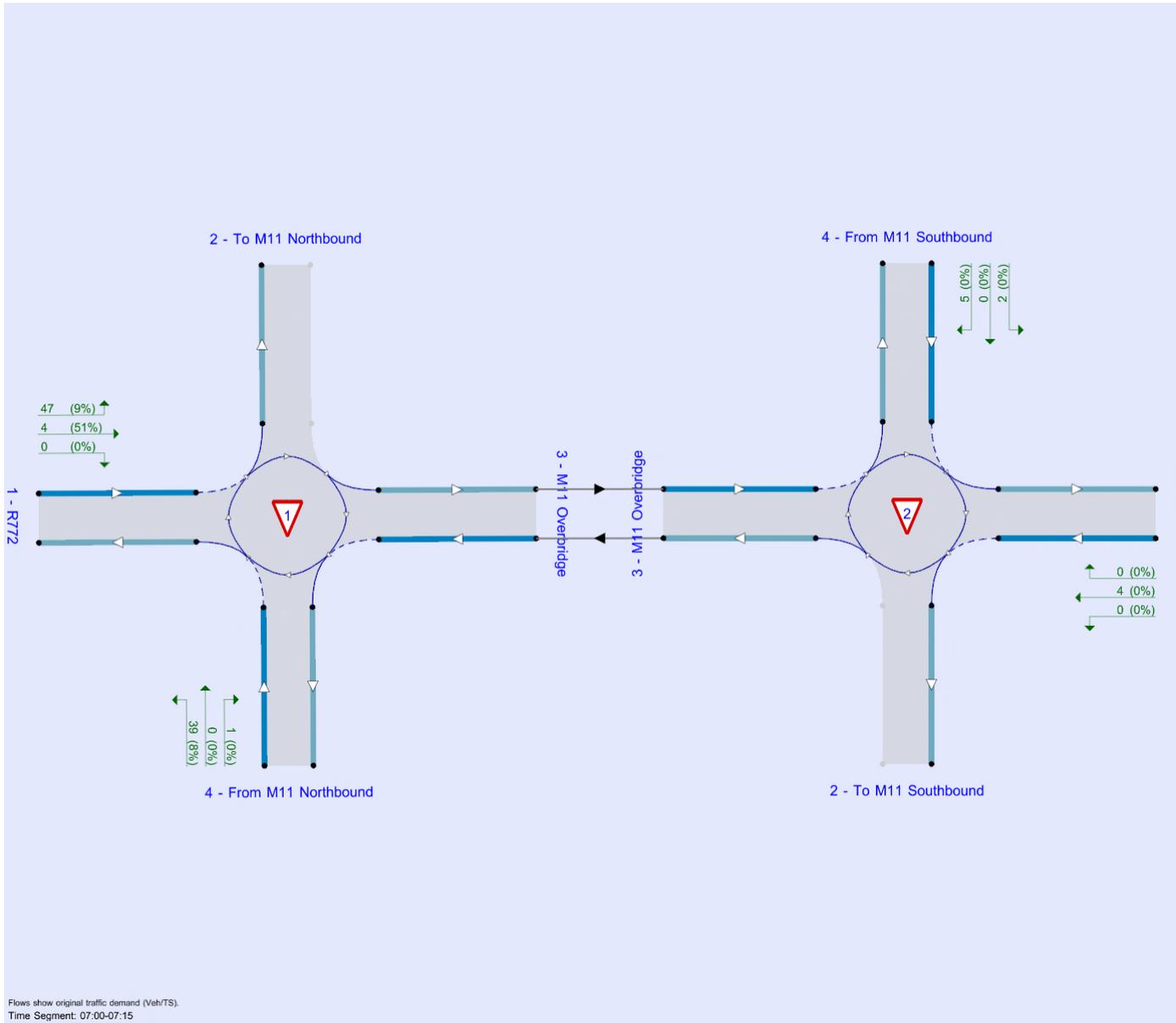
File summary

File Description

Title	
Location	
Site number	
Date	13/07/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PMCE\papadakisa
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perTimeSegment	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	Opening year	12hrs	DIRECT	07:00	19:00	720	15	✓		
D2	+5	12hrs	DIRECT	07:00	19:00	720	15	✓		
D3	+15	12hrs	DIRECT	07:00	19:00	720	15	✓		
D4	Dev	12hrs	DIRECT	07:00	19:00	720	15			
D5	Res (Not Used)	12hrs	DIRECT	07:00	19:00	720	15			
D6	Opening Year+Dev	12hrs	DIRECT	07:00	19:00	720	15	✓	Simple	D1+D4
D7	+5+Dev	12hrs	DIRECT	07:00	19:00	720	15	✓	Simple	D2+D4
D8	+15+Dev	12hrs	DIRECT	07:00	19:00	720	15	✓	Simple	D3+D4

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

Opening year, 12hrs

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - RBT W - 3 - M11 Overbridge	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - RBT E - 3 - M11 Overbridge	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	RBT W	Standard Roundabout		1, 2, 3, 4	3.28	A
2	RBT E	Standard Roundabout		1, 2, 3, 4	3.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Junction	Arm	Name	Description
1 - RBT W	1	R772	
	2	To M11 Northbound	
	3	M11 Overbridge	
	4	From M11 Northbound	
2 - RBT E	1	R772 North	
	2	To M11 Southbound	
	3	M11 Overbridge	
	4	From M11 Southbound	

Roundabout Geometry

Junction	Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - RBT W	1 - R772	4.00	8.00	19.0	25.0	50.0	30.0	
	2 - To M11 Northbound							✓
	3 - M11 Overbridge	3.00	8.00	12.0	25.0	50.0	60.0	
	4 - From M11 Northbound	3.00	7.00	8.0	30.0	50.0	35.0	
2 - RBT E	1 - R772 North	3.30	10.00	10.0	30.0	50.0	50.0	
	2 - To M11 Southbound							✓
	3 - M11 Overbridge	3.00	9.00	9.0	50.0	50.0	40.0	
	4 - From M11 Southbound	4.00	8.00	17.0	25.0	50.0	50.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/TS)
1 - RBT W	1 - R772	0.660	488.772
	2 - To M11 Northbound		
	3 - M11 Overbridge	0.527	352.827
	4 - From M11 Northbound	0.546	343.427
2 - RBT E	1 - R772 North	0.566	389.556
	2 - To M11 Southbound		
	3 - M11 Overbridge	0.566	370.308
	4 - From M11 Southbound	0.608	447.482

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	Opening year	12hrs	DIRECT	07:00	19:00	720	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/TS)	Flow multiplier (%)	Internal storage space (PCU)
1 - RBT W	3 - M11 Overbridge	2	3	Simple (vertical queueing)	Normal	0.00	100.00	
2 - RBT E	3 - M11 Overbridge	1	3	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - RBT W	1 - R772		DIRECT	✓	100.000
	2 - To M11 Northbound				
	3 - M11 Overbridge	✓			
	4 - From M11 Northbound		DIRECT	✓	100.000
2 - RBT E	1 - R772 North		DIRECT	✓	100.000
	2 - To M11 Southbound				
	3 - M11 Overbridge	✓			
	4 - From M11 Southbound		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

1 - RBT W 07:00 - 07:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	46.60	4.22	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.09	3.09	0.00	0.00
	4 - From M11 Northbound	39.34	0.00	1.03	0.00

Demand (Veh/TS)

1 - RBT W 07:15 - 07:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	38.44	6.24	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.25	2.06	0.00	0.00
	4 - From M11 Northbound	35.17	0.00	2.06	0.00

Demand (Veh/TS)

1 - RBT W 07:30 - 07:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	34.09	9.38	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	7.36	3.09	0.00	0.00
	4 - From M11 Northbound	20.72	0.00	1.03	0.00

Demand (Veh/TS)

1 - RBT W 07:45 - 08:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	21.75	13.59	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	8.25	1.03	0.00	0.00
	4 - From M11 Northbound	18.61	0.00	6.19	0.00

Demand (Veh/TS)

1 - RBT W 08:00 - 08:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	18.66	12.47	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	9.28	0.00	0.00	0.00
	4 - From M11 Northbound	19.69	0.00	5.20	0.00

Demand (Veh/TS)

1 - RBT W 08:15 - 08:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	23.86	8.25	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6.19	4.13	0.00	0.00
	4 - From M11 Northbound	25.84	0.00	2.06	0.00

Demand (Veh/TS)

1 - RBT W 08:30 - 08:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	30.05	11.35	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	11.35	1.03	0.00	0.00
	4 - From M11 Northbound	34.23	0.00	0.00	0.00

Demand (Veh/TS)

1 - RBT W 08:45 - 09:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	35.26	8.25	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	13.50	2.06	0.00	0.00
	4 - From M11 Northbound	17.67	0.00	8.25	0.00

Demand (Veh/TS)

1 - RBT W 09:00 - 09:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	19.78	11.39	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	20.68	1.03	0.00	0.00
	4 - From M11 Northbound	26.02	0.00	4.13	0.00

Demand (Veh/TS)

1 - RBT W 09:15 - 09:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	36.38	14.49	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6.28	2.06	0.00	0.00
	4 - From M11 Northbound	32.21	0.00	2.06	0.00

Demand (Veh/TS)

1 - RBT W 09:30 - 09:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	37.37	10.36	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	22.79	3.09	0.00	0.00
	4 - From M11 Northbound	21.85	0.00	5.16	0.00

Demand (Veh/TS)

1 - RBT W 09:45 - 10:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	30.05	12.42	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	10.36	1.03	0.00	0.00
	4 - From M11 Northbound	23.91	0.00	0.00	0.00

Demand (Veh/TS)

1 - RBT W 10:00 - 10:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	29.02	16.60	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	11.44	1.03	0.00	0.00
	4 - From M11 Northbound	19.92	0.00	1.03	0.00

Demand (Veh/TS)

1 - RBT W 10:15 - 10:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	18.80	13.50	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	12.47	6.19	0.00	0.00
	4 - From M11 Northbound	10.36	0.00	3.09	0.00

Demand (Veh/TS)

1 - RBT W 10:30 - 10:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	29.25	5.16	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	20.90	2.11	0.00	0.00
	4 - From M11 Northbound	26.02	0.00	1.03	0.00

Demand (Veh/TS)

1 - RBT W 10:45 - 11:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	21.80	13.55	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	13.55	1.03	0.00	0.00
	4 - From M11 Northbound	11.53	0.00	2.06	0.00

Demand (Veh/TS)

1 - RBT W 11:00 - 11:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	24.00	22.83	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	15.47	2.06	0.00	0.00
	4 - From M11 Northbound	13.50	0.00	4.13	0.00

Demand (Veh/TS)

1 - RBT W 11:15 - 11:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	25.93	12.52	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	19.65	0.00	0.00	0.00
	4 - From M11 Northbound	18.66	0.00	1.03	0.00

Demand (Veh/TS)

1 - RBT W 11:30 - 11:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	18.61	13.46	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	9.38	1.03	0.00	0.00
	4 - From M11 Northbound	20.81	0.00	1.08	0.00

Demand (Veh/TS)

1 - RBT W 11:45 - 12:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	17.67	14.49	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	13.46	2.06	0.00	0.00
	4 - From M11 Northbound	11.57	0.00	2.06	0.00

Demand (Veh/TS)

1 - RBT W 12:00 - 12:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	17.72	15.66	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	17.72	0.00	0.00	0.00
	4 - From M11 Northbound	13.41	0.00	0.00	0.00

Demand (Veh/TS)

1 - RBT W 12:15 - 12:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	19.74	12.47	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	17.58	2.06	0.00	0.00
	4 - From M11 Northbound	14.58	0.00	3.09	0.00

Demand (Veh/TS)

1 - RBT W 12:30 - 12:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	19.65	11.44	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	20.77	3.09	0.00	0.00
	4 - From M11 Northbound	21.85	0.00	6.24	0.00

Demand (Veh/TS)

1 - RBT W 12:45 - 13:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	17.76	13.46	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	13.59	2.06	0.00	0.00
	4 - From M11 Northbound	16.69	0.00	2.06	0.00

Demand (Veh/TS)

1 - RBT W 13:00 - 13:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	15.75	15.61	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	14.53	4.13	0.00	0.00
	4 - From M11 Northbound	21.75	0.00	2.06	0.00

Demand (Veh/TS)

1 - RBT W 13:15 - 13:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	29.02	20.72	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	17.54	1.03	0.00	0.00
	4 - From M11 Northbound	13.41	0.00	3.09	0.00

Demand (Veh/TS)

1 - RBT W 13:30 - 13:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	19.65	16.55	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	18.80	0.00	0.00	0.00
	4 - From M11 Northbound	17.54	0.00	7.22	0.00

Demand (Veh/TS)

1 - RBT W 13:45 - 14:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	19.60	19.78	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	23.86	3.09	0.00	0.00
	4 - From M11 Northbound	11.39	0.00	2.06	0.00

Demand (Veh/TS)

1 - RBT W 14:00 - 14:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	18.61	20.77	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	16.60	4.13	0.00	0.00
	4 - From M11 Northbound	7.22	0.00	3.09	0.00

Demand (Veh/TS)

1 - RBT W 14:15 - 14:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	14.53	25.84	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	19.69	2.06	0.00	0.00
	4 - From M11 Northbound	12.47	0.00	0.00	0.00

Demand (Veh/TS)

1 - RBT W 14:30 - 14:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	13.46	15.57	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	19.78	3.09	0.00	0.00
	4 - From M11 Northbound	17.58	0.00	0.00	0.00

Demand (Veh/TS)

1 - RBT W 14:45 - 15:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	12.47	18.71	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	19.74	1.03	0.00	0.00
	4 - From M11 Northbound	17.63	0.00	0.00	0.00

Demand (Veh/TS)

1 - RBT W 15:00 - 15:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	21.66	26.02	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	17.67	4.13	0.00	0.00
	4 - From M11 Northbound	12.38	0.00	6.24	0.00

Demand (Veh/TS)

1 - RBT W 15:15 - 15:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	18.61	29.02	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	18.66	7.22	0.00	0.00
	4 - From M11 Northbound	18.61	0.00	1.03	0.00

Demand (Veh/TS)

1 - RBT W 15:30 - 15:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	22.79	20.68	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	25.88	3.09	0.00	0.00
	4 - From M11 Northbound	16.60	0.00	2.06	0.00

Demand (Veh/TS)

1 - RBT W 15:45 - 16:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	18.66	31.18	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	27.85	1.03	0.00	0.00
	4 - From M11 Northbound	6.19	0.00	2.06	0.00

Demand (Veh/TS)

1 - RBT W 16:00 - 16:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	15.57	31.98	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	27.00	2.06	0.00	0.00
	4 - From M11 Northbound	7.27	0.00	4.13	0.00

Demand (Veh/TS)

1 - RBT W 16:15 - 16:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	16.64	19.65	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	19.74	1.03	0.00	0.00
	4 - From M11 Northbound	13.41	0.00	4.17	0.00

Demand (Veh/TS)

1 - RBT W 16:30 - 16:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	15.52	27.85	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	16.55	0.00	0.00	0.00
	4 - From M11 Northbound	8.30	0.00	2.06	0.00

Demand (Veh/TS)

1 - RBT W 16:45 - 17:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	7.27	20.63	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	27.90	3.14	0.00	0.00
	4 - From M11 Northbound	8.34	0.00	4.13	0.00

Demand (Veh/TS)

1 - RBT W 17:00 - 17:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	21.80	22.74	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	16.55	2.06	0.00	0.00
	4 - From M11 Northbound	10.50	0.00	1.03	0.00

Demand (Veh/TS)

1 - RBT W 17:15 - 17:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	22.83	22.74	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	16.60	1.03	0.00	0.00
	4 - From M11 Northbound	11.39	0.00	2.06	0.00

Demand (Veh/TS)

1 - RBT W 17:30 - 17:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	9.28	17.58	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	21.71	0.00	0.00	0.00
	4 - From M11 Northbound	8.30	0.00	2.06	0.00

Demand (Veh/TS)

1 - RBT W 17:45 - 18:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	14.58	15.47	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	12.38	5.16	0.00	0.00
	4 - From M11 Northbound	14.49	0.00	2.06	0.00

Demand (Veh/TS)

1 - RBT W 18:00 - 18:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	14.49	15.47	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	11.35	0.00	0.00	0.00
	4 - From M11 Northbound	5.16	0.00	0.00	0.00

Demand (Veh/TS)

1 - RBT W 18:15 - 18:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	12.38	13.41	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	15.52	1.03	0.00	0.00
	4 - From M11 Northbound	6.19	0.00	1.03	0.00

Demand (Veh/TS)

1 - RBT W 18:30 - 18:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	11.39	11.39	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	20.63	1.08	0.00	0.00
	4 - From M11 Northbound	7.27	0.00	2.06	0.00

Demand (Veh/TS)

1 - RBT W 18:45 - 19:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	8.25	13.41	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	17.67	1.03	0.00	0.00
	4 - From M11 Northbound	7.27	0.00	4.13	0.00

Demand (Veh/TS)

2 - RBT E 07:00 - 07:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	0.00	4.13	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	1.03	4.22	0.00	0.00
	4 - From M11 Southbound	2.06	0.00	5.16	0.00

Demand (Veh/TS)

2 - RBT E 07:15 - 07:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.09	2.06	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.09	5.20	0.00	0.00
	4 - From M11 Southbound	0.00	0.00	6.28	0.00

Demand (Veh/TS)

2 - RBT E 07:30 - 07:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.06	6.19	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	1.03	9.38	0.00	0.00
	4 - From M11 Southbound	0.00	0.00	8.39	0.00

Demand (Veh/TS)

2 - RBT E 07:45 - 08:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	1.03	2.06	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6.19	13.59	0.00	0.00
	4 - From M11 Southbound	0.00	0.00	7.22	0.00

Demand (Veh/TS)

2 - RBT E 08:00 - 08:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	8.25	3.09	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	8.34	9.33	0.00	0.00
	4 - From M11 Southbound	0.00	0.00	8.25	0.00

Demand (Veh/TS)

2 - RBT E 08:15 - 08:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	5.25	2.06	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.09	7.22	0.00	0.00
	4 - From M11 Southbound	0.00	0.00	9.28	0.00

Demand (Veh/TS)

2 - RBT E 08:30 - 08:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.09	2.06	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	2.06	9.28	0.00	0.00
	4 - From M11 Southbound	0.00	0.00	11.35	0.00

Demand (Veh/TS)

2 - RBT E 08:45 - 09:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.06	5.16	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.16	11.35	0.00	0.00
	4 - From M11 Southbound	1.03	0.00	13.50	0.00

Demand (Veh/TS)

2 - RBT E 09:00 - 09:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	7.22	1.03	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.16	10.36	0.00	0.00
	4 - From M11 Southbound	2.06	0.00	17.58	0.00

Demand (Veh/TS)

2 - RBT E 09:15 - 09:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	5.16	1.03	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.09	13.46	0.00	0.00
	4 - From M11 Southbound	0.00	0.00	8.34	0.00

Demand (Veh/TS)

2 - RBT E 09:30 - 09:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	1.03	8.25	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.16	10.36	0.00	0.00
	4 - From M11 Southbound	1.03	0.00	19.69	0.00

Demand (Veh/TS)

2 - RBT E 09:45 - 10:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	4.13	2.06	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	2.06	10.36	0.00	0.00
	4 - From M11 Southbound	2.06	0.00	14.49	0.00

Demand (Veh/TS)

2 - RBT E 10:00 - 10:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.09	2.06	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	2.06	15.57	0.00	0.00
	4 - From M11 Southbound	1.03	0.00	15.57	0.00

Demand (Veh/TS)

2 - RBT E 10:15 - 10:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	1.03	5.16	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.09	13.50	0.00	0.00
	4 - From M11 Southbound	0.00	0.00	13.50	0.00

Demand (Veh/TS)

2 - RBT E 10:30 - 10:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	1.03	4.13	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.09	3.09	0.00	0.00
	4 - From M11 Southbound	2.06	0.00	23.01	0.00

Demand (Veh/TS)

2 - RBT E 10:45 - 11:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.06	2.06	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	2.06	13.55	0.00	0.00
	4 - From M11 Southbound	1.03	0.00	14.58	0.00

Demand (Veh/TS)

2 - RBT E 11:00 - 11:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.06	4.13	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.13	22.83	0.00	0.00
	4 - From M11 Southbound	2.06	0.00	14.44	0.00

Demand (Veh/TS)

2 - RBT E 11:15 - 11:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.06	1.03	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	1.03	12.52	0.00	0.00
	4 - From M11 Southbound	2.06	0.00	19.65	0.00

Demand (Veh/TS)

2 - RBT E 11:30 - 11:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	0.00	3.09	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.17	10.36	0.00	0.00
	4 - From M11 Southbound	0.00	0.00	9.38	0.00

Demand (Veh/TS)

2 - RBT E 11:45 - 12:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	1.03	3.09	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.20	11.35	0.00	0.00
	4 - From M11 Southbound	2.06	0.00	12.42	0.00

Demand (Veh/TS)

2 - RBT E 12:00 - 12:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.06	0.00	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	1.03	14.62	0.00	0.00
	4 - From M11 Southbound	1.03	0.00	20.81	0.00

Demand (Veh/TS)

2 - RBT E 12:15 - 12:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	1.03	4.17	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.13	11.44	0.00	0.00
	4 - From M11 Southbound	2.06	0.00	18.57	0.00

Demand (Veh/TS)

2 - RBT E 12:30 - 12:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	5.16	5.16	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.20	12.47	0.00	0.00
	4 - From M11 Southbound	1.03	0.00	18.71	0.00

Demand (Veh/TS)

2 - RBT E 12:45 - 13:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.06	3.09	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.16	10.36	0.00	0.00
	4 - From M11 Southbound	2.06	0.00	14.62	0.00

Demand (Veh/TS)

2 - RBT E 13:00 - 13:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	4.13	7.22	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.13	13.55	0.00	0.00
	4 - From M11 Southbound	1.03	0.00	15.57	0.00

Demand (Veh/TS)

2 - RBT E 13:15 - 13:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.09	2.06	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.09	20.72	0.00	0.00
	4 - From M11 Southbound	1.03	0.00	19.60	0.00

Demand (Veh/TS)

2 - RBT E 13:30 - 13:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.06	2.06	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6.19	17.58	0.00	0.00
	4 - From M11 Southbound	2.06	0.00	19.83	0.00

Demand (Veh/TS)

2 - RBT E 13:45 - 14:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.06	3.09	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	1.03	20.81	0.00	0.00
	4 - From M11 Southbound	2.06	0.00	26.96	0.00

Demand (Veh/TS)

2 - RBT E 14:00 - 14:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	1.03	1.03	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.13	19.74	0.00	0.00
	4 - From M11 Southbound	3.09	0.00	23.82	0.00

Demand (Veh/TS)

2 - RBT E 14:15 - 14:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	5.16	2.06	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0.00	25.84	0.00	0.00
	4 - From M11 Southbound	2.06	0.00	23.82	0.00

Demand (Veh/TS)

2 - RBT E 14:30 - 14:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.09	4.13	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	1.03	14.53	0.00	0.00
	4 - From M11 Southbound	1.03	0.00	20.81	0.00

Demand (Veh/TS)

2 - RBT E 14:45 - 15:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.06	1.03	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	2.06	16.64	0.00	0.00
	4 - From M11 Southbound	2.06	0.00	23.86	0.00

Demand (Veh/TS)

2 - RBT E 15:00 - 15:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.06	2.06	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	10.36	21.89	0.00	0.00
	4 - From M11 Southbound	1.03	0.00	22.83	0.00

Demand (Veh/TS)

2 - RBT E 15:15 - 15:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.06	7.22	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.16	24.90	0.00	0.00
	4 - From M11 Southbound	0.00	0.00	18.66	0.00

Demand (Veh/TS)

2 - RBT E 15:30 - 15:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	5.16	2.06	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	8.25	14.49	0.00	0.00
	4 - From M11 Southbound	2.06	0.00	31.04	0.00

Demand (Veh/TS)

2 - RBT E 15:45 - 16:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.06	2.06	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.16	28.08	0.00	0.00
	4 - From M11 Southbound	4.13	0.00	30.95	0.00

Demand (Veh/TS)

2 - RBT E 16:00 - 16:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	5.20	4.13	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6.19	29.92	0.00	0.00
	4 - From M11 Southbound	2.06	0.00	32.16	0.00

Demand (Veh/TS)

2 - RBT E 16:15 - 16:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	4.13	0.00	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.16	18.66	0.00	0.00
	4 - From M11 Southbound	4.13	0.00	23.86	0.00

Demand (Veh/TS)

2 - RBT E 16:30 - 16:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.19	0.00	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	2.06	27.85	0.00	0.00
	4 - From M11 Southbound	1.08	0.00	24.80	0.00

Demand (Veh/TS)

2 - RBT E 16:45 - 17:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	4.13	5.16	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.13	20.63	0.00	0.00
	4 - From M11 Southbound	4.13	0.00	30.01	0.00

Demand (Veh/TS)

2 - RBT E 17:00 - 17:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	5.20	4.13	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.13	19.65	0.00	0.00
	4 - From M11 Southbound	3.14	0.00	20.68	0.00

Demand (Veh/TS)

2 - RBT E 17:15 - 17:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.09	1.03	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.16	19.65	0.00	0.00
	4 - From M11 Southbound	1.03	0.00	17.63	0.00

Demand (Veh/TS)

2 - RBT E 17:30 - 17:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.09	4.13	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.13	15.52	0.00	0.00
	4 - From M11 Southbound	0.00	0.00	17.58	0.00

Demand (Veh/TS)

2 - RBT E 17:45 - 18:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.06	8.25	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.16	12.38	0.00	0.00
	4 - From M11 Southbound	1.03	0.00	11.35	0.00

Demand (Veh/TS)

2 - RBT E 18:00 - 18:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.09	0.00	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.13	11.35	0.00	0.00
	4 - From M11 Southbound	1.03	0.00	13.41	0.00

Demand (Veh/TS)

2 - RBT E 18:15 - 18:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	5.16	3.09	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0.00	14.44	0.00	0.00
	4 - From M11 Southbound	6.24	0.00	13.46	0.00

Demand (Veh/TS)

2 - RBT E 18:30 - 18:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.06	5.20	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.09	10.36	0.00	0.00
	4 - From M11 Southbound	5.16	0.00	17.54	0.00

Demand (Veh/TS)

2 - RBT E 18:45 - 19:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.06	2.06	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.09	14.44	0.00	0.00
	4 - From M11 Southbound	0.00	0.00	18.71	0.00

Vehicle Mix

Heavy Vehicle Percentages

1 - RBT W 07:00 - 07:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	9	51	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Northbound	8	0	0	0

Heavy Vehicle Percentages

1 - RBT W 07:15 - 07:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	17	17	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	41	0	0	0
	4 - From M11 Northbound	6	0	0	0

Heavy Vehicle Percentages

1 - RBT W 07:30 - 07:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	3	23	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	44	0	0	0
	4 - From M11 Northbound	10	0	0	0

Heavy Vehicle Percentages

1 - RBT W 07:45 - 08:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	10	32	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Northbound	6	0	0	0

Heavy Vehicle Percentages

1 - RBT W 08:00 - 08:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	12	17	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Northbound	11	0	21	0

Heavy Vehicle Percentages

1 - RBT W 08:15 - 08:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	14	0	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Northbound	4	0	0	0

Heavy Vehicle Percentages

1 - RBT W 08:30 - 08:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	11	0	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Northbound	13	0	0	0

Heavy Vehicle Percentages

1 - RBT W 08:45 - 09:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	12	0	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	16	0	0	0
	4 - From M11 Northbound	18	0	0	0

Heavy Vehicle Percentages

1 - RBT W 09:00 - 09:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	22	9	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5	0	0	0
	4 - From M11 Northbound	21	0	0	0

Heavy Vehicle Percentages

1 - RBT W 09:15 - 09:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	18	7	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	34	0	0	0
	4 - From M11 Northbound	17	0	0	0

Heavy Vehicle Percentages

1 - RBT W 09:30 - 09:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	14	10	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	9	0	0	0
	4 - From M11 Northbound	20	0	0	0

Heavy Vehicle Percentages

1 - RBT W 09:45 - 10:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	11	9	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	10	0	0	0
	4 - From M11 Northbound	18	0	0	0

Heavy Vehicle Percentages

1 - RBT W 10:00 - 10:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	11	13	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	19	0	0	0
	4 - From M11 Northbound	38	0	0	0

Heavy Vehicle Percentages

1 - RBT W 10:15 - 10:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	29	16	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	17	0	0	0
	4 - From M11 Northbound	10	0	0	0

Heavy Vehicle Percentages

1 - RBT W 10:30 - 10:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	29	0	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	31	51	0	0
	4 - From M11 Northbound	21	0	0	0

Heavy Vehicle Percentages

1 - RBT W 10:45 - 11:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	15	24	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	24	0	0	0
	4 - From M11 Northbound	37	0	0	0

Heavy Vehicle Percentages

1 - RBT W 11:00 - 11:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	27	14	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Northbound	16	0	0	0

Heavy Vehicle Percentages

1 - RBT W 11:15 - 11:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	12	26	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5	0	0	0
	4 - From M11 Northbound	12	0	0	0

Heavy Vehicle Percentages

1 - RBT W 11:30 - 11:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	6	8	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	23	0	0	0
	4 - From M11 Northbound	21	0	100	0

Heavy Vehicle Percentages

1 - RBT W 11:45 - 12:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	18	7	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	8	0	0	0
	4 - From M11 Northbound	47	0	0	0

Heavy Vehicle Percentages

1 - RBT W 12:00 - 12:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	24	28	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	24	0	0	0
	4 - From M11 Northbound	0	0	0	0

Heavy Vehicle Percentages

1 - RBT W 12:15 - 12:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	16	17	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6	0	0	0
	4 - From M11 Northbound	22	0	0	0

Heavy Vehicle Percentages

1 - RBT W 12:30 - 12:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	5	19	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	16	0	0	0
	4 - From M11 Northbound	20	0	17	0

Heavy Vehicle Percentages

1 - RBT W 12:45 - 13:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	30	8	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	32	0	0	0
	4 - From M11 Northbound	26	0	0	0

Heavy Vehicle Percentages

1 - RBT W 13:00 - 13:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	41	21	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	15	0	0	0
	4 - From M11 Northbound	10	0	0	0

Heavy Vehicle Percentages

1 - RBT W 13:15 - 13:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	11	10	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Northbound	0	0	0	0

Heavy Vehicle Percentages

1 - RBT W 13:30 - 13:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	5	7	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	29	0	0	0
	4 - From M11 Northbound	0	0	0	0

Heavy Vehicle Percentages

1 - RBT W 13:45 - 14:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	0	22	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	14	0	0	0
	4 - From M11 Northbound	9	0	0	0

Heavy Vehicle Percentages

1 - RBT W 14:00 - 14:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	6	16	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	13	0	0	0
	4 - From M11 Northbound	0	0	0	0

Heavy Vehicle Percentages

1 - RBT W 14:15 - 14:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	15	4	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	11	0	0	0
	4 - From M11 Northbound	17	0	0	0

Heavy Vehicle Percentages

1 - RBT W 14:30 - 14:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	8	14	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	22	0	0	0
	4 - From M11 Northbound	6	0	0	0

Heavy Vehicle Percentages

1 - RBT W 14:45 - 15:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	17	17	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	16	0	0	0
	4 - From M11 Northbound	12	0	0	0

Heavy Vehicle Percentages

1 - RBT W 15:00 - 15:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	0	21	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	18	0	0	0
	4 - From M11 Northbound	0	0	17	0

Heavy Vehicle Percentages

1 - RBT W 15:15 - 15:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	6	11	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	12	0	0	0
	4 - From M11 Northbound	6	0	0	0

Heavy Vehicle Percentages

1 - RBT W 15:30 - 15:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	9	5	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	8	0	0	0
	4 - From M11 Northbound	13	0	0	0

Heavy Vehicle Percentages

1 - RBT W 15:45 - 16:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	12	17	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Northbound	0	0	0	0

Heavy Vehicle Percentages

1 - RBT W 16:00 - 16:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	14	0	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	16	0	0	0
	4 - From M11 Northbound	15	0	0	0

Heavy Vehicle Percentages

1 - RBT W 16:15 - 16:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	19	5	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	16	0	0	0
	4 - From M11 Northbound	0	0	26	0

Heavy Vehicle Percentages

1 - RBT W 16:30 - 16:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	7	0	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	7	0	0	0
	4 - From M11 Northbound	13	0	0	0

Heavy Vehicle Percentages

1 - RBT W 16:45 - 17:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	15	0	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4	34	0	0
	4 - From M11 Northbound	26	0	0	0

Heavy Vehicle Percentages

1 - RBT W 17:00 - 17:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	15	5	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	7	0	0	0
	4 - From M11 Northbound	41	0	0	0

Heavy Vehicle Percentages

1 - RBT W 17:15 - 17:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	14	5	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	13	0	0	0
	4 - From M11 Northbound	9	0	0	0

Heavy Vehicle Percentages

1 - RBT W 17:30 - 17:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	0	6	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5	0	0	0
	4 - From M11 Northbound	13	0	0	0

Heavy Vehicle Percentages

1 - RBT W 17:45 - 18:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	22	0	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Northbound	7	0	0	0

Heavy Vehicle Percentages

1 - RBT W 18:00 - 18:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	7	0	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Northbound	0	0	0	0

Heavy Vehicle Percentages

1 - RBT W 18:15 - 18:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	0	0	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	7	0	0	0
	4 - From M11 Northbound	0	0	0	0

Heavy Vehicle Percentages

1 - RBT W 18:30 - 18:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	9	9	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	100	0	0
	4 - From M11 Northbound	15	0	0	0

Heavy Vehicle Percentages

1 - RBT W 18:45 - 19:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	0	0	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	18	0	0	0
	4 - From M11 Northbound	15	0	0	0

Heavy Vehicle Percentages

2 - RBT E 07:00 - 07:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	51	0	0
	4 - From M11 Southbound	0	0	0	0

Heavy Vehicle Percentages

2 - RBT E 07:15 - 07:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	21	0	0
	4 - From M11 Southbound	0	0	34	0

Heavy Vehicle Percentages

2 - RBT E 07:30 - 07:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	23	0	0
	4 - From M11 Southbound	0	0	39	0

Heavy Vehicle Percentages

2 - RBT E 07:45 - 08:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	32	0	0
	4 - From M11 Southbound	0	0	0	0

Heavy Vehicle Percentages

2 - RBT E 08:00 - 08:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	26	12	0	0
	4 - From M11 Southbound	0	0	0	0

Heavy Vehicle Percentages

2 - RBT E 08:15 - 08:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	41	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Southbound	0	0	0	0

Heavy Vehicle Percentages

2 - RBT E 08:30 - 08:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Southbound	0	0	0	0

Heavy Vehicle Percentages

2 - RBT E 08:45 - 09:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Southbound	0	0	16	0

Heavy Vehicle Percentages

2 - RBT E 09:00 - 09:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	10	0	0
	4 - From M11 Southbound	0	0	6	0

Heavy Vehicle Percentages

2 - RBT E 09:15 - 09:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	8	0	0
	4 - From M11 Southbound	0	0	26	0

Heavy Vehicle Percentages

2 - RBT E 09:30 - 09:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	10	0	0
	4 - From M11 Southbound	0	0	11	0

Heavy Vehicle Percentages

2 - RBT E 09:45 - 10:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	10	0	0
	4 - From M11 Southbound	0	0	7	0

Heavy Vehicle Percentages

2 - RBT E 10:00 - 10:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	14	0	0
	4 - From M11 Southbound	0	0	14	0

Heavy Vehicle Percentages

2 - RBT E 10:15 - 10:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	16	0	0
	4 - From M11 Southbound	0	0	16	0

Heavy Vehicle Percentages

2 - RBT E 10:30 - 10:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Southbound	0	0	33	0

Heavy Vehicle Percentages

2 - RBT E 10:45 - 11:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	24	0	0
	4 - From M11 Southbound	0	0	22	0

Heavy Vehicle Percentages

2 - RBT E 11:00 - 11:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	14	0	0
	4 - From M11 Southbound	0	0	0	0

Heavy Vehicle Percentages

2 - RBT E 11:15 - 11:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	26	0	0
	4 - From M11 Southbound	0	0	5	0

Heavy Vehicle Percentages

2 - RBT E 11:30 - 11:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	26	10	0	0
	4 - From M11 Southbound	0	0	23	0

Heavy Vehicle Percentages

2 - RBT E 11:45 - 12:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	21	0	0	0
	4 - From M11 Southbound	0	0	9	0

Heavy Vehicle Percentages

2 - RBT E 12:00 - 12:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	29	0	0
	4 - From M11 Southbound	0	0	21	0

Heavy Vehicle Percentages

2 - RBT E 12:15 - 12:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	26	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	19	0	0
	4 - From M11 Southbound	0	0	0	0

Heavy Vehicle Percentages

2 - RBT E 12:30 - 12:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	21	17	0	0
	4 - From M11 Southbound	0	0	17	0

Heavy Vehicle Percentages

2 - RBT E 12:45 - 13:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	10	0	0
	4 - From M11 Southbound	0	0	29	0

Heavy Vehicle Percentages

2 - RBT E 13:00 - 13:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	24	0	0
	4 - From M11 Southbound	0	0	14	0

Heavy Vehicle Percentages

2 - RBT E 13:15 - 13:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	10	0	0
	4 - From M11 Southbound	0	0	0	0

Heavy Vehicle Percentages

2 - RBT E 13:30 - 13:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	6	0	0
	4 - From M11 Southbound	0	0	27	0

Heavy Vehicle Percentages

2 - RBT E 13:45 - 14:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	21	0	0
	4 - From M11 Southbound	0	0	12	0

Heavy Vehicle Percentages

2 - RBT E 14:00 - 14:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	16	0	0
	4 - From M11 Southbound	0	0	9	0

Heavy Vehicle Percentages

2 - RBT E 14:15 - 14:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	4	0	0
	4 - From M11 Southbound	0	0	9	0

Heavy Vehicle Percentages

2 - RBT E 14:30 - 14:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	15	0	0
	4 - From M11 Southbound	0	0	21	0

Heavy Vehicle Percentages

2 - RBT E 14:45 - 15:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	19	0	0
	4 - From M11 Southbound	0	0	14	0

Heavy Vehicle Percentages

2 - RBT E 15:00 - 15:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	10	25	0	0
	4 - From M11 Southbound	0	0	14	0

Heavy Vehicle Percentages

2 - RBT E 15:15 - 15:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	13	0	0
	4 - From M11 Southbound	0	0	12	0

Heavy Vehicle Percentages

2 - RBT E 15:30 - 15:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	7	0	0
	4 - From M11 Southbound	0	0	7	0

Heavy Vehicle Percentages

2 - RBT E 15:45 - 16:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	19	0	0
	4 - From M11 Southbound	0	0	0	0

Heavy Vehicle Percentages

2 - RBT E 16:00 - 16:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	21	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Southbound	0	0	13	0

Heavy Vehicle Percentages

2 - RBT E 16:15 - 16:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	12	0	0
	4 - From M11 Southbound	0	0	14	0

Heavy Vehicle Percentages

2 - RBT E 16:30 - 16:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	68	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Southbound	100	0	4	0

Heavy Vehicle Percentages

2 - RBT E 16:45 - 17:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Southbound	0	0	7	0

Heavy Vehicle Percentages

2 - RBT E 17:00 - 17:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	21	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	5	0	0
	4 - From M11 Southbound	34	0	5	0

Heavy Vehicle Percentages

2 - RBT E 17:15 - 17:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	5	0	0
	4 - From M11 Southbound	0	0	12	0

Heavy Vehicle Percentages

2 - RBT E 17:30 - 17:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	7	0	0
	4 - From M11 Southbound	0	0	6	0

Heavy Vehicle Percentages

2 - RBT E 17:45 - 18:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Southbound	0	0	0	0

Heavy Vehicle Percentages

2 - RBT E 18:00 - 18:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Southbound	0	0	0	0

Heavy Vehicle Percentages

2 - RBT E 18:15 - 18:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Southbound	17	0	8	0

Heavy Vehicle Percentages

2 - RBT E 18:30 - 18:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	21	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	10	0	0
	4 - From M11 Southbound	0	0	0	0

Heavy Vehicle Percentages

2 - RBT E 18:45 - 19:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Southbound	0	0	17	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - RBT W	1 - R772	0.12	2.66	0.1	A	37.65	1807.36
	2 - To M11 Northbound						
	3 - M11 Overbridge	0.11	3.75	0.1	A	20.43	980.61
	4 - From M11 Northbound	0.13	4.02	0.1	A	19.10	916.74
2 - RBT E	1 - R772 North	0.03	4.26	0.0	A	6.07	291.28
	2 - To M11 Southbound						
	3 - M11 Overbridge	0.10	3.50	0.1	A	18.80	902.25
	4 - From M11 Southbound	0.09	2.91	0.1	A	19.15	919.16

Main Results for each time segment

07:00 - 07:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

07:15 - 07:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

07:30 - 07:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

07:45 - 08:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

08:00 - 08:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

08:15 - 08:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

08:30 - 08:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

08:45 - 09:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

09:00 - 09:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

09:15 - 09:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

09:30 - 09:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

09:45 - 10:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

10:00 - 10:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

10:15 - 10:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

10:30 - 10:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

10:45 - 11:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

11:00 - 11:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

11:15 - 11:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

11:30 - 11:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

11:45 - 12:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

12:00 - 12:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

12:15 - 12:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

12:30 - 12:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

12:45 - 13:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

13:00 - 13:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

13:15 - 13:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

13:30 - 13:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

13:45 - 14:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

14:00 - 14:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

14:15 - 14:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

14:30 - 14:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

14:45 - 15:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

15:00 - 15:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

15:15 - 15:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

15:30 - 15:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

15:45 - 16:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

16:00 - 16:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

16:15 - 16:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

16:30 - 16:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

16:45 - 17:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

17:00 - 17:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

17:15 - 17:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

17:30 - 17:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

17:45 - 18:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

18:00 - 18:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

18:15 - 18:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

18:30 - 18:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

18:45 - 19:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

+5, 12hrs

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - RBT W - 3 - M11 Overbridge	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - RBT E - 3 - M11 Overbridge	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	RBT W	Standard Roundabout		1, 2, 3, 4	3.39	A
2	RBT E	Standard Roundabout		1, 2, 3, 4	3.41	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	+5	12hrs	DIRECT	07:00	19:00	720	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/TS)	Flow multiplier (%)	Internal storage space (PCU)
1 - RBT W	3 - M11 Overbridge	2	3	Simple (vertical queueing)	Normal	0.00	100.00	
2 - RBT E	3 - M11 Overbridge	1	3	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - RBT W	1 - R772		DIRECT	✓	100.000
	2 - To M11 Northbound				
	3 - M11 Overbridge	✓			
	4 - From M11 Northbound		DIRECT	✓	100.000
2 - RBT E	1 - R772 North		DIRECT	✓	100.000
	2 - To M11 Southbound				
	3 - M11 Overbridge	✓			
	4 - From M11 Southbound		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
1 - RBT W 07:00 - 07:15	From 1 - R772	0.00	50.91	4.82	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.35	3.35	0.00	0.00
	4 - From M11 Northbound	42.92	0.00	1.12	0.00

Demand (Veh/TS)

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
1 - RBT W 07:15 - 07:30	From 1 - R772	0.00	42.35	6.87	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.94	2.23	0.00	0.00
	4 - From M11 Northbound	38.28	0.00	2.23	0.00

Demand (Veh/TS)

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
1 - RBT W 07:30 - 07:45	From 1 - R772	0.00	36.98	10.40	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	8.35	3.35	0.00	0.00
	4 - From M11 Northbound	22.67	0.00	1.12	0.00

Demand (Veh/TS)

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
1 - RBT W 07:45 - 08:00	From 1 - R772	0.00	23.78	15.22	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	8.92	1.12	0.00	0.00
	4 - From M11 Northbound	20.25	0.00	6.69	0.00

Demand (Veh/TS)

1 - RBT W 08:00 - 08:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	20.43	13.74	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	10.04	0.00	0.00	0.00
	4 - From M11 Northbound	21.55	0.00	5.76	0.00

Demand (Veh/TS)

1 - RBT W 08:15 - 08:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	26.19	8.92	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6.69	4.46	0.00	0.00
	4 - From M11 Northbound	28.06	0.00	2.23	0.00

Demand (Veh/TS)

1 - RBT W 08:30 - 08:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	32.88	12.27	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	12.27	1.12	0.00	0.00
	4 - From M11 Northbound	37.52	0.00	0.00	0.00

Demand (Veh/TS)

1 - RBT W 08:45 - 09:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	38.64	8.92	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	14.86	2.23	0.00	0.00
	4 - From M11 Northbound	19.50	0.00	8.92	0.00

Demand (Veh/TS)

1 - RBT W 09:00 - 09:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	21.91	12.45	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	22.48	1.12	0.00	0.00
	4 - From M11 Northbound	28.78	0.00	4.46	0.00

Demand (Veh/TS)

1 - RBT W 09:15 - 09:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	40.12	15.79	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	7.05	2.23	0.00	0.00
	4 - From M11 Northbound	35.47	0.00	2.23	0.00

Demand (Veh/TS)

1 - RBT W 09:30 - 09:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	41.05	11.33	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	24.90	3.35	0.00	0.00
	4 - From M11 Northbound	24.14	0.00	5.58	0.00

Demand (Veh/TS)

1 - RBT W 09:45 - 10:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	32.88	13.56	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	11.33	1.12	0.00	0.00
	4 - From M11 Northbound	26.37	0.00	0.00	0.00

Demand (Veh/TS)

1 - RBT W 10:00 - 10:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	31.77	18.20	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	12.63	1.12	0.00	0.00
	4 - From M11 Northbound	22.45	0.00	1.12	0.00

Demand (Veh/TS)

1 - RBT W 10:15 - 10:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	20.98	14.86	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	13.74	6.69	0.00	0.00
	4 - From M11 Northbound	11.33	0.00	3.35	0.00

Demand (Veh/TS)

1 - RBT W 10:30 - 10:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	32.67	5.58	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	23.39	2.41	0.00	0.00
	4 - From M11 Northbound	28.78	0.00	1.12	0.00

Demand (Veh/TS)

1 - RBT W 10:45 - 11:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	23.96	15.04	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	15.04	1.12	0.00	0.00
	4 - From M11 Northbound	12.99	0.00	2.23	0.00

Demand (Veh/TS)

1 - RBT W 11:00 - 11:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	26.73	25.08	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	16.73	2.23	0.00	0.00
	4 - From M11 Northbound	14.86	0.00	4.46	0.00

Demand (Veh/TS)

1 - RBT W 11:15 - 11:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	28.42	13.92	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	21.37	0.00	0.00	0.00
	4 - From M11 Northbound	20.43	0.00	1.12	0.00

Demand (Veh/TS)

1 - RBT W 11:30 - 11:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	20.25	14.68	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	10.40	1.12	0.00	0.00
	4 - From M11 Northbound	23.03	0.00	1.30	0.00

Demand (Veh/TS)

1 - RBT W 11:45 - 12:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	19.50	15.79	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	14.68	2.23	0.00	0.00
	4 - From M11 Northbound	13.17	0.00	2.23	0.00

Demand (Veh/TS)

1 - RBT W 12:00 - 12:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	19.68	17.45	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	19.68	0.00	0.00	0.00
	4 - From M11 Northbound	14.50	0.00	0.00	0.00

Demand (Veh/TS)

1 - RBT W 12:15 - 12:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	21.73	13.74	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	19.14	2.23	0.00	0.00
	4 - From M11 Northbound	16.15	0.00	3.35	0.00

Demand (Veh/TS)

1 - RBT W 12:30 - 12:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	21.37	12.63	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	22.85	3.35	0.00	0.00
	4 - From M11 Northbound	24.14	0.00	6.87	0.00

Demand (Veh/TS)

1 - RBT W 12:45 - 13:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	19.86	14.68	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	15.22	2.23	0.00	0.00
	4 - From M11 Northbound	18.57	0.00	2.23	0.00

Demand (Veh/TS)

1 - RBT W 13:00 - 13:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	17.81	17.27	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	15.97	4.46	0.00	0.00
	4 - From M11 Northbound	23.78	0.00	2.23	0.00

Demand (Veh/TS)

1 - RBT W 13:15 - 13:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	31.77	22.67	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	18.96	1.12	0.00	0.00
	4 - From M11 Northbound	14.50	0.00	3.35	0.00

Demand (Veh/TS)

1 - RBT W 13:30 - 13:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	21.37	18.02	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	20.98	0.00	0.00	0.00
	4 - From M11 Northbound	18.96	0.00	7.81	0.00

Demand (Veh/TS)

1 - RBT W 13:45 - 14:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	21.19	21.91	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	26.19	3.35	0.00	0.00
	4 - From M11 Northbound	12.45	0.00	2.23	0.00

Demand (Veh/TS)

1 - RBT W 14:00 - 14:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	20.25	22.85	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	18.20	4.46	0.00	0.00
	4 - From M11 Northbound	7.81	0.00	3.35	0.00

Demand (Veh/TS)

1 - RBT W 14:15 - 14:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	15.97	28.06	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	21.55	2.23	0.00	0.00
	4 - From M11 Northbound	13.74	0.00	0.00	0.00

Demand (Veh/TS)

1 - RBT W 14:30 - 14:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	14.68	17.09	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	21.91	3.35	0.00	0.00
	4 - From M11 Northbound	19.14	0.00	0.00	0.00

Demand (Veh/TS)

1 - RBT W 14:45 - 15:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	13.74	20.62	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	21.73	1.12	0.00	0.00
	4 - From M11 Northbound	19.32	0.00	0.00	0.00

Demand (Veh/TS)

1 - RBT W 15:00 - 15:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	23.42	28.78	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	19.50	4.46	0.00	0.00
	4 - From M11 Northbound	13.38	0.00	6.87	0.00

Demand (Veh/TS)

1 - RBT W 15:15 - 15:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	20.25	31.77	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	20.43	7.81	0.00	0.00
	4 - From M11 Northbound	20.25	0.00	1.12	0.00

Demand (Veh/TS)

1 - RBT W 15:30 - 15:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	24.90	22.48	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	28.24	3.35	0.00	0.00
	4 - From M11 Northbound	18.20	0.00	2.23	0.00

Demand (Veh/TS)

1 - RBT W 15:45 - 16:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	20.43	34.36	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	30.11	1.12	0.00	0.00
	4 - From M11 Northbound	6.69	0.00	2.23	0.00

Demand (Veh/TS)

1 - RBT W 16:00 - 16:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	17.09	34.57	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	29.72	2.23	0.00	0.00
	4 - From M11 Northbound	7.99	0.00	4.46	0.00

Demand (Veh/TS)

1 - RBT W 16:15 - 16:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	18.38	21.37	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	21.73	1.12	0.00	0.00
	4 - From M11 Northbound	14.50	0.00	4.64	0.00

Demand (Veh/TS)

1 - RBT W 16:30 - 16:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	16.91	30.11	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	18.02	0.00	0.00	0.00
	4 - From M11 Northbound	9.10	0.00	2.23	0.00

Demand (Veh/TS)

1 - RBT W 16:45 - 17:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	7.99	22.30	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	30.29	3.53	0.00	0.00
	4 - From M11 Northbound	9.28	0.00	4.46	0.00

Demand (Veh/TS)

1 - RBT W 17:00 - 17:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	23.96	24.72	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	18.02	2.23	0.00	0.00
	4 - From M11 Northbound	11.87	0.00	1.12	0.00

Demand (Veh/TS)

1 - RBT W 17:15 - 17:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	25.08	24.72	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	18.20	1.12	0.00	0.00
	4 - From M11 Northbound	12.45	0.00	2.23	0.00

Demand (Veh/TS)

1 - RBT W 17:30 - 17:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	10.04	19.14	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	23.60	0.00	0.00	0.00
	4 - From M11 Northbound	9.10	0.00	2.23	0.00

Demand (Veh/TS)

1 - RBT W 17:45 - 18:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	16.15	16.73	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	13.38	5.58	0.00	0.00
	4 - From M11 Northbound	15.79	0.00	2.23	0.00

Demand (Veh/TS)

1 - RBT W 18:00 - 18:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	15.79	16.73	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	12.27	0.00	0.00	0.00
	4 - From M11 Northbound	5.58	0.00	0.00	0.00

Demand (Veh/TS)

1 - RBT W 18:15 - 18:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	13.38	14.50	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	16.91	1.12	0.00	0.00
	4 - From M11 Northbound	6.69	0.00	1.12	0.00

Demand (Veh/TS)

1 - RBT W 18:30 - 18:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	12.45	12.45	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	22.30	1.30	0.00	0.00
	4 - From M11 Northbound	7.99	0.00	2.23	0.00

Demand (Veh/TS)

1 - RBT W 18:45 - 19:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	8.92	14.50	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	19.50	1.12	0.00	0.00
	4 - From M11 Northbound	7.99	0.00	4.46	0.00

Demand (Veh/TS)

2 - RBT E 07:00 - 07:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	0.00	4.46	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	1.12	4.82	0.00	0.00
	4 - From M11 Southbound	2.23	0.00	5.58	0.00

Demand (Veh/TS)

2 - RBT E 07:15 - 07:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.35	2.23	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.35	5.76	0.00	0.00
	4 - From M11 Southbound	0.00	0.00	7.05	0.00

Demand (Veh/TS)

2 - RBT E 07:30 - 07:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.23	6.69	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	1.12	10.40	0.00	0.00
	4 - From M11 Southbound	0.00	0.00	9.46	0.00

Demand (Veh/TS)

2 - RBT E 07:45 - 08:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	1.12	2.23	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6.69	15.22	0.00	0.00
	4 - From M11 Southbound	0.00	0.00	7.81	0.00

Demand (Veh/TS)

2 - RBT E 08:00 - 08:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	8.92	3.35	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	9.28	10.22	0.00	0.00
	4 - From M11 Southbound	0.00	0.00	8.92	0.00

Demand (Veh/TS)

2 - RBT E 08:15 - 08:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	5.94	2.23	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.35	7.81	0.00	0.00
	4 - From M11 Southbound	0.00	0.00	10.04	0.00

Demand (Veh/TS)

2 - RBT E 08:30 - 08:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.35	2.23	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	2.23	10.04	0.00	0.00
	4 - From M11 Southbound	0.00	0.00	12.27	0.00

Demand (Veh/TS)

2 - RBT E 08:45 - 09:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.23	5.58	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.58	12.27	0.00	0.00
	4 - From M11 Southbound	1.12	0.00	14.86	0.00

Demand (Veh/TS)

2 - RBT E 09:00 - 09:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	7.81	1.12	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.58	11.33	0.00	0.00
	4 - From M11 Southbound	2.23	0.00	19.14	0.00

Demand (Veh/TS)

2 - RBT E 09:15 - 09:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	5.58	1.12	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.35	14.68	0.00	0.00
	4 - From M11 Southbound	0.00	0.00	9.28	0.00

Demand (Veh/TS)

2 - RBT E 09:30 - 09:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	1.12	8.92	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.58	11.33	0.00	0.00
	4 - From M11 Southbound	1.12	0.00	21.55	0.00

Demand (Veh/TS)

2 - RBT E 09:45 - 10:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	4.46	2.23	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	2.23	11.33	0.00	0.00
	4 - From M11 Southbound	2.23	0.00	15.79	0.00

Demand (Veh/TS)

2 - RBT E 10:00 - 10:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.35	2.23	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	2.23	17.09	0.00	0.00
	4 - From M11 Southbound	1.12	0.00	17.09	0.00

Demand (Veh/TS)

2 - RBT E 10:15 - 10:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	1.12	5.58	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.35	14.86	0.00	0.00
	4 - From M11 Southbound	0.00	0.00	14.86	0.00

Demand (Veh/TS)

2 - RBT E 10:30 - 10:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	1.12	4.46	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.35	3.35	0.00	0.00
	4 - From M11 Southbound	2.23	0.00	25.80	0.00

Demand (Veh/TS)

2 - RBT E 10:45 - 11:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.23	2.23	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	2.23	15.04	0.00	0.00
	4 - From M11 Southbound	1.12	0.00	16.15	0.00

Demand (Veh/TS)

2 - RBT E 11:00 - 11:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.23	4.46	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.46	25.08	0.00	0.00
	4 - From M11 Southbound	2.23	0.00	15.61	0.00

Demand (Veh/TS)

2 - RBT E 11:15 - 11:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.23	1.12	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	1.12	13.92	0.00	0.00
	4 - From M11 Southbound	2.23	0.00	21.37	0.00

Demand (Veh/TS)

2 - RBT E 11:30 - 11:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	0.00	3.35	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.64	11.33	0.00	0.00
	4 - From M11 Southbound	0.00	0.00	10.40	0.00

Demand (Veh/TS)

2 - RBT E 11:45 - 12:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	1.12	3.35	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.76	12.27	0.00	0.00
	4 - From M11 Southbound	2.23	0.00	13.56	0.00

Demand (Veh/TS)

2 - RBT E 12:00 - 12:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.23	0.00	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	1.12	16.33	0.00	0.00
	4 - From M11 Southbound	1.12	0.00	23.03	0.00

Demand (Veh/TS)

2 - RBT E 12:15 - 12:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	1.12	4.64	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.46	12.63	0.00	0.00
	4 - From M11 Southbound	2.23	0.00	20.07	0.00

Demand (Veh/TS)

2 - RBT E 12:30 - 12:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	5.58	5.58	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.76	13.74	0.00	0.00
	4 - From M11 Southbound	1.12	0.00	20.62	0.00

Demand (Veh/TS)

2 - RBT E 12:45 - 13:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.23	3.35	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.58	11.33	0.00	0.00
	4 - From M11 Southbound	2.23	0.00	16.33	0.00

Demand (Veh/TS)

2 - RBT E 13:00 - 13:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	4.46	7.81	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.46	15.04	0.00	0.00
	4 - From M11 Southbound	1.12	0.00	17.09	0.00

Demand (Veh/TS)

2 - RBT E 13:15 - 13:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.35	2.23	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.35	22.67	0.00	0.00
	4 - From M11 Southbound	1.12	0.00	21.19	0.00

Demand (Veh/TS)

2 - RBT E 13:30 - 13:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.23	2.23	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6.69	19.14	0.00	0.00
	4 - From M11 Southbound	2.23	0.00	22.09	0.00

Demand (Veh/TS)

2 - RBT E 13:45 - 14:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.23	3.35	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	1.12	23.03	0.00	0.00
	4 - From M11 Southbound	2.23	0.00	29.54	0.00

Demand (Veh/TS)

2 - RBT E 14:00 - 14:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	1.12	1.12	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.46	21.73	0.00	0.00
	4 - From M11 Southbound	3.35	0.00	26.01	0.00

Demand (Veh/TS)

2 - RBT E 14:15 - 14:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	5.58	2.23	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0.00	28.06	0.00	0.00
	4 - From M11 Southbound	2.23	0.00	26.01	0.00

Demand (Veh/TS)

2 - RBT E 14:30 - 14:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.35	4.46	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	1.12	15.97	0.00	0.00
	4 - From M11 Southbound	1.12	0.00	23.03	0.00

Demand (Veh/TS)

2 - RBT E 14:45 - 15:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.23	1.12	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	2.23	18.38	0.00	0.00
	4 - From M11 Southbound	2.23	0.00	26.19	0.00

Demand (Veh/TS)

2 - RBT E 15:00 - 15:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.23	2.23	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	11.33	24.32	0.00	0.00
	4 - From M11 Southbound	1.12	0.00	25.08	0.00

Demand (Veh/TS)

2 - RBT E 15:15 - 15:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.23	7.81	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.58	27.31	0.00	0.00
	4 - From M11 Southbound	0.00	0.00	20.43	0.00

Demand (Veh/TS)

2 - RBT E 15:30 - 15:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	5.58	2.23	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	8.92	15.79	0.00	0.00
	4 - From M11 Southbound	2.23	0.00	33.82	0.00

Demand (Veh/TS)

2 - RBT E 15:45 - 16:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.23	2.23	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.58	31.01	0.00	0.00
	4 - From M11 Southbound	4.46	0.00	33.46	0.00

Demand (Veh/TS)

2 - RBT E 16:00 - 16:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	5.76	4.46	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6.69	32.34	0.00	0.00
	4 - From M11 Southbound	2.23	0.00	35.29	0.00

Demand (Veh/TS)

2 - RBT E 16:15 - 16:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	4.46	0.00	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.58	20.43	0.00	0.00
	4 - From M11 Southbound	4.46	0.00	26.19	0.00

Demand (Veh/TS)

2 - RBT E 16:30 - 16:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.71	0.00	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	2.23	30.11	0.00	0.00
	4 - From M11 Southbound	1.30	0.00	26.95	0.00

Demand (Veh/TS)

2 - RBT E 16:45 - 17:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	4.46	5.58	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.46	22.30	0.00	0.00
	4 - From M11 Southbound	4.46	0.00	32.70	0.00

Demand (Veh/TS)

2 - RBT E 17:00 - 17:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	5.76	4.46	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.46	21.37	0.00	0.00
	4 - From M11 Southbound	3.53	0.00	22.48	0.00

Demand (Veh/TS)

2 - RBT E 17:15 - 17:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.35	1.12	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.58	21.37	0.00	0.00
	4 - From M11 Southbound	1.12	0.00	19.32	0.00

Demand (Veh/TS)

2 - RBT E 17:30 - 17:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.35	4.46	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.46	16.91	0.00	0.00
	4 - From M11 Southbound	0.00	0.00	19.14	0.00

Demand (Veh/TS)

2 - RBT E 17:45 - 18:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.23	8.92	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.58	13.38	0.00	0.00
	4 - From M11 Southbound	1.12	0.00	12.27	0.00

Demand (Veh/TS)

2 - RBT E 18:00 - 18:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.35	0.00	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.46	12.27	0.00	0.00
	4 - From M11 Southbound	1.12	0.00	14.50	0.00

Demand (Veh/TS)

2 - RBT E 18:15 - 18:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	5.58	3.35	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0.00	15.61	0.00	0.00
	4 - From M11 Southbound	6.87	0.00	14.68	0.00

Demand (Veh/TS)

2 - RBT E 18:30 - 18:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.23	5.76	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.35	11.33	0.00	0.00
	4 - From M11 Southbound	5.58	0.00	18.96	0.00

Demand (Veh/TS)

2 - RBT E 18:45 - 19:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.23	2.23	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.35	15.61	0.00	0.00
	4 - From M11 Southbound	0.00	0.00	20.62	0.00

Vehicle Mix

Heavy Vehicle Percentages

1 - RBT W 07:00 - 07:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	10	54	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Northbound	9	0	0	0

Heavy Vehicle Percentages

1 - RBT W 07:15 - 07:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	18	19	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	44	0	0	0
	4 - From M11 Northbound	7	0	0	0

Heavy Vehicle Percentages

1 - RBT W 07:30 - 07:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	4	25	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	47	0	0	0
	4 - From M11 Northbound	11	0	0	0

Heavy Vehicle Percentages

1 - RBT W 07:45 - 08:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	11	34	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Northbound	6	0	0	0

Heavy Vehicle Percentages

1 - RBT W 08:00 - 08:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	13	19	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Northbound	12	0	23	0

Heavy Vehicle Percentages

1 - RBT W 08:15 - 08:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	15	0	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Northbound	5	0	0	0

Heavy Vehicle Percentages

1 - RBT W 08:30 - 08:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	12	0	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Northbound	14	0	0	0

Heavy Vehicle Percentages

1 - RBT W 08:45 - 09:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	13	0	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	17	0	0	0
	4 - From M11 Northbound	20	0	0	0

Heavy Vehicle Percentages

1 - RBT W 09:00 - 09:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	24	10	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6	0	0	0
	4 - From M11 Northbound	23	0	0	0

Heavy Vehicle Percentages

1 - RBT W 09:15 - 09:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	19	8	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	37	0	0	0
	4 - From M11 Northbound	18	0	0	0

Heavy Vehicle Percentages

1 - RBT W 09:30 - 09:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	16	11	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	10	0	0	0
	4 - From M11 Northbound	21	0	0	0

Heavy Vehicle Percentages

1 - RBT W 09:45 - 10:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	12	10	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	11	0	0	0
	4 - From M11 Northbound	20	0	0	0

Heavy Vehicle Percentages

1 - RBT W 10:00 - 10:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	12	14	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	21	0	0	0
	4 - From M11 Northbound	40	0	0	0

Heavy Vehicle Percentages

1 - RBT W 10:15 - 10:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	31	17	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	19	0	0	0
	4 - From M11 Northbound	11	0	0	0

Heavy Vehicle Percentages

1 - RBT W 10:30 - 10:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	32	0	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	33	54	0	0
	4 - From M11 Northbound	23	0	0	0

Heavy Vehicle Percentages

1 - RBT W 10:45 - 11:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	16	26	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	26	0	0	0
	4 - From M11 Northbound	40	0	0	0

Heavy Vehicle Percentages

1 - RBT W 11:00 - 11:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	29	16	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Northbound	17	0	0	0

Heavy Vehicle Percentages

1 - RBT W 11:15 - 11:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	14	28	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6	0	0	0
	4 - From M11 Northbound	13	0	0	0

Heavy Vehicle Percentages

1 - RBT W 11:30 - 11:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	6	9	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	25	0	0	0
	4 - From M11 Northbound	23	0	100	0

Heavy Vehicle Percentages

1 - RBT W 11:45 - 12:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	20	8	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	9	0	0	0
	4 - From M11 Northbound	49	0	0	0

Heavy Vehicle Percentages

1 - RBT W 12:00 - 12:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	26	30	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	26	0	0	0
	4 - From M11 Northbound	0	0	0	0

Heavy Vehicle Percentages

1 - RBT W 12:15 - 12:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	18	19	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	7	0	0	0
	4 - From M11 Northbound	24	0	0	0

Heavy Vehicle Percentages

1 - RBT W 12:30 - 12:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	6	21	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	17	0	0	0
	4 - From M11 Northbound	21	0	19	0

Heavy Vehicle Percentages

1 - RBT W 12:45 - 13:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	33	9	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	34	0	0	0
	4 - From M11 Northbound	28	0	0	0

Heavy Vehicle Percentages

1 - RBT W 13:00 - 13:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	44	23	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	16	0	0	0
	4 - From M11 Northbound	11	0	0	0

Heavy Vehicle Percentages

1 - RBT W 13:15 - 13:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	12	11	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Northbound	0	0	0	0

Heavy Vehicle Percentages

1 - RBT W 13:30 - 13:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	6	7	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	31	0	0	0
	4 - From M11 Northbound	0	0	0	0

Heavy Vehicle Percentages

1 - RBT W 13:45 - 14:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	0	24	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	15	0	0	0
	4 - From M11 Northbound	10	0	0	0

Heavy Vehicle Percentages

1 - RBT W 14:00 - 14:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	6	17	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	14	0	0	0
	4 - From M11 Northbound	0	0	0	0

Heavy Vehicle Percentages

1 - RBT W 14:15 - 14:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	16	5	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	12	0	0	0
	4 - From M11 Northbound	19	0	0	0

Heavy Vehicle Percentages

1 - RBT W 14:30 - 14:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	9	15	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	24	0	0	0
	4 - From M11 Northbound	7	0	0	0

Heavy Vehicle Percentages

1 - RBT W 14:45 - 15:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	19	19	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	18	0	0	0
	4 - From M11 Northbound	13	0	0	0

Heavy Vehicle Percentages

1 - RBT W 15:00 - 15:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	0	23	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	20	0	0	0
	4 - From M11 Northbound	0	0	19	0

Heavy Vehicle Percentages

1 - RBT W 15:15 - 15:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	6	12	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	13	0	0	0
	4 - From M11 Northbound	6	0	0	0

Heavy Vehicle Percentages

1 - RBT W 15:30 - 15:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	10	6	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	9	0	0	0
	4 - From M11 Northbound	14	0	0	0

Heavy Vehicle Percentages

1 - RBT W 15:45 - 16:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	13	19	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Northbound	0	0	0	0

Heavy Vehicle Percentages

1 - RBT W 16:00 - 16:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	15	0	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	17	0	0	0
	4 - From M11 Northbound	16	0	0	0

Heavy Vehicle Percentages

1 - RBT W 16:15 - 16:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	21	6	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	18	0	0	0
	4 - From M11 Northbound	0	0	28	0

Heavy Vehicle Percentages

1 - RBT W 16:30 - 16:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	8	0	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	7	0	0	0
	4 - From M11 Northbound	14	0	0	0

Heavy Vehicle Percentages

1 - RBT W 16:45 - 17:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	16	0	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4	37	0	0
	4 - From M11 Northbound	28	0	0	0

Heavy Vehicle Percentages

1 - RBT W 17:00 - 17:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	16	5	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	7	0	0	0
	4 - From M11 Northbound	44	0	0	0

Heavy Vehicle Percentages

1 - RBT W 17:15 - 17:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	16	5	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	14	0	0	0
	4 - From M11 Northbound	10	0	0	0

Heavy Vehicle Percentages

1 - RBT W 17:30 - 17:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	0	7	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5	0	0	0
	4 - From M11 Northbound	14	0	0	0

Heavy Vehicle Percentages

1 - RBT W 17:45 - 18:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	24	0	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Northbound	8	0	0	0

Heavy Vehicle Percentages

1 - RBT W 18:00 - 18:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	8	0	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Northbound	0	0	0	0

Heavy Vehicle Percentages

1 - RBT W 18:15 - 18:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	0	0	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	8	0	0	0
	4 - From M11 Northbound	0	0	0	0

Heavy Vehicle Percentages

1 - RBT W 18:30 - 18:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	10	10	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	100	0	0
	4 - From M11 Northbound	16	0	0	0

Heavy Vehicle Percentages

1 - RBT W 18:45 - 19:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	0	0	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	20	0	0	0
	4 - From M11 Northbound	16	0	0	0

Heavy Vehicle Percentages

2 - RBT E 07:00 - 07:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	54	0	0
	4 - From M11 Southbound	0	0	0	0

Heavy Vehicle Percentages

2 - RBT E 07:15 - 07:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	23	0	0
	4 - From M11 Southbound	0	0	37	0

Heavy Vehicle Percentages

2 - RBT E 07:30 - 07:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	25	0	0
	4 - From M11 Southbound	0	0	41	0

Heavy Vehicle Percentages

2 - RBT E 07:45 - 08:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	34	0	0
	4 - From M11 Southbound	0	0	0	0

Heavy Vehicle Percentages

2 - RBT E 08:00 - 08:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	28	13	0	0
	4 - From M11 Southbound	0	0	0	0

Heavy Vehicle Percentages

2 - RBT E 08:15 - 08:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	44	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Southbound	0	0	0	0

Heavy Vehicle Percentages

2 - RBT E 08:30 - 08:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Southbound	0	0	0	0

Heavy Vehicle Percentages

2 - RBT E 08:45 - 09:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Southbound	0	0	17	0

Heavy Vehicle Percentages

2 - RBT E 09:00 - 09:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	11	0	0
	4 - From M11 Southbound	0	0	7	0

Heavy Vehicle Percentages

2 - RBT E 09:15 - 09:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	9	0	0
	4 - From M11 Southbound	0	0	28	0

Heavy Vehicle Percentages

2 - RBT E 09:30 - 09:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	11	0	0
	4 - From M11 Southbound	0	0	12	0

Heavy Vehicle Percentages

2 - RBT E 09:45 - 10:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	11	0	0
	4 - From M11 Southbound	0	0	8	0

Heavy Vehicle Percentages

2 - RBT E 10:00 - 10:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	15	0	0
	4 - From M11 Southbound	0	0	15	0

Heavy Vehicle Percentages

2 - RBT E 10:15 - 10:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	17	0	0
	4 - From M11 Southbound	0	0	17	0

Heavy Vehicle Percentages

2 - RBT E 10:30 - 10:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Southbound	0	0	35	0

Heavy Vehicle Percentages

2 - RBT E 10:45 - 11:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	26	0	0
	4 - From M11 Southbound	0	0	24	0

Heavy Vehicle Percentages

2 - RBT E 11:00 - 11:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	16	0	0
	4 - From M11 Southbound	0	0	0	0

Heavy Vehicle Percentages

2 - RBT E 11:15 - 11:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	28	0	0
	4 - From M11 Southbound	0	0	6	0

Heavy Vehicle Percentages

2 - RBT E 11:30 - 11:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	28	11	0	0
	4 - From M11 Southbound	0	0	25	0

Heavy Vehicle Percentages

2 - RBT E 11:45 - 12:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	23	0	0	0
	4 - From M11 Southbound	0	0	10	0

Heavy Vehicle Percentages

2 - RBT E 12:00 - 12:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	32	0	0
	4 - From M11 Southbound	0	0	23	0

Heavy Vehicle Percentages

2 - RBT E 12:15 - 12:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	28	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	21	0	0
	4 - From M11 Southbound	0	0	0	0

Heavy Vehicle Percentages

2 - RBT E 12:30 - 12:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	23	19	0	0
	4 - From M11 Southbound	0	0	19	0

Heavy Vehicle Percentages

2 - RBT E 12:45 - 13:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	11	0	0
	4 - From M11 Southbound	0	0	32	0

Heavy Vehicle Percentages

2 - RBT E 13:00 - 13:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	26	0	0
	4 - From M11 Southbound	0	0	15	0

Heavy Vehicle Percentages

2 - RBT E 13:15 - 13:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	11	0	0
	4 - From M11 Southbound	0	0	0	0

Heavy Vehicle Percentages

2 - RBT E 13:30 - 13:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	7	0	0
	4 - From M11 Southbound	0	0	29	0

Heavy Vehicle Percentages

2 - RBT E 13:45 - 14:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	23	0	0
	4 - From M11 Southbound	0	0	13	0

Heavy Vehicle Percentages

2 - RBT E 14:00 - 14:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	18	0	0
	4 - From M11 Southbound	0	0	10	0

Heavy Vehicle Percentages

2 - RBT E 14:15 - 14:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	5	0	0
	4 - From M11 Southbound	0	0	10	0

Heavy Vehicle Percentages

2 - RBT E 14:30 - 14:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	16	0	0
	4 - From M11 Southbound	0	0	23	0

Heavy Vehicle Percentages

2 - RBT E 14:45 - 15:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	21	0	0
	4 - From M11 Southbound	0	0	15	0

Heavy Vehicle Percentages

2 - RBT E 15:00 - 15:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	11	27	0	0
	4 - From M11 Southbound	0	0	16	0

Heavy Vehicle Percentages

2 - RBT E 15:15 - 15:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	14	0	0
	4 - From M11 Southbound	0	0	13	0

Heavy Vehicle Percentages

2 - RBT E 15:30 - 15:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	8	0	0
	4 - From M11 Southbound	0	0	8	0

Heavy Vehicle Percentages

2 - RBT E 15:45 - 16:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	21	0	0
	4 - From M11 Southbound	0	0	0	0

Heavy Vehicle Percentages

2 - RBT E 16:00 - 16:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	23	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Southbound	0	0	15	0

Heavy Vehicle Percentages

2 - RBT E 16:15 - 16:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	13	0	0
	4 - From M11 Southbound	0	0	15	0

Heavy Vehicle Percentages

2 - RBT E 16:30 - 16:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	70	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Southbound	100	0	5	0

Heavy Vehicle Percentages

2 - RBT E 16:45 - 17:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Southbound	0	0	8	0

Heavy Vehicle Percentages

2 - RBT E 17:00 - 17:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	23	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	6	0	0
	4 - From M11 Southbound	37	0	6	0

Heavy Vehicle Percentages

2 - RBT E 17:15 - 17:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	6	0	0
	4 - From M11 Southbound	0	0	13	0

Heavy Vehicle Percentages

2 - RBT E 17:30 - 17:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	8	0	0
	4 - From M11 Southbound	0	0	7	0

Heavy Vehicle Percentages

2 - RBT E 17:45 - 18:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Southbound	0	0	0	0

Heavy Vehicle Percentages

2 - RBT E 18:00 - 18:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Southbound	0	0	0	0

Heavy Vehicle Percentages

2 - RBT E 18:15 - 18:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Southbound	19	0	9	0

Heavy Vehicle Percentages

2 - RBT E 18:30 - 18:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	23	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	11	0	0
	4 - From M11 Southbound	0	0	0	0

Heavy Vehicle Percentages

2 - RBT E 18:45 - 19:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Southbound	0	0	19	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - RBT W	1 - R772	0.13	2.74	0.2	A	41.26	1980.61
	2 - To M11 Northbound						
	3 - M11 Overbridge	0.13	3.88	0.2	A	22.31	1070.83
	4 - From M11 Northbound	0.14	4.17	0.2	A	20.94	1004.95
2 - RBT E	1 - R772 North	0.03	4.36	0.0	A	6.58	315.93
	2 - To M11 Southbound						
	3 - M11 Overbridge	0.12	3.57	0.1	A	20.54	986.13
	4 - From M11 Southbound	0.10	2.98	0.1	A	20.95	1005.59

Main Results for each time segment

07:00 - 07:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

07:15 - 07:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

07:30 - 07:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

07:45 - 08:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

08:00 - 08:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

08:15 - 08:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

08:30 - 08:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

08:45 - 09:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

09:00 - 09:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

09:15 - 09:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

09:30 - 09:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

09:45 - 10:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

10:00 - 10:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

10:15 - 10:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

10:30 - 10:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

10:45 - 11:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

11:00 - 11:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

11:15 - 11:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

11:30 - 11:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

11:45 - 12:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

12:00 - 12:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

12:15 - 12:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

12:30 - 12:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

12:45 - 13:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

13:00 - 13:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

13:15 - 13:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

13:30 - 13:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

13:45 - 14:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

14:00 - 14:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

14:15 - 14:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

14:30 - 14:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

14:45 - 15:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

15:00 - 15:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

15:15 - 15:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

15:30 - 15:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

15:45 - 16:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

16:00 - 16:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

16:15 - 16:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

16:30 - 16:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

16:45 - 17:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

17:00 - 17:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

17:15 - 17:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

17:30 - 17:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

17:45 - 18:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

18:00 - 18:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

18:15 - 18:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

18:30 - 18:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

18:45 - 19:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

+15, 12hrs

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - RBT W - 3 - M11 Overbridge	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - RBT E - 3 - M11 Overbridge	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	RBT W	Standard Roundabout		1, 2, 3, 4	3.46	A
2	RBT E	Standard Roundabout		1, 2, 3, 4	3.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	+15	12hrs	DIRECT	07:00	19:00	720	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/TS)	Flow multiplier (%)	Internal storage space (PCU)
1 - RBT W	3 - M11 Overbridge	2	3	Simple (vertical queueing)	Normal	0.00	100.00	
2 - RBT E	3 - M11 Overbridge	1	3	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - RBT W	1 - R772		DIRECT	✓	100.000
	2 - To M11 Northbound				
	3 - M11 Overbridge	✓			
	4 - From M11 Northbound		DIRECT	✓	100.000
2 - RBT E	1 - R772 North		DIRECT	✓	100.000
	2 - To M11 Southbound				
	3 - M11 Overbridge	✓			
	4 - From M11 Southbound		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
1 - RBT W 07:00 - 07:15	From 1 - R772	0.00	54.26	5.42	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.52	3.52	0.00	0.00
	4 - From M11 Northbound	45.68	0.00	1.17	0.00

Demand (Veh/TS)

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
1 - RBT W 07:15 - 07:30	From 1 - R772	0.00	45.60	7.41	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6.60	2.35	0.00	0.00
	4 - From M11 Northbound	40.63	0.00	2.35	0.00

Demand (Veh/TS)

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
1 - RBT W 07:30 - 07:45	From 1 - R772	0.00	39.09	11.29	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	9.31	3.52	0.00	0.00
	4 - From M11 Northbound	24.20	0.00	1.17	0.00

Demand (Veh/TS)

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
1 - RBT W 07:45 - 08:00	From 1 - R772	0.00	25.37	16.71	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	9.39	1.17	0.00	0.00
	4 - From M11 Northbound	21.49	0.00	7.04	0.00

Demand (Veh/TS)

1 - RBT W 08:00 - 08:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	21.85	14.81	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	10.56	0.00	0.00	0.00
	4 - From M11 Northbound	23.02	0.00	6.23	0.00

Demand (Veh/TS)

1 - RBT W 08:15 - 08:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	28.08	9.39	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	7.04	4.69	0.00	0.00
	4 - From M11 Northbound	29.70	0.00	2.35	0.00

Demand (Veh/TS)

1 - RBT W 08:30 - 08:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	35.12	12.91	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	12.91	1.17	0.00	0.00
	4 - From M11 Northbound	40.18	0.00	0.00	0.00

Demand (Veh/TS)

1 - RBT W 08:45 - 09:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	41.35	9.39	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	15.98	2.35	0.00	0.00
	4 - From M11 Northbound	21.04	0.00	9.39	0.00

Demand (Veh/TS)

1 - RBT W 09:00 - 09:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	23.75	13.27	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	23.83	1.17	0.00	0.00
	4 - From M11 Northbound	31.16	0.00	4.69	0.00

Demand (Veh/TS)

1 - RBT W 09:15 - 09:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	43.26	16.79	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	7.77	2.35	0.00	0.00
	4 - From M11 Northbound	38.20	0.00	2.35	0.00

Demand (Veh/TS)

1 - RBT W 09:30 - 09:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	44.07	12.10	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	26.54	3.52	0.00	0.00
	4 - From M11 Northbound	26.10	0.00	5.87	0.00

Demand (Veh/TS)

1 - RBT W 09:45 - 10:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	35.12	14.45	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	12.10	1.17	0.00	0.00
	4 - From M11 Northbound	28.45	0.00	0.00	0.00

Demand (Veh/TS)

1 - RBT W 10:00 - 10:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	33.95	19.50	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	13.64	1.17	0.00	0.00
	4 - From M11 Northbound	24.85	0.00	1.17	0.00

Demand (Veh/TS)

1 - RBT W 10:15 - 10:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	22.95	15.98	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	14.81	7.04	0.00	0.00
	4 - From M11 Northbound	12.10	0.00	3.52	0.00

Demand (Veh/TS)

1 - RBT W 10:30 - 10:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	35.77	5.87	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	25.66	2.71	0.00	0.00
	4 - From M11 Northbound	31.16	0.00	1.17	0.00

Demand (Veh/TS)

1 - RBT W 10:45 - 11:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	25.74	16.35	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	16.35	1.17	0.00	0.00
	4 - From M11 Northbound	14.37	0.00	2.35	0.00

Demand (Veh/TS)

1 - RBT W 11:00 - 11:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	29.18	26.91	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	17.60	2.35	0.00	0.00
	4 - From M11 Northbound	15.98	0.00	4.69	0.00

Demand (Veh/TS)

1 - RBT W 11:15 - 11:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	30.43	15.18	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	22.66	0.00	0.00	0.00
	4 - From M11 Northbound	21.85	0.00	1.17	0.00

Demand (Veh/TS)

1 - RBT W 11:30 - 11:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	21.49	15.62	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	11.29	1.17	0.00	0.00
	4 - From M11 Northbound	24.93	0.00	1.54	0.00

Demand (Veh/TS)

1 - RBT W 11:45 - 12:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	21.04	16.79	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	15.62	2.35	0.00	0.00
	4 - From M11 Northbound	14.73	0.00	2.35	0.00

Demand (Veh/TS)

1 - RBT W 12:00 - 12:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	21.41	19.06	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	21.41	0.00	0.00	0.00
	4 - From M11 Northbound	15.25	0.00	0.00	0.00

Demand (Veh/TS)

1 - RBT W 12:15 - 12:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	23.39	14.81	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	20.31	2.35	0.00	0.00
	4 - From M11 Northbound	17.52	0.00	3.52	0.00

Demand (Veh/TS)

1 - RBT W 12:30 - 12:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	22.66	13.64	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	24.56	3.52	0.00	0.00
	4 - From M11 Northbound	26.10	0.00	7.41	0.00

Demand (Veh/TS)

1 - RBT W 12:45 - 13:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	21.77	15.62	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	16.71	2.35	0.00	0.00
	4 - From M11 Northbound	20.23	0.00	2.35	0.00

Demand (Veh/TS)

1 - RBT W 13:00 - 13:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	19.79	18.70	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	17.16	4.69	0.00	0.00
	4 - From M11 Northbound	25.37	0.00	2.35	0.00

Demand (Veh/TS)

1 - RBT W 13:15 - 13:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	33.95	24.20	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	19.95	1.17	0.00	0.00
	4 - From M11 Northbound	15.25	0.00	3.52	0.00

Demand (Veh/TS)

1 - RBT W 13:30 - 13:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	22.66	19.14	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	22.95	0.00	0.00	0.00
	4 - From M11 Northbound	19.95	0.00	8.21	0.00

Demand (Veh/TS)

1 - RBT W 13:45 - 14:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	22.29	23.75	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	28.08	3.52	0.00	0.00
	4 - From M11 Northbound	13.27	0.00	2.35	0.00

Demand (Veh/TS)

1 - RBT W 14:00 - 14:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	21.49	24.56	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	19.50	4.69	0.00	0.00
	4 - From M11 Northbound	8.21	0.00	3.52	0.00

Demand (Veh/TS)

1 - RBT W 14:15 - 14:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	17.16	29.70	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	23.02	2.35	0.00	0.00
	4 - From M11 Northbound	14.81	0.00	0.00	0.00

Demand (Veh/TS)

1 - RBT W 14:30 - 14:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	15.62	18.33	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	23.75	3.52	0.00	0.00
	4 - From M11 Northbound	20.31	0.00	0.00	0.00

Demand (Veh/TS)

1 - RBT W 14:45 - 15:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	14.81	22.22	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	23.39	1.17	0.00	0.00
	4 - From M11 Northbound	20.68	0.00	0.00	0.00

Demand (Veh/TS)

1 - RBT W 15:00 - 15:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	24.64	31.16	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	21.04	4.69	0.00	0.00
	4 - From M11 Northbound	14.08	0.00	7.41	0.00

Demand (Veh/TS)

1 - RBT W 15:15 - 15:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	21.49	33.95	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	21.85	8.21	0.00	0.00
	4 - From M11 Northbound	21.49	0.00	1.17	0.00

Demand (Veh/TS)

1 - RBT W 15:30 - 15:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	26.54	23.83	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	30.06	3.52	0.00	0.00
	4 - From M11 Northbound	19.50	0.00	2.35	0.00

Demand (Veh/TS)

1 - RBT W 15:45 - 16:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	21.85	37.03	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	31.68	1.17	0.00	0.00
	4 - From M11 Northbound	7.04	0.00	2.35	0.00

Demand (Veh/TS)

1 - RBT W 16:00 - 16:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	18.33	36.38	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	31.97	2.35	0.00	0.00
	4 - From M11 Northbound	8.58	0.00	4.69	0.00

Demand (Veh/TS)

1 - RBT W 16:15 - 16:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	19.87	22.66	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	23.39	1.17	0.00	0.00
	4 - From M11 Northbound	15.25	0.00	5.06	0.00

Demand (Veh/TS)

1 - RBT W 16:30 - 16:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	17.97	31.68	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	19.14	0.00	0.00	0.00
	4 - From M11 Northbound	9.75	0.00	2.35	0.00

Demand (Veh/TS)

1 - RBT W 16:45 - 17:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	8.58	23.47	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	32.05	3.88	0.00	0.00
	4 - From M11 Northbound	10.12	0.00	4.69	0.00

Demand (Veh/TS)

1 - RBT W 17:00 - 17:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	25.74	26.18	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	19.14	2.35	0.00	0.00
	4 - From M11 Northbound	13.19	0.00	1.17	0.00

Demand (Veh/TS)

1 - RBT W 17:15 - 17:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	26.91	26.18	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	19.50	1.17	0.00	0.00
	4 - From M11 Northbound	13.27	0.00	2.35	0.00

Demand (Veh/TS)

1 - RBT W 17:30 - 17:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	10.56	20.31	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	25.01	0.00	0.00	0.00
	4 - From M11 Northbound	9.75	0.00	2.35	0.00

Demand (Veh/TS)

1 - RBT W 17:45 - 18:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	17.52	17.60	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	14.08	5.87	0.00	0.00
	4 - From M11 Northbound	16.79	0.00	2.35	0.00

Demand (Veh/TS)

1 - RBT W 18:00 - 18:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	16.79	17.60	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	12.91	0.00	0.00	0.00
	4 - From M11 Northbound	5.87	0.00	0.00	0.00

Demand (Veh/TS)

1 - RBT W 18:15 - 18:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	14.08	15.25	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	17.97	1.17	0.00	0.00
	4 - From M11 Northbound	7.04	0.00	1.17	0.00

Demand (Veh/TS)

1 - RBT W 18:30 - 18:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	13.27	13.27	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	23.47	1.54	0.00	0.00
	4 - From M11 Northbound	8.58	0.00	2.35	0.00

Demand (Veh/TS)

1 - RBT W 18:45 - 19:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	9.39	15.25	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	21.04	1.17	0.00	0.00
	4 - From M11 Northbound	8.58	0.00	4.69	0.00

Demand (Veh/TS)

2 - RBT E 07:00 - 07:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	0.00	4.69	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	1.17	5.42	0.00	0.00
	4 - From M11 Southbound	2.35	0.00	5.87	0.00

Demand (Veh/TS)

2 - RBT E 07:15 - 07:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.52	2.35	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.52	6.23	0.00	0.00
	4 - From M11 Southbound	0.00	0.00	7.77	0.00

Demand (Veh/TS)

2 - RBT E 07:30 - 07:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.35	7.04	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	1.17	11.29	0.00	0.00
	4 - From M11 Southbound	0.00	0.00	10.48	0.00

Demand (Veh/TS)

2 - RBT E 07:45 - 08:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	1.17	2.35	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	7.04	16.71	0.00	0.00
	4 - From M11 Southbound	0.00	0.00	8.21	0.00

Demand (Veh/TS)

2 - RBT E 08:00 - 08:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	9.39	3.52	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	10.12	10.93	0.00	0.00
	4 - From M11 Southbound	0.00	0.00	9.39	0.00

Demand (Veh/TS)

2 - RBT E 08:15 - 08:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	6.60	2.35	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.52	8.21	0.00	0.00
	4 - From M11 Southbound	0.00	0.00	10.56	0.00

Demand (Veh/TS)

2 - RBT E 08:30 - 08:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.52	2.35	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	2.35	10.56	0.00	0.00
	4 - From M11 Southbound	0.00	0.00	12.91	0.00

Demand (Veh/TS)

2 - RBT E 08:45 - 09:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.35	5.87	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.87	12.91	0.00	0.00
	4 - From M11 Southbound	1.17	0.00	15.98	0.00

Demand (Veh/TS)

2 - RBT E 09:00 - 09:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	8.21	1.17	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.87	12.10	0.00	0.00
	4 - From M11 Southbound	2.35	0.00	20.31	0.00

Demand (Veh/TS)

2 - RBT E 09:15 - 09:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	5.87	1.17	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.52	15.62	0.00	0.00
	4 - From M11 Southbound	0.00	0.00	10.12	0.00

Demand (Veh/TS)

2 - RBT E 09:30 - 09:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	1.17	9.39	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.87	12.10	0.00	0.00
	4 - From M11 Southbound	1.17	0.00	23.02	0.00

Demand (Veh/TS)

2 - RBT E 09:45 - 10:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	4.69	2.35	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	2.35	12.10	0.00	0.00
	4 - From M11 Southbound	2.35	0.00	16.79	0.00

Demand (Veh/TS)

2 - RBT E 10:00 - 10:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.52	2.35	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	2.35	18.33	0.00	0.00
	4 - From M11 Southbound	1.17	0.00	18.33	0.00

Demand (Veh/TS)

2 - RBT E 10:15 - 10:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	1.17	5.87	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.52	15.98	0.00	0.00
	4 - From M11 Southbound	0.00	0.00	15.98	0.00

Demand (Veh/TS)

2 - RBT E 10:30 - 10:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	1.17	4.69	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.52	3.52	0.00	0.00
	4 - From M11 Southbound	2.35	0.00	28.37	0.00

Demand (Veh/TS)

2 - RBT E 10:45 - 11:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.35	2.35	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	2.35	16.35	0.00	0.00
	4 - From M11 Southbound	1.17	0.00	17.52	0.00

Demand (Veh/TS)

2 - RBT E 11:00 - 11:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.35	4.69	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.69	26.91	0.00	0.00
	4 - From M11 Southbound	2.35	0.00	16.43	0.00

Demand (Veh/TS)

2 - RBT E 11:15 - 11:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.35	1.17	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	1.17	15.18	0.00	0.00
	4 - From M11 Southbound	2.35	0.00	22.66	0.00

Demand (Veh/TS)

2 - RBT E 11:30 - 11:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	0.00	3.52	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.06	12.10	0.00	0.00
	4 - From M11 Southbound	0.00	0.00	11.29	0.00

Demand (Veh/TS)

2 - RBT E 11:45 - 12:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	1.17	3.52	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6.23	12.91	0.00	0.00
	4 - From M11 Southbound	2.35	0.00	14.45	0.00

Demand (Veh/TS)

2 - RBT E 12:00 - 12:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.35	0.00	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	1.17	17.89	0.00	0.00
	4 - From M11 Southbound	1.17	0.00	24.93	0.00

Demand (Veh/TS)

2 - RBT E 12:15 - 12:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	1.17	5.06	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.69	13.64	0.00	0.00
	4 - From M11 Southbound	2.35	0.00	21.12	0.00

Demand (Veh/TS)

2 - RBT E 12:30 - 12:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	5.87	5.87	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6.23	14.81	0.00	0.00
	4 - From M11 Southbound	1.17	0.00	22.22	0.00

Demand (Veh/TS)

2 - RBT E 12:45 - 13:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.35	3.52	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.87	12.10	0.00	0.00
	4 - From M11 Southbound	2.35	0.00	17.89	0.00

Demand (Veh/TS)

2 - RBT E 13:00 - 13:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	4.69	8.21	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.69	16.35	0.00	0.00
	4 - From M11 Southbound	1.17	0.00	18.33	0.00

Demand (Veh/TS)

2 - RBT E 13:15 - 13:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.52	2.35	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.52	24.20	0.00	0.00
	4 - From M11 Southbound	1.17	0.00	22.29	0.00

Demand (Veh/TS)

2 - RBT E 13:30 - 13:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.35	2.35	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	7.04	20.31	0.00	0.00
	4 - From M11 Southbound	2.35	0.00	24.12	0.00

Demand (Veh/TS)

2 - RBT E 13:45 - 14:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.35	3.52	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	1.17	24.93	0.00	0.00
	4 - From M11 Southbound	2.35	0.00	31.60	0.00

Demand (Veh/TS)

2 - RBT E 14:00 - 14:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	1.17	1.17	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.69	23.39	0.00	0.00
	4 - From M11 Southbound	3.52	0.00	27.72	0.00

Demand (Veh/TS)

2 - RBT E 14:15 - 14:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	5.87	2.35	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0.00	29.70	0.00	0.00
	4 - From M11 Southbound	2.35	0.00	27.72	0.00

Demand (Veh/TS)

2 - RBT E 14:30 - 14:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.52	4.69	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	1.17	17.16	0.00	0.00
	4 - From M11 Southbound	1.17	0.00	24.93	0.00

Demand (Veh/TS)

2 - RBT E 14:45 - 15:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.35	1.17	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	2.35	19.87	0.00	0.00
	4 - From M11 Southbound	2.35	0.00	28.08	0.00

Demand (Veh/TS)

2 - RBT E 15:00 - 15:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.35	2.35	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	12.10	26.47	0.00	0.00
	4 - From M11 Southbound	1.17	0.00	26.91	0.00

Demand (Veh/TS)

2 - RBT E 15:15 - 15:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.35	8.21	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.87	29.26	0.00	0.00
	4 - From M11 Southbound	0.00	0.00	21.85	0.00

Demand (Veh/TS)

2 - RBT E 15:30 - 15:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	5.87	2.35	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	9.39	16.79	0.00	0.00
	4 - From M11 Southbound	2.35	0.00	35.93	0.00

Demand (Veh/TS)

2 - RBT E 15:45 - 16:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.35	2.35	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.87	33.51	0.00	0.00
	4 - From M11 Southbound	4.69	0.00	35.20	0.00

Demand (Veh/TS)

2 - RBT E 16:00 - 16:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	6.23	4.69	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	7.04	34.03	0.00	0.00
	4 - From M11 Southbound	2.35	0.00	37.83	0.00

Demand (Veh/TS)

2 - RBT E 16:15 - 16:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	4.69	0.00	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.87	21.85	0.00	0.00
	4 - From M11 Southbound	4.69	0.00	28.08	0.00

Demand (Veh/TS)

2 - RBT E 16:30 - 16:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	4.25	0.00	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	2.35	31.68	0.00	0.00
	4 - From M11 Southbound	1.54	0.00	28.53	0.00

Demand (Veh/TS)

2 - RBT E 16:45 - 17:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	4.69	5.87	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.69	23.47	0.00	0.00
	4 - From M11 Southbound	4.69	0.00	34.76	0.00

Demand (Veh/TS)

2 - RBT E 17:00 - 17:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	6.23	4.69	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.69	22.66	0.00	0.00
	4 - From M11 Southbound	3.88	0.00	23.83	0.00

Demand (Veh/TS)

2 - RBT E 17:15 - 17:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.52	1.17	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.87	22.66	0.00	0.00
	4 - From M11 Southbound	1.17	0.00	20.68	0.00

Demand (Veh/TS)

2 - RBT E 17:30 - 17:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.52	4.69	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.69	17.97	0.00	0.00
	4 - From M11 Southbound	0.00	0.00	20.31	0.00

Demand (Veh/TS)

2 - RBT E 17:45 - 18:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.35	9.39	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.87	14.08	0.00	0.00
	4 - From M11 Southbound	1.17	0.00	12.91	0.00

Demand (Veh/TS)

2 - RBT E 18:00 - 18:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.52	0.00	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.69	12.91	0.00	0.00
	4 - From M11 Southbound	1.17	0.00	15.25	0.00

Demand (Veh/TS)

2 - RBT E 18:15 - 18:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	5.87	3.52	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0.00	16.43	0.00	0.00
	4 - From M11 Southbound	7.41	0.00	15.62	0.00

Demand (Veh/TS)

2 - RBT E 18:30 - 18:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.35	6.23	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.52	12.10	0.00	0.00
	4 - From M11 Southbound	5.87	0.00	19.95	0.00

Demand (Veh/TS)

2 - RBT E 18:45 - 19:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.35	2.35	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.52	16.43	0.00	0.00
	4 - From M11 Southbound	0.00	0.00	22.22	0.00

Vehicle Mix

Heavy Vehicle Percentages

1 - RBT W 07:00 - 07:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	11	57	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Northbound	10	0	0	0

Heavy Vehicle Percentages

1 - RBT W 07:15 - 07:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	20	21	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	47	0	0	0
	4 - From M11 Northbound	8	0	0	0

Heavy Vehicle Percentages

1 - RBT W 07:30 - 07:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	4	27	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	50	0	0	0
	4 - From M11 Northbound	13	0	0	0

Heavy Vehicle Percentages

1 - RBT W 07:45 - 08:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	12	37	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Northbound	7	0	0	0

Heavy Vehicle Percentages

1 - RBT W 08:00 - 08:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	14	21	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Northbound	13	0	25	0

Heavy Vehicle Percentages

1 - RBT W 08:15 - 08:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	16	0	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Northbound	5	0	0	0

Heavy Vehicle Percentages

1 - RBT W 08:30 - 08:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	13	0	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Northbound	15	0	0	0

Heavy Vehicle Percentages

1 - RBT W 08:45 - 09:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	15	0	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	19	0	0	0
	4 - From M11 Northbound	22	0	0	0

Heavy Vehicle Percentages

1 - RBT W 09:00 - 09:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	26	12	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6	0	0	0
	4 - From M11 Northbound	25	0	0	0

Heavy Vehicle Percentages

1 - RBT W 09:15 - 09:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	21	9	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	40	0	0	0
	4 - From M11 Northbound	20	0	0	0

Heavy Vehicle Percentages

1 - RBT W 09:30 - 09:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	17	13	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	12	0	0	0
	4 - From M11 Northbound	24	0	0	0

Heavy Vehicle Percentages

1 - RBT W 09:45 - 10:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	13	11	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	13	0	0	0
	4 - From M11 Northbound	22	0	0	0

Heavy Vehicle Percentages

1 - RBT W 10:00 - 10:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	14	16	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	23	0	0	0
	4 - From M11 Northbound	43	0	0	0

Heavy Vehicle Percentages

1 - RBT W 10:15 - 10:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	34	19	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	21	0	0	0
	4 - From M11 Northbound	13	0	0	0

Heavy Vehicle Percentages

1 - RBT W 10:30 - 10:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	34	0	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	36	57	0	0
	4 - From M11 Northbound	25	0	0	0

Heavy Vehicle Percentages

1 - RBT W 10:45 - 11:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	18	28	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	28	0	0	0
	4 - From M11 Northbound	43	0	0	0

Heavy Vehicle Percentages

1 - RBT W 11:00 - 11:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	32	17	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Northbound	19	0	0	0

Heavy Vehicle Percentages

1 - RBT W 11:15 - 11:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	15	30	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	7	0	0	0
	4 - From M11 Northbound	14	0	0	0

Heavy Vehicle Percentages

1 - RBT W 11:30 - 11:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	7	10	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	27	0	0	0
	4 - From M11 Northbound	25	0	100	0

Heavy Vehicle Percentages

1 - RBT W 11:45 - 12:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	22	9	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	10	0	0	0
	4 - From M11 Northbound	52	0	0	0

Heavy Vehicle Percentages

1 - RBT W 12:00 - 12:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	29	32	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	29	0	0	0
	4 - From M11 Northbound	0	0	0	0

Heavy Vehicle Percentages

1 - RBT W 12:15 - 12:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	20	21	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	8	0	0	0
	4 - From M11 Northbound	26	0	0	0

Heavy Vehicle Percentages

1 - RBT W 12:30 - 12:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	7	23	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	19	0	0	0
	4 - From M11 Northbound	24	0	21	0

Heavy Vehicle Percentages

1 - RBT W 12:45 - 13:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	35	10	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	37	0	0	0
	4 - From M11 Northbound	30	0	0	0

Heavy Vehicle Percentages

1 - RBT W 13:00 - 13:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	47	25	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	18	0	0	0
	4 - From M11 Northbound	12	0	0	0

Heavy Vehicle Percentages

1 - RBT W 13:15 - 13:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	14	13	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Northbound	0	0	0	0

Heavy Vehicle Percentages

1 - RBT W 13:30 - 13:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	7	8	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	34	0	0	0
	4 - From M11 Northbound	0	0	0	0

Heavy Vehicle Percentages

1 - RBT W 13:45 - 14:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	0	26	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	16	0	0	0
	4 - From M11 Northbound	12	0	0	0

Heavy Vehicle Percentages

1 - RBT W 14:00 - 14:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	7	19	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	16	0	0	0
	4 - From M11 Northbound	0	0	0	0

Heavy Vehicle Percentages

1 - RBT W 14:15 - 14:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	18	5	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	13	0	0	0
	4 - From M11 Northbound	21	0	0	0

Heavy Vehicle Percentages

1 - RBT W 14:30 - 14:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	10	17	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	26	0	0	0
	4 - From M11 Northbound	8	0	0	0

Heavy Vehicle Percentages

1 - RBT W 14:45 - 15:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	21	21	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	20	0	0	0
	4 - From M11 Northbound	15	0	0	0

Heavy Vehicle Percentages

1 - RBT W 15:00 - 15:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	0	25	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	22	0	0	0
	4 - From M11 Northbound	0	0	21	0

Heavy Vehicle Percentages

1 - RBT W 15:15 - 15:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	7	14	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	14	0	0	0
	4 - From M11 Northbound	7	0	0	0

Heavy Vehicle Percentages

1 - RBT W 15:30 - 15:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	12	6	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	10	0	0	0
	4 - From M11 Northbound	16	0	0	0

Heavy Vehicle Percentages

1 - RBT W 15:45 - 16:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	14	21	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Northbound	0	0	0	0

Heavy Vehicle Percentages

1 - RBT W 16:00 - 16:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	17	0	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	19	0	0	0
	4 - From M11 Northbound	18	0	0	0

Heavy Vehicle Percentages

1 - RBT W 16:15 - 16:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	23	7	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	20	0	0	0
	4 - From M11 Northbound	0	0	30	0

Heavy Vehicle Percentages

1 - RBT W 16:30 - 16:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	9	0	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	8	0	0	0
	4 - From M11 Northbound	16	0	0	0

Heavy Vehicle Percentages

1 - RBT W 16:45 - 17:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	18	0	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5	40	0	0
	4 - From M11 Northbound	30	0	0	0

Heavy Vehicle Percentages

1 - RBT W 17:00 - 17:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	18	6	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	8	0	0	0
	4 - From M11 Northbound	47	0	0	0

Heavy Vehicle Percentages

1 - RBT W 17:15 - 17:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	17	6	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	16	0	0	0
	4 - From M11 Northbound	12	0	0	0

Heavy Vehicle Percentages

1 - RBT W 17:30 - 17:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	0	8	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6	0	0	0
	4 - From M11 Northbound	16	0	0	0

Heavy Vehicle Percentages

1 - RBT W 17:45 - 18:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	26	0	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Northbound	9	0	0	0

Heavy Vehicle Percentages

1 - RBT W 18:00 - 18:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	9	0	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Northbound	0	0	0	0

Heavy Vehicle Percentages

1 - RBT W 18:15 - 18:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	0	0	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	9	0	0	0
	4 - From M11 Northbound	0	0	0	0

Heavy Vehicle Percentages

1 - RBT W 18:30 - 18:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	12	12	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	100	0	0
	4 - From M11 Northbound	18	0	0	0

Heavy Vehicle Percentages

1 - RBT W 18:45 - 19:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	0	0	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	22	0	0	0
	4 - From M11 Northbound	18	0	0	0

Heavy Vehicle Percentages

2 - RBT E 07:00 - 07:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	57	0	0
	4 - From M11 Southbound	0	0	0	0

Heavy Vehicle Percentages

2 - RBT E 07:15 - 07:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	25	0	0
	4 - From M11 Southbound	0	40	0	0

Heavy Vehicle Percentages

2 - RBT E 07:30 - 07:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	27	0	0
	4 - From M11 Southbound	0	44	0	0

Heavy Vehicle Percentages

2 - RBT E 07:45 - 08:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	37	0	0
	4 - From M11 Southbound	0	0	0	0

Heavy Vehicle Percentages

2 - RBT E 08:00 - 08:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	30	14	0	0
	4 - From M11 Southbound	0	0	0	0

Heavy Vehicle Percentages

2 - RBT E 08:15 - 08:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	47	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Southbound	0	0	0	0

Heavy Vehicle Percentages

2 - RBT E 08:30 - 08:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Southbound	0	0	0	0

Heavy Vehicle Percentages

2 - RBT E 08:45 - 09:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Southbound	0	19	0	0

Heavy Vehicle Percentages

2 - RBT E 09:00 - 09:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	13	0	0
	4 - From M11 Southbound	0	8	0	0

Heavy Vehicle Percentages

2 - RBT E 09:15 - 09:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	10	0	0
	4 - From M11 Southbound	0	30	0	0

Heavy Vehicle Percentages

2 - RBT E 09:30 - 09:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	13	0	0
	4 - From M11 Southbound	0	13	0	0

Heavy Vehicle Percentages

2 - RBT E 09:45 - 10:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	13	0	0
	4 - From M11 Southbound	0	9	0	0

Heavy Vehicle Percentages

2 - RBT E 10:00 - 10:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	17	0	0
	4 - From M11 Southbound	0	17	0	0

Heavy Vehicle Percentages

2 - RBT E 10:15 - 10:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	19	0	0
	4 - From M11 Southbound	0	19	0	0

Heavy Vehicle Percentages

2 - RBT E 10:30 - 10:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Southbound	0	38	0	0

Heavy Vehicle Percentages

2 - RBT E 10:45 - 11:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	28	0	0
	4 - From M11 Southbound	0	26	0	0

Heavy Vehicle Percentages

2 - RBT E 11:00 - 11:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	17	0	0
	4 - From M11 Southbound	0	0	0	0

Heavy Vehicle Percentages

2 - RBT E 11:15 - 11:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	30	0	0
	4 - From M11 Southbound	0	7	0	0

Heavy Vehicle Percentages

2 - RBT E 11:30 - 11:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	30	13	0	0
	4 - From M11 Southbound	0	27	0	0

Heavy Vehicle Percentages

2 - RBT E 11:45 - 12:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	25	0	0	0
	4 - From M11 Southbound	0	11	0	0

Heavy Vehicle Percentages

2 - RBT E 12:00 - 12:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	34	0	0
	4 - From M11 Southbound	0	25	0	0

Heavy Vehicle Percentages

2 - RBT E 12:15 - 12:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	30	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	23	0	0
	4 - From M11 Southbound	0	0	0	0

Heavy Vehicle Percentages

2 - RBT E 12:30 - 12:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	25	21	0	0
	4 - From M11 Southbound	0	21	0	0

Heavy Vehicle Percentages

2 - RBT E 12:45 - 13:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	13	0	0
	4 - From M11 Southbound	0	34	0	0

Heavy Vehicle Percentages

2 - RBT E 13:00 - 13:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	28	0	0
	4 - From M11 Southbound	0	17	0	0

Heavy Vehicle Percentages

2 - RBT E 13:15 - 13:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	13	0	0
	4 - From M11 Southbound	0	0	0	0

Heavy Vehicle Percentages

2 - RBT E 13:30 - 13:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	8	0	0
	4 - From M11 Southbound	0	32	0	0

Heavy Vehicle Percentages

2 - RBT E 13:45 - 14:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	25	0	0
	4 - From M11 Southbound	0	15	0	0

Heavy Vehicle Percentages

2 - RBT E 14:00 - 14:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	20	0	0
	4 - From M11 Southbound	0	11	0	0

Heavy Vehicle Percentages

2 - RBT E 14:15 - 14:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	5	0	0
	4 - From M11 Southbound	0	11	0	0

Heavy Vehicle Percentages

2 - RBT E 14:30 - 14:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	18	0	0
	4 - From M11 Southbound	0	25	0	0

Heavy Vehicle Percentages

2 - RBT E 14:45 - 15:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	23	0	0
	4 - From M11 Southbound	0	16	0	0

Heavy Vehicle Percentages

2 - RBT E 15:00 - 15:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	13	29	0	0
	4 - From M11 Southbound	0	17	0	0

Heavy Vehicle Percentages

2 - RBT E 15:15 - 15:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	16	0	0
	4 - From M11 Southbound	0	14	0	0

Heavy Vehicle Percentages

2 - RBT E 15:30 - 15:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	9	0	0
	4 - From M11 Southbound	0	9	0	0

Heavy Vehicle Percentages

2 - RBT E 15:45 - 16:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	23	0	0
	4 - From M11 Southbound	0	0	0	0

Heavy Vehicle Percentages

2 - RBT E 16:00 - 16:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	25	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Southbound	0	16	0	0

Heavy Vehicle Percentages

2 - RBT E 16:15 - 16:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	14	0	0
	4 - From M11 Southbound	0	16	0	0

Heavy Vehicle Percentages

2 - RBT E 16:30 - 16:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	72	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Southbound	100	5	0	0

Heavy Vehicle Percentages

2 - RBT E 16:45 - 17:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Southbound	0	9	0	0

Heavy Vehicle Percentages

2 - RBT E 17:00 - 17:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	25	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	7	0	0
	4 - From M11 Southbound	40	6	0	0

Heavy Vehicle Percentages

2 - RBT E 17:15 - 17:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	7	0	0
	4 - From M11 Southbound	0	15	0	0

Heavy Vehicle Percentages

2 - RBT E 17:30 - 17:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	9	0	0
	4 - From M11 Southbound	0	8	0	0

Heavy Vehicle Percentages

2 - RBT E 17:45 - 18:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Southbound	0	0	0	0

Heavy Vehicle Percentages

2 - RBT E 18:00 - 18:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Southbound	0	0	0	0

Heavy Vehicle Percentages

2 - RBT E 18:15 - 18:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Southbound	21	10	0	0

Heavy Vehicle Percentages

2 - RBT E 18:30 - 18:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	25	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	13	0	0
	4 - From M11 Southbound	0	0	0	0

Heavy Vehicle Percentages

2 - RBT E 18:45 - 19:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	0	0	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0	0	0	0
	4 - From M11 Southbound	0	21	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - RBT W	1 - R772	0.15	2.83	0.2	A	44.16	2119.63
	2 - To M11 Northbound						
	3 - M11 Overbridge	0.12	3.88	0.1	A	21.44	1028.89
	4 - From M11 Northbound	0.15	4.30	0.2	A	22.41	1075.91
2 - RBT E	1 - R772 North	0.04	4.45	0.0	A	6.95	333.81
	2 - To M11 Southbound						
	3 - M11 Overbridge	0.13	3.66	0.2	A	21.92	1051.94
	4 - From M11 Southbound	0.10	2.39	0.1	A	22.38	1074.00

Main Results for each time segment

07:00 - 07:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

07:15 - 07:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

07:30 - 07:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

07:45 - 08:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

08:00 - 08:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

08:15 - 08:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

08:30 - 08:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

08:45 - 09:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

09:00 - 09:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

09:15 - 09:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

09:30 - 09:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

09:45 - 10:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

10:00 - 10:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

10:15 - 10:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

10:30 - 10:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

10:45 - 11:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

11:00 - 11:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

11:15 - 11:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

11:30 - 11:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

11:45 - 12:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

12:00 - 12:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

12:15 - 12:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

12:30 - 12:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

12:45 - 13:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

13:00 - 13:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

13:15 - 13:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

13:30 - 13:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

13:45 - 14:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

14:00 - 14:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

14:15 - 14:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

14:30 - 14:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

14:45 - 15:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

15:00 - 15:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

15:15 - 15:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

15:30 - 15:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

15:45 - 16:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

16:00 - 16:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

16:15 - 16:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

16:30 - 16:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

16:45 - 17:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

17:00 - 17:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

17:15 - 17:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

17:30 - 17:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

17:45 - 18:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

18:00 - 18:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

18:15 - 18:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

18:30 - 18:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

18:45 - 19:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

Opening Year+Dev, 12hrs

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - RBT W - 3 - M11 Overbridge	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - RBT E - 3 - M11 Overbridge	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	RBT W	Standard Roundabout		1, 2, 3, 4	3.36	A
2	RBT E	Standard Roundabout		1, 2, 3, 4	3.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D6	Opening Year+Dev	12hrs	DIRECT	07:00	19:00	720	15	✓	Simple	D1+D4

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/TS)	Flow multiplier (%)	Internal storage space (PCU)
1 - RBT W	3 - M11 Overbridge	2	3	Simple (vertical queueing)	Normal	0.00	100.00	
2 - RBT E	3 - M11 Overbridge	1	3	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - RBT W	1 - R772		DIRECT	✓	100.000
	2 - To M11 Northbound				
	3 - M11 Overbridge	✓			
	4 - From M11 Northbound		DIRECT	✓	100.000
2 - RBT E	1 - R772 North		DIRECT	✓	100.000
	2 - To M11 Southbound				
	3 - M11 Overbridge	✓			
	4 - From M11 Southbound		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

1 - RBT W 07:00 - 07:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	46.60	6.53	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.11	3.23	0.00	0.00
	4 - From M11 Northbound	39.34	0.00	1.41	0.00

Demand (Veh/TS)

1 - RBT W 07:15 - 07:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	38.44	8.55	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6.26	2.20	0.00	0.00
	4 - From M11 Northbound	35.17	0.00	2.44	0.00

Demand (Veh/TS)

1 - RBT W 07:30 - 07:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	34.09	11.69	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	8.37	3.23	0.00	0.00
	4 - From M11 Northbound	20.72	0.00	1.41	0.00

Demand (Veh/TS)

1 - RBT W 07:45 - 08:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	21.75	15.91	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	9.27	1.16	0.00	0.00
	4 - From M11 Northbound	18.61	0.00	6.57	0.00

Demand (Veh/TS)

1 - RBT W 08:00 - 08:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	18.66	14.03	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	10.35	0.14	0.00	0.00
	4 - From M11 Northbound	19.69	0.00	5.46	0.00

Demand (Veh/TS)

1 - RBT W 08:15 - 08:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	23.86	9.81	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	7.26	4.27	0.00	0.00
	4 - From M11 Northbound	25.84	0.00	2.32	0.00

Demand (Veh/TS)

1 - RBT W 08:30 - 08:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	30.05	12.90	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	12.42	1.17	0.00	0.00
	4 - From M11 Northbound	34.23	0.00	0.26	0.00

Demand (Veh/TS)

1 - RBT W 08:45 - 09:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	35.26	10.42	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	14.57	2.20	0.00	0.00
	4 - From M11 Northbound	17.67	0.00	8.61	0.00

Demand (Veh/TS)

1 - RBT W 09:00 - 09:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	19.78	13.91	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	21.89	1.19	0.00	0.00
	4 - From M11 Northbound	26.02	0.00	4.54	0.00

Demand (Veh/TS)

1 - RBT W 09:15 - 09:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	36.38	17.00	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	7.49	2.22	0.00	0.00
	4 - From M11 Northbound	32.21	0.00	2.48	0.00

Demand (Veh/TS)

1 - RBT W 09:30 - 09:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	37.37	12.88	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	23.99	3.25	0.00	0.00
	4 - From M11 Northbound	21.85	0.00	5.57	0.00

Demand (Veh/TS)

1 - RBT W 09:45 - 10:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	30.05	14.33	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	11.57	1.19	0.00	0.00
	4 - From M11 Northbound	23.91	0.00	0.31	0.00

Demand (Veh/TS)

1 - RBT W 10:00 - 10:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	29.02	17.80	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	12.43	1.16	0.00	0.00
	4 - From M11 Northbound	19.92	0.00	1.23	0.00

Demand (Veh/TS)

1 - RBT W 10:15 - 10:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	18.80	14.71	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	13.46	6.32	0.00	0.00
	4 - From M11 Northbound	10.36	0.00	3.29	0.00

Demand (Veh/TS)

1 - RBT W 10:30 - 10:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	29.25	6.36	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	21.89	2.24	0.00	0.00
	4 - From M11 Northbound	26.02	0.00	1.23	0.00

Demand (Veh/TS)

1 - RBT W 10:45 - 11:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	21.80	14.75	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	14.54	1.16	0.00	0.00
	4 - From M11 Northbound	11.53	0.00	2.26	0.00

Demand (Veh/TS)

1 - RBT W 11:00 - 11:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	24.00	24.08	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	16.36	2.18	0.00	0.00
	4 - From M11 Northbound	13.50	0.00	4.33	0.00

Demand (Veh/TS)

1 - RBT W 11:15 - 11:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	25.93	13.77	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	20.53	0.12	0.00	0.00
	4 - From M11 Northbound	18.66	0.00	1.24	0.00

Demand (Veh/TS)

1 - RBT W 11:30 - 11:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	18.61	14.71	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	10.26	1.15	0.00	0.00
	4 - From M11 Northbound	20.81	0.00	1.28	0.00

Demand (Veh/TS)

1 - RBT W 11:45 - 12:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	17.67	15.74	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	14.34	2.18	0.00	0.00
	4 - From M11 Northbound	11.57	0.00	2.27	0.00

Demand (Veh/TS)

1 - RBT W 12:00 - 12:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	17.72	16.59	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	18.60	0.12	0.00	0.00
	4 - From M11 Northbound	13.41	0.00	0.15	0.00

Demand (Veh/TS)

1 - RBT W 12:15 - 12:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	19.74	13.40	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	18.47	2.18	0.00	0.00
	4 - From M11 Northbound	14.58	0.00	3.25	0.00

Demand (Veh/TS)

1 - RBT W 12:30 - 12:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	19.65	12.37	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	21.65	3.21	0.00	0.00
	4 - From M11 Northbound	21.85	0.00	6.39	0.00

Demand (Veh/TS)

1 - RBT W 12:45 - 13:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	17.76	14.39	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	14.48	2.18	0.00	0.00
	4 - From M11 Northbound	16.69	0.00	2.22	0.00

Demand (Veh/TS)

1 - RBT W 13:00 - 13:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	15.75	17.14	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	15.76	4.29	0.00	0.00
	4 - From M11 Northbound	21.75	0.00	2.31	0.00

Demand (Veh/TS)

1 - RBT W 13:15 - 13:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	29.02	22.25	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	18.77	1.19	0.00	0.00
	4 - From M11 Northbound	13.41	0.00	3.34	0.00

Demand (Veh/TS)

1 - RBT W 13:30 - 13:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	19.65	18.08	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	20.03	0.16	0.00	0.00
	4 - From M11 Northbound	17.54	0.00	7.47	0.00

Demand (Veh/TS)

1 - RBT W 13:45 - 14:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	19.60	21.31	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	25.09	3.26	0.00	0.00
	4 - From M11 Northbound	11.39	0.00	2.31	0.00

Demand (Veh/TS)

1 - RBT W 14:00 - 14:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	18.61	22.46	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	17.91	4.30	0.00	0.00
	4 - From M11 Northbound	7.22	0.00	3.37	0.00

Demand (Veh/TS)

1 - RBT W 14:15 - 14:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	14.53	27.53	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	21.00	2.23	0.00	0.00
	4 - From M11 Northbound	12.47	0.00	0.28	0.00

Demand (Veh/TS)

1 - RBT W 14:30 - 14:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	13.46	17.26	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	21.09	3.27	0.00	0.00
	4 - From M11 Northbound	17.58	0.00	0.28	0.00

Demand (Veh/TS)

1 - RBT W 14:45 - 15:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	12.47	20.40	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	21.05	1.20	0.00	0.00
	4 - From M11 Northbound	17.63	0.00	0.28	0.00

Demand (Veh/TS)

1 - RBT W 15:00 - 15:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	21.66	27.37	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	18.54	4.30	0.00	0.46
	4 - From M11 Northbound	12.38	0.00	6.46	0.00

Demand (Veh/TS)

1 - RBT W 15:15 - 15:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	18.61	30.38	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	19.52	7.39	0.00	0.46
	4 - From M11 Northbound	18.61	0.00	1.25	0.00

Demand (Veh/TS)

1 - RBT W 15:30 - 15:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	22.79	22.04	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	26.74	3.27	0.00	0.46
	4 - From M11 Northbound	16.60	0.00	2.29	0.00

Demand (Veh/TS)

1 - RBT W 15:45 - 16:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	18.66	32.53	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	28.72	1.20	0.00	0.46
	4 - From M11 Northbound	6.19	0.00	2.29	0.00

Demand (Veh/TS)

1 - RBT W 16:00 - 16:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	15.57	33.03	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	27.81	2.17	0.00	0.00
	4 - From M11 Northbound	7.27	0.00	4.30	0.00

Demand (Veh/TS)

1 - RBT W 16:15 - 16:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	16.64	20.70	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	20.54	1.14	0.00	0.00
	4 - From M11 Northbound	13.41	0.00	4.34	0.00

Demand (Veh/TS)

1 - RBT W 16:30 - 16:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	15.52	28.91	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	17.36	0.11	0.00	0.00
	4 - From M11 Northbound	8.30	0.00	2.24	0.00

Demand (Veh/TS)

1 - RBT W 16:45 - 17:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	7.27	21.69	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	28.70	3.25	0.00	0.00
	4 - From M11 Northbound	8.34	0.00	4.30	0.00

Demand (Veh/TS)

1 - RBT W 17:00 - 17:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	21.80	23.11	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	17.52	2.19	0.00	0.00
	4 - From M11 Northbound	10.50	0.00	1.09	0.00

Demand (Veh/TS)

1 - RBT W 17:15 - 17:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	22.83	23.11	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	17.56	1.16	0.00	0.00
	4 - From M11 Northbound	11.39	0.00	2.12	0.00

Demand (Veh/TS)

1 - RBT W 17:30 - 17:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	9.28	17.95	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	22.68	0.13	0.00	0.00
	4 - From M11 Northbound	8.30	0.00	2.12	0.00

Demand (Veh/TS)

1 - RBT W 17:45 - 18:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	14.58	15.84	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	13.35	5.28	0.00	0.00
	4 - From M11 Northbound	14.49	0.00	2.12	0.00

Demand (Veh/TS)

1 - RBT W 18:00 - 18:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	14.49	16.24	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	11.62	0.04	0.00	0.00
	4 - From M11 Northbound	5.16	0.00	0.13	0.00

Demand (Veh/TS)

1 - RBT W 18:15 - 18:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	12.38	14.17	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	15.80	1.07	0.00	0.00
	4 - From M11 Northbound	6.19	0.00	1.16	0.00

Demand (Veh/TS)

1 - RBT W 18:30 - 18:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	11.39	12.16	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	20.91	1.11	0.00	0.00
	4 - From M11 Northbound	7.27	0.00	2.19	0.00

Demand (Veh/TS)

1 - RBT W 18:45 - 19:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	8.25	14.17	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	17.95	1.07	0.00	0.00
	4 - From M11 Northbound	7.27	0.00	4.25	0.00

Demand (Veh/TS)

2 - RBT E 07:00 - 07:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	1.06	5.27	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.73	4.22	0.00	0.00
	4 - From M11 Southbound	3.17	0.00	5.16	0.00

Demand (Veh/TS)

2 - RBT E 07:15 - 07:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	4.15	3.21	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.79	5.20	0.00	0.00
	4 - From M11 Southbound	1.10	0.00	6.28	0.00

Demand (Veh/TS)

2 - RBT E 07:30 - 07:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.12	7.33	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.73	9.38	0.00	0.00
	4 - From M11 Southbound	1.10	0.00	8.39	0.00

Demand (Veh/TS)

2 - RBT E 07:45 - 08:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.09	3.21	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	8.89	13.59	0.00	0.00
	4 - From M11 Southbound	1.10	0.00	7.22	0.00

Demand (Veh/TS)

2 - RBT E 08:00 - 08:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	9.37	4.30	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	10.15	9.33	0.00	0.00
	4 - From M11 Southbound	0.74	0.00	8.25	0.00

Demand (Veh/TS)

2 - RBT E 08:15 - 08:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	6.36	3.27	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.91	7.22	0.00	0.00
	4 - From M11 Southbound	0.74	0.00	9.28	0.00

Demand (Veh/TS)

2 - RBT E 08:30 - 08:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	4.21	3.27	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.87	9.28	0.00	0.00
	4 - From M11 Southbound	0.74	0.00	11.35	0.00

Demand (Veh/TS)

2 - RBT E 08:45 - 09:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.18	6.37	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6.97	11.35	0.00	0.00
	4 - From M11 Southbound	1.77	0.00	13.50	0.00

Demand (Veh/TS)

2 - RBT E 09:00 - 09:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	8.48	2.40	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	7.38	10.36	0.00	0.00
	4 - From M11 Southbound	2.97	0.00	17.58	0.00

Demand (Veh/TS)

2 - RBT E 09:15 - 09:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	6.42	2.40	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.31	13.46	0.00	0.00
	4 - From M11 Southbound	0.91	0.00	8.34	0.00

Demand (Veh/TS)

2 - RBT E 09:30 - 09:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.29	9.62	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	7.38	10.36	0.00	0.00
	4 - From M11 Southbound	1.94	0.00	19.69	0.00

Demand (Veh/TS)

2 - RBT E 09:45 - 10:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	5.39	3.43	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.28	10.36	0.00	0.00
	4 - From M11 Southbound	2.97	0.00	14.49	0.00

Demand (Veh/TS)

2 - RBT E 10:00 - 10:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	4.13	3.18	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.47	15.57	0.00	0.00
	4 - From M11 Southbound	1.60	0.00	15.57	0.00

Demand (Veh/TS)

2 - RBT E 10:15 - 10:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.06	6.28	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.50	13.50	0.00	0.00
	4 - From M11 Southbound	0.57	0.00	13.50	0.00

Demand (Veh/TS)

2 - RBT E 10:30 - 10:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.06	5.24	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.21	3.09	0.00	0.00
	4 - From M11 Southbound	2.93	0.00	23.01	0.00

Demand (Veh/TS)

2 - RBT E 10:45 - 11:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.10	3.18	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.18	13.55	0.00	0.00
	4 - From M11 Southbound	1.89	0.00	14.58	0.00

Demand (Veh/TS)

2 - RBT E 11:00 - 11:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.99	5.13	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6.29	22.83	0.00	0.00
	4 - From M11 Southbound	2.95	0.00	14.44	0.00

Demand (Veh/TS)

2 - RBT E 11:15 - 11:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.99	2.03	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.20	12.52	0.00	0.00
	4 - From M11 Southbound	2.95	0.00	19.65	0.00

Demand (Veh/TS)

2 - RBT E 11:30 - 11:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	0.92	4.10	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.63	10.36	0.00	0.00
	4 - From M11 Southbound	0.59	0.00	9.38	0.00

Demand (Veh/TS)

2 - RBT E 11:45 - 12:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	1.96	4.10	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6.66	11.35	0.00	0.00
	4 - From M11 Southbound	2.66	0.00	12.42	0.00

Demand (Veh/TS)

2 - RBT E 12:00 - 12:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.99	1.00	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	2.11	14.62	0.00	0.00
	4 - From M11 Southbound	1.47	0.00	20.81	0.00

Demand (Veh/TS)

2 - RBT E 12:15 - 12:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	1.96	5.17	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.21	11.44	0.00	0.00
	4 - From M11 Southbound	2.51	0.00	18.57	0.00

Demand (Veh/TS)

2 - RBT E 12:30 - 12:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	6.08	6.16	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6.29	12.47	0.00	0.00
	4 - From M11 Southbound	1.47	0.00	18.71	0.00

Demand (Veh/TS)

2 - RBT E 12:45 - 13:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.99	4.10	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6.24	10.36	0.00	0.00
	4 - From M11 Southbound	2.51	0.00	14.62	0.00

Demand (Veh/TS)

2 - RBT E 13:00 - 13:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	5.41	8.61	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.90	13.55	0.00	0.00
	4 - From M11 Southbound	1.76	0.00	15.57	0.00

Demand (Veh/TS)

2 - RBT E 13:15 - 13:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	4.38	3.45	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.87	20.72	0.00	0.00
	4 - From M11 Southbound	1.76	0.00	19.60	0.00

Demand (Veh/TS)

2 - RBT E 13:30 - 13:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.35	3.45	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	7.96	17.58	0.00	0.00
	4 - From M11 Southbound	2.79	0.00	19.83	0.00

Demand (Veh/TS)

2 - RBT E 13:45 - 14:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.35	4.49	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	2.81	20.81	0.00	0.00
	4 - From M11 Southbound	2.79	0.00	26.96	0.00

Demand (Veh/TS)

2 - RBT E 14:00 - 14:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.40	2.51	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6.10	19.74	0.00	0.00
	4 - From M11 Southbound	3.90	0.00	23.82	0.00

Demand (Veh/TS)

2 - RBT E 14:15 - 14:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	6.53	3.55	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	1.97	25.84	0.00	0.00
	4 - From M11 Southbound	2.87	0.00	23.82	0.00

Demand (Veh/TS)

2 - RBT E 14:30 - 14:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	4.46	5.61	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.00	14.53	0.00	0.00
	4 - From M11 Southbound	1.84	0.00	20.81	0.00

Demand (Veh/TS)

2 - RBT E 14:45 - 15:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.43	2.51	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.03	16.64	0.00	0.00
	4 - From M11 Southbound	2.87	0.00	23.86	0.00

Demand (Veh/TS)

2 - RBT E 15:00 - 15:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.96	3.04	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	11.94	21.89	0.00	0.00
	4 - From M11 Southbound	1.68	0.00	22.83	0.00

Demand (Veh/TS)

2 - RBT E 15:15 - 15:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.44	8.72	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6.74	24.90	0.00	0.00
	4 - From M11 Southbound	0.65	0.00	18.66	0.00

Demand (Veh/TS)

2 - RBT E 15:30 - 15:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	6.54	3.56	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	9.83	14.49	0.00	0.00
	4 - From M11 Southbound	2.71	0.00	31.04	0.00

Demand (Veh/TS)

2 - RBT E 15:45 - 16:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.44	3.56	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6.74	28.08	0.00	0.00
	4 - From M11 Southbound	4.77	0.00	30.95	0.00

Demand (Veh/TS)

2 - RBT E 16:00 - 16:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	6.52	5.56	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	7.41	29.92	0.00	0.00
	4 - From M11 Southbound	2.56	0.00	32.16	0.00

Demand (Veh/TS)

2 - RBT E 16:15 - 16:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	4.97	0.91	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6.38	18.66	0.00	0.00
	4 - From M11 Southbound	4.63	0.00	23.86	0.00

Demand (Veh/TS)

2 - RBT E 16:30 - 16:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	4.03	0.91	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.29	27.85	0.00	0.00
	4 - From M11 Southbound	1.58	0.00	24.80	0.00

Demand (Veh/TS)

2 - RBT E 16:45 - 17:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	4.97	6.07	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.35	20.63	0.00	0.00
	4 - From M11 Southbound	4.63	0.00	30.01	0.00

Demand (Veh/TS)

2 - RBT E 17:00 - 17:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	6.21	5.22	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.55	19.65	0.00	0.00
	4 - From M11 Southbound	3.31	0.00	20.68	0.00

Demand (Veh/TS)

2 - RBT E 17:15 - 17:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	4.10	2.12	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.58	19.65	0.00	0.00
	4 - From M11 Southbound	1.21	0.00	17.63	0.00

Demand (Veh/TS)

2 - RBT E 17:30 - 17:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	4.10	5.22	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.55	15.52	0.00	0.00
	4 - From M11 Southbound	0.17	0.00	17.58	0.00

Demand (Veh/TS)

2 - RBT E 17:45 - 18:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.07	9.35	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.58	12.38	0.00	0.00
	4 - From M11 Southbound	1.21	0.00	11.35	0.00

Demand (Veh/TS)

2 - RBT E 18:00 - 18:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.38	0.31	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.01	11.35	0.00	0.00
	4 - From M11 Southbound	1.39	0.00	13.41	0.00

Demand (Veh/TS)

2 - RBT E 18:15 - 18:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	5.45	3.41	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0.89	14.44	0.00	0.00
	4 - From M11 Southbound	6.60	0.00	13.46	0.00

Demand (Veh/TS)

2 - RBT E 18:30 - 18:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.35	5.52	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.98	10.36	0.00	0.00
	4 - From M11 Southbound	5.52	0.00	17.54	0.00

Demand (Veh/TS)

2 - RBT E 18:45 - 19:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.35	2.38	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.98	14.44	0.00	0.00
	4 - From M11 Southbound	0.36	0.00	18.71	0.00

Vehicle Mix

Heavy Vehicle Percentages

1 - RBT W 07:00 - 07:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	9	68	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	25	4	0	0
	4 - From M11 Northbound	8	0	27	0

Heavy Vehicle Percentages

1 - RBT W 07:15 - 07:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	17	40	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	51	6	0	0
	4 - From M11 Northbound	6	0	16	0

Heavy Vehicle Percentages

1 - RBT W 07:30 - 07:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	3	38	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	51	4	0	0
	4 - From M11 Northbound	10	0	27	0

Heavy Vehicle Percentages

1 - RBT W 07:45 - 08:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	10	42	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	11	11	0	0
	4 - From M11 Northbound	6	0	6	0

Heavy Vehicle Percentages

1 - RBT W 08:00 - 08:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	12	26	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	10	100	0	0
	4 - From M11 Northbound	11	0	24	0

Heavy Vehicle Percentages

1 - RBT W 08:15 - 08:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	14	16	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	15	3	0	0
	4 - From M11 Northbound	4	0	11	0

Heavy Vehicle Percentages

1 - RBT W 08:30 - 08:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	11	12	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	9	12	0	0
	4 - From M11 Northbound	13	0	100	0

Heavy Vehicle Percentages

1 - RBT W 08:45 - 09:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	12	15	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	22	6	0	0
	4 - From M11 Northbound	18	0	3	0

Heavy Vehicle Percentages

1 - RBT W 09:00 - 09:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	22	21	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	10	13	0	0
	4 - From M11 Northbound	21	0	7	0

Heavy Vehicle Percentages

1 - RBT W 09:15 - 09:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	18	18	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	45	7	0	0
	4 - From M11 Northbound	17	0	13	0

Heavy Vehicle Percentages

1 - RBT W 09:30 - 09:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	14	23	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	14	5	0	0
	4 - From M11 Northbound	20	0	6	0

Heavy Vehicle Percentages

1 - RBT W 09:45 - 10:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	11	21	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	20	13	0	0
	4 - From M11 Northbound	18	0	100	0

Heavy Vehicle Percentages

1 - RBT W 10:00 - 10:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	11	19	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	25	11	0	0
	4 - From M11 Northbound	38	0	16	0

Heavy Vehicle Percentages

1 - RBT W 10:15 - 10:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	29	23	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	23	2	0	0
	4 - From M11 Northbound	10	0	6	0

Heavy Vehicle Percentages

1 - RBT W 10:30 - 10:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	29	19	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	34	54	0	0
	4 - From M11 Northbound	21	0	16	0

Heavy Vehicle Percentages

1 - RBT W 10:45 - 11:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	15	30	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	29	11	0	0
	4 - From M11 Northbound	37	0	9	0

Heavy Vehicle Percentages

1 - RBT W 11:00 - 11:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	27	19	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5	5	0	0
	4 - From M11 Northbound	16	0	5	0

Heavy Vehicle Percentages

1 - RBT W 11:15 - 11:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	12	33	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	10	100	0	0
	4 - From M11 Northbound	12	0	17	0

Heavy Vehicle Percentages

1 - RBT W 11:30 - 11:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	6	16	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	30	10	0	0
	4 - From M11 Northbound	21	0	100	0

Heavy Vehicle Percentages

1 - RBT W 11:45 - 12:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	18	15	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	14	5	0	0
	4 - From M11 Northbound	47	0	9	0

Heavy Vehicle Percentages

1 - RBT W 12:00 - 12:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	24	32	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	28	100	0	0
	4 - From M11 Northbound	0	0	100	0

Heavy Vehicle Percentages

1 - RBT W 12:15 - 12:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	16	23	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	11	5	0	0
	4 - From M11 Northbound	22	0	5	0

Heavy Vehicle Percentages

1 - RBT W 12:30 - 12:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	5	25	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	19	4	0	0
	4 - From M11 Northbound	20	0	19	0

Heavy Vehicle Percentages

1 - RBT W 12:45 - 13:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	30	14	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	36	5	0	0
	4 - From M11 Northbound	26	0	7	0

Heavy Vehicle Percentages

1 - RBT W 13:00 - 13:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	41	28	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	21	4	0	0
	4 - From M11 Northbound	10	0	11	0

Heavy Vehicle Percentages

1 - RBT W 13:15 - 13:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	11	17	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	7	13	0	0
	4 - From M11 Northbound	0	0	7	0

Heavy Vehicle Percentages

1 - RBT W 13:30 - 13:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	5	14	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	33	100	0	0
	4 - From M11 Northbound	0	0	3	0

Heavy Vehicle Percentages

1 - RBT W 13:45 - 14:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	0	27	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	18	5	0	0
	4 - From M11 Northbound	9	0	11	0

Heavy Vehicle Percentages

1 - RBT W 14:00 - 14:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	6	22	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	19	4	0	0
	4 - From M11 Northbound	0	0	8	0

Heavy Vehicle Percentages

1 - RBT W 14:15 - 14:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	15	10	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	16	8	0	0
	4 - From M11 Northbound	17	0	100	0

Heavy Vehicle Percentages

1 - RBT W 14:30 - 14:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	8	22	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	27	5	0	0
	4 - From M11 Northbound	6	0	100	0

Heavy Vehicle Percentages

1 - RBT W 14:45 - 15:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	17	24	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	22	14	0	0
	4 - From M11 Northbound	12	0	100	0

Heavy Vehicle Percentages

1 - RBT W 15:00 - 15:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	0	25	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	22	3	0	0
	4 - From M11 Northbound	0	0	20	0

Heavy Vehicle Percentages

1 - RBT W 15:15 - 15:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	6	15	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	15	2	0	0
	4 - From M11 Northbound	6	0	18	0

Heavy Vehicle Percentages

1 - RBT W 15:30 - 15:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	9	11	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	11	3	0	0
	4 - From M11 Northbound	13	0	10	0

Heavy Vehicle Percentages

1 - RBT W 15:45 - 16:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	12	21	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3	9	0	0
	4 - From M11 Northbound	0	0	10	0

Heavy Vehicle Percentages

1 - RBT W 16:00 - 16:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	14	3	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	18	5	0	0
	4 - From M11 Northbound	15	0	4	0

Heavy Vehicle Percentages

1 - RBT W 16:15 - 16:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	19	10	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	20	9	0	0
	4 - From M11 Northbound	0	0	29	0

Heavy Vehicle Percentages

1 - RBT W 16:30 - 16:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	7	4	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	11	100	0	0
	4 - From M11 Northbound	13	0	8	0

Heavy Vehicle Percentages

1 - RBT W 16:45 - 17:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	15	5	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	7	36	0	0
	4 - From M11 Northbound	26	0	4	0

Heavy Vehicle Percentages

1 - RBT W 17:00 - 17:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	15	6	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	12	6	0	0
	4 - From M11 Northbound	41	0	5	0

Heavy Vehicle Percentages

1 - RBT W 17:15 - 17:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	14	6	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	18	11	0	0
	4 - From M11 Northbound	9	0	3	0

Heavy Vehicle Percentages

1 - RBT W 17:30 - 17:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	0	8	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	9	100	0	0
	4 - From M11 Northbound	13	0	3	0

Heavy Vehicle Percentages

1 - RBT W 17:45 - 18:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	22	2	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	7	2	0	0
	4 - From M11 Northbound	7	0	3	0

Heavy Vehicle Percentages

1 - RBT W 18:00 - 18:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	7	5	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	2	100	0	0
	4 - From M11 Northbound	0	0	100	0

Heavy Vehicle Percentages

1 - RBT W 18:15 - 18:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	0	5	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	9	3	0	0
	4 - From M11 Northbound	0	0	11	0

Heavy Vehicle Percentages

1 - RBT W 18:30 - 18:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	9	15	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	1	100	0	0
	4 - From M11 Northbound	15	0	6	0

Heavy Vehicle Percentages

1 - RBT W 18:45 - 19:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	0	5	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	20	3	0	0
	4 - From M11 Northbound	15	0	3	0

Heavy Vehicle Percentages

2 - RBT E 07:00 - 07:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	100	22	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	72	51	0	0
	4 - From M11 Southbound	35	0	0	0

Heavy Vehicle Percentages

2 - RBT E 07:15 - 07:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	25	36	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	47	21	0	0
	4 - From M11 Southbound	100	0	34	0

Heavy Vehicle Percentages

2 - RBT E 07:30 - 07:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	34	16	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	72	23	0	0
	4 - From M11 Southbound	100	0	39	0

Heavy Vehicle Percentages

2 - RBT E 07:45 - 08:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	51	36	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	30	32	0	0
	4 - From M11 Southbound	100	0	0	0

Heavy Vehicle Percentages

2 - RBT E 08:00 - 08:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	12	28	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	39	12	0	0
	4 - From M11 Southbound	100	0	0	0

Heavy Vehicle Percentages

2 - RBT E 08:15 - 08:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	51	37	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	37	0	0	0
	4 - From M11 Southbound	100	0	0	0

Heavy Vehicle Percentages

2 - RBT E 08:30 - 08:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	27	37	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	47	0	0	0
	4 - From M11 Southbound	100	0	0	0

Heavy Vehicle Percentages

2 - RBT E 08:45 - 09:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	35	19	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	26	0	0	0
	4 - From M11 Southbound	42	0	16	0

Heavy Vehicle Percentages

2 - RBT E 09:00 - 09:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	15	57	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	30	10	0	0
	4 - From M11 Southbound	31	0	6	0

Heavy Vehicle Percentages

2 - RBT E 09:15 - 09:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	20	57	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	42	8	0	0
	4 - From M11 Southbound	100	0	26	0

Heavy Vehicle Percentages

2 - RBT E 09:30 - 09:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	55	14	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	30	10	0	0
	4 - From M11 Southbound	47	0	11	0

Heavy Vehicle Percentages

2 - RBT E 09:45 - 10:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	23	40	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	52	10	0	0
	4 - From M11 Southbound	31	0	7	0

Heavy Vehicle Percentages

2 - RBT E 10:00 - 10:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	25	35	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	40	14	0	0
	4 - From M11 Southbound	36	0	14	0

Heavy Vehicle Percentages

2 - RBT E 10:15 - 10:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	50	18	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	31	16	0	0
	4 - From M11 Southbound	100	0	16	0

Heavy Vehicle Percentages

2 - RBT E 10:30 - 10:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	50	21	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	27	0	0	0
	4 - From M11 Southbound	20	0	33	0

Heavy Vehicle Percentages

2 - RBT E 10:45 - 11:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	33	35	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	34	24	0	0
	4 - From M11 Southbound	30	0	22	0

Heavy Vehicle Percentages

2 - RBT E 11:00 - 11:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	31	20	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	23	14	0	0
	4 - From M11 Southbound	20	0	0	0

Heavy Vehicle Percentages

2 - RBT E 11:15 - 11:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	31	49	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	46	26	0	0
	4 - From M11 Southbound	20	0	5	0

Heavy Vehicle Percentages

2 - RBT E 11:30 - 11:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	100	24	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	45	10	0	0
	4 - From M11 Southbound	100	0	23	0

Heavy Vehicle Percentages

2 - RBT E 11:45 - 12:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	47	24	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	38	0	0	0
	4 - From M11 Southbound	22	0	9	0

Heavy Vehicle Percentages

2 - RBT E 12:00 - 12:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	31	100	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	51	29	0	0
	4 - From M11 Southbound	30	0	21	0

Heavy Vehicle Percentages

2 - RBT E 12:15 - 12:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	47	40	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	21	19	0	0
	4 - From M11 Southbound	18	0	0	0

Heavy Vehicle Percentages

2 - RBT E 12:30 - 12:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	15	16	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	34	17	0	0
	4 - From M11 Southbound	30	0	17	0

Heavy Vehicle Percentages

2 - RBT E 12:45 - 13:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	31	24	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	17	10	0	0
	4 - From M11 Southbound	18	0	29	0

Heavy Vehicle Percentages

2 - RBT E 13:00 - 13:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	24	16	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	30	24	0	0
	4 - From M11 Southbound	41	0	14	0

Heavy Vehicle Percentages

2 - RBT E 13:15 - 13:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	29	40	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	36	10	0	0
	4 - From M11 Southbound	41	0	0	0

Heavy Vehicle Percentages

2 - RBT E 13:30 - 13:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	38	40	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	22	6	0	0
	4 - From M11 Southbound	26	0	27	0

Heavy Vehicle Percentages

2 - RBT E 13:45 - 14:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	38	31	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	63	21	0	0
	4 - From M11 Southbound	26	0	12	0

Heavy Vehicle Percentages

2 - RBT E 14:00 - 14:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	57	59	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	32	16	0	0
	4 - From M11 Southbound	21	0	9	0

Heavy Vehicle Percentages

2 - RBT E 14:15 - 14:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	21	42	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	100	4	0	0
	4 - From M11 Southbound	28	0	9	0

Heavy Vehicle Percentages

2 - RBT E 14:30 - 14:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	31	26	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	66	15	0	0
	4 - From M11 Southbound	44	0	21	0

Heavy Vehicle Percentages

2 - RBT E 14:45 - 15:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	40	59	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	49	19	0	0
	4 - From M11 Southbound	28	0	14	0

Heavy Vehicle Percentages

2 - RBT E 15:00 - 15:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	30	32	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	22	25	0	0
	4 - From M11 Southbound	38	0	14	0

Heavy Vehicle Percentages

2 - RBT E 15:15 - 15:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	26	11	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	23	13	0	0
	4 - From M11 Southbound	100	0	12	0

Heavy Vehicle Percentages

2 - RBT E 15:30 - 15:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	14	27	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	16	7	0	0
	4 - From M11 Southbound	24	0	7	0

Heavy Vehicle Percentages

2 - RBT E 15:45 - 16:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	26	27	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	23	19	0	0
	4 - From M11 Southbound	14	0	0	0

Heavy Vehicle Percentages

2 - RBT E 16:00 - 16:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	29	16	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	17	0	0	0
	4 - From M11 Southbound	20	0	13	0

Heavy Vehicle Percentages

2 - RBT E 16:15 - 16:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	17	100	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	19	12	0	0
	4 - From M11 Southbound	11	0	14	0

Heavy Vehicle Percentages

2 - RBT E 16:30 - 16:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	74	100	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	37	0	0	0
	4 - From M11 Southbound	100	0	4	0

Heavy Vehicle Percentages

2 - RBT E 16:45 - 17:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	17	15	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	23	0	0	0
	4 - From M11 Southbound	11	0	7	0

Heavy Vehicle Percentages

2 - RBT E 17:00 - 17:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	34	21	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	9	5	0	0
	4 - From M11 Southbound	38	0	5	0

Heavy Vehicle Percentages

2 - RBT E 17:15 - 17:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	25	51	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	8	5	0	0
	4 - From M11 Southbound	14	0	12	0

Heavy Vehicle Percentages

2 - RBT E 17:30 - 17:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	25	21	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	9	7	0	0
	4 - From M11 Southbound	100	0	6	0

Heavy Vehicle Percentages

2 - RBT E 17:45 - 18:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	33	12	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	8	0	0	0
	4 - From M11 Southbound	14	0	0	0

Heavy Vehicle Percentages

2 - RBT E 18:00 - 18:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	9	100	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	18	0	0	0
	4 - From M11 Southbound	26	0	0	0

Heavy Vehicle Percentages

2 - RBT E 18:15 - 18:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	5	9	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	100	0	0	0
	4 - From M11 Southbound	22	0	8	0

Heavy Vehicle Percentages

2 - RBT E 18:30 - 18:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	12	25	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	22	10	0	0
	4 - From M11 Southbound	7	0	0	0

Heavy Vehicle Percentages

2 - RBT E 18:45 - 19:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	12	13	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	22	0	0	0
	4 - From M11 Southbound	100	0	17	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - RBT W	1 - R772	0.13	2.74	0.2	A	39.03	1873.47
	2 - To M11 Northbound						
	3 - M11 Overbridge	0.12	3.87	0.1	A	21.45	1029.55
	4 - From M11 Northbound	0.13	4.06	0.1	A	19.32	927.46
2 - RBT E	1 - R772 North	0.05	4.60	0.0	A	8.23	395.17
	2 - To M11 Southbound						
	3 - M11 Overbridge	0.11	4.05	0.1	A	20.40	979.27
	4 - From M11 Southbound	0.09	3.10	0.1	A	19.80	950.57

Main Results for each time segment

07:00 - 07:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

07:15 - 07:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

07:30 - 07:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

07:45 - 08:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

08:00 - 08:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

08:15 - 08:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

08:30 - 08:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

08:45 - 09:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

09:00 - 09:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

09:15 - 09:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

09:30 - 09:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

09:45 - 10:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

10:00 - 10:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

10:15 - 10:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

10:30 - 10:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

10:45 - 11:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

11:00 - 11:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

11:15 - 11:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

11:30 - 11:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

11:45 - 12:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

12:00 - 12:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

12:15 - 12:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

12:30 - 12:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

12:45 - 13:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

13:00 - 13:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

13:15 - 13:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

13:30 - 13:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

13:45 - 14:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

14:00 - 14:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

14:15 - 14:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

14:30 - 14:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

14:45 - 15:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

15:00 - 15:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

15:15 - 15:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

15:30 - 15:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

15:45 - 16:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

16:00 - 16:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

16:15 - 16:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

16:30 - 16:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

16:45 - 17:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

17:00 - 17:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

17:15 - 17:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

17:30 - 17:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

17:45 - 18:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

18:00 - 18:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

18:15 - 18:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

18:30 - 18:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

18:45 - 19:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

+5+Dev, 12hrs

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - RBT W - 3 - M11 Overbridge	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - RBT E - 3 - M11 Overbridge	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	RBT W	Standard Roundabout		1, 2, 3, 4	3.47	A
2	RBT E	Standard Roundabout		1, 2, 3, 4	3.81	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	+5+Dev	12hrs	DIRECT	07:00	19:00	720	15	✓	Simple	D2+D4

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/TS)	Flow multiplier (%)	Internal storage space (PCU)
1 - RBT W	3 - M11 Overbridge	2	3	Simple (vertical queueing)	Normal	0.00	100.00	
2 - RBT E	3 - M11 Overbridge	1	3	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - RBT W	1 - R772		DIRECT	✓	100.000
	2 - To M11 Northbound				
	3 - M11 Overbridge	✓			
	4 - From M11 Northbound		DIRECT	✓	100.000
2 - RBT E	1 - R772 North		DIRECT	✓	100.000
	2 - To M11 Southbound				
	3 - M11 Overbridge	✓			
	4 - From M11 Southbound		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
1 - RBT W 07:00 - 07:15	From 1 - R772	0.00	50.91	7.14	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.36	3.48	0.00	0.00
	4 - From M11 Northbound	42.92	0.00	1.50	0.00

Demand (Veh/TS)

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
1 - RBT W 07:15 - 07:30	From 1 - R772	0.00	42.35	9.19	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6.95	2.36	0.00	0.00
	4 - From M11 Northbound	38.28	0.00	2.61	0.00

Demand (Veh/TS)

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
1 - RBT W 07:30 - 07:45	From 1 - R772	0.00	36.98	12.72	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	9.36	3.48	0.00	0.00
	4 - From M11 Northbound	22.67	0.00	1.50	0.00

Demand (Veh/TS)

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
1 - RBT W 07:45 - 08:00	From 1 - R772	0.00	23.78	17.54	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	9.93	1.25	0.00	0.00
	4 - From M11 Northbound	20.25	0.00	7.07	0.00

Demand (Veh/TS)

1 - RBT W 08:00 - 08:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	20.43	15.30	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	11.11	0.14	0.00	0.00
	4 - From M11 Northbound	21.55	0.00	6.01	0.00

Demand (Veh/TS)

1 - RBT W 08:15 - 08:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	26.19	10.48	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	7.76	4.60	0.00	0.00
	4 - From M11 Northbound	28.06	0.00	2.49	0.00

Demand (Veh/TS)

1 - RBT W 08:30 - 08:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	32.88	13.82	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	13.34	1.25	0.00	0.00
	4 - From M11 Northbound	37.52	0.00	0.26	0.00

Demand (Veh/TS)

1 - RBT W 08:45 - 09:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	38.64	11.09	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	15.93	2.37	0.00	0.00
	4 - From M11 Northbound	19.50	0.00	9.28	0.00

Demand (Veh/TS)

1 - RBT W 09:00 - 09:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	21.91	14.96	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	23.69	1.27	0.00	0.00
	4 - From M11 Northbound	28.78	0.00	4.87	0.00

Demand (Veh/TS)

1 - RBT W 09:15 - 09:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	40.12	18.31	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	8.26	2.39	0.00	0.00
	4 - From M11 Northbound	35.47	0.00	2.64	0.00

Demand (Veh/TS)

1 - RBT W 09:30 - 09:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	41.05	13.85	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	26.10	3.50	0.00	0.00
	4 - From M11 Northbound	24.14	0.00	5.99	0.00

Demand (Veh/TS)

1 - RBT W 09:45 - 10:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	32.88	15.47	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	12.54	1.27	0.00	0.00
	4 - From M11 Northbound	26.37	0.00	0.31	0.00

Demand (Veh/TS)

1 - RBT W 10:00 - 10:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	31.77	19.41	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	13.62	1.24	0.00	0.00
	4 - From M11 Northbound	22.45	0.00	1.31	0.00

Demand (Veh/TS)

1 - RBT W 10:15 - 10:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	20.98	16.06	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	14.73	6.82	0.00	0.00
	4 - From M11 Northbound	11.33	0.00	3.54	0.00

Demand (Veh/TS)

1 - RBT W 10:30 - 10:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	32.67	6.78	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	24.38	2.54	0.00	0.00
	4 - From M11 Northbound	28.78	0.00	1.31	0.00

Demand (Veh/TS)

1 - RBT W 10:45 - 11:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	23.96	16.24	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	16.03	1.24	0.00	0.00
	4 - From M11 Northbound	12.99	0.00	2.43	0.00

Demand (Veh/TS)

1 - RBT W 11:00 - 11:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	26.73	26.33	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	17.61	2.35	0.00	0.00
	4 - From M11 Northbound	14.86	0.00	4.67	0.00

Demand (Veh/TS)

1 - RBT W 11:15 - 11:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	28.42	15.17	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	22.26	0.12	0.00	0.00
	4 - From M11 Northbound	20.43	0.00	1.32	0.00

Demand (Veh/TS)

1 - RBT W 11:30 - 11:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	20.25	15.93	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	11.28	1.23	0.00	0.00
	4 - From M11 Northbound	23.03	0.00	1.50	0.00

Demand (Veh/TS)

1 - RBT W 11:45 - 12:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	19.50	17.04	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	15.56	2.35	0.00	0.00
	4 - From M11 Northbound	13.17	0.00	2.44	0.00

Demand (Veh/TS)

1 - RBT W 12:00 - 12:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	19.68	18.38	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	20.57	0.12	0.00	0.00
	4 - From M11 Northbound	14.50	0.00	0.15	0.00

Demand (Veh/TS)

1 - RBT W 12:15 - 12:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	21.73	14.67	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	20.02	2.35	0.00	0.00
	4 - From M11 Northbound	16.15	0.00	3.50	0.00

Demand (Veh/TS)

1 - RBT W 12:30 - 12:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	21.37	13.56	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	23.73	3.46	0.00	0.00
	4 - From M11 Northbound	24.14	0.00	7.02	0.00

Demand (Veh/TS)

1 - RBT W 12:45 - 13:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	19.86	15.61	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	16.11	2.35	0.00	0.00
	4 - From M11 Northbound	18.57	0.00	2.38	0.00

Demand (Veh/TS)

1 - RBT W 13:00 - 13:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	17.81	18.79	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	17.20	4.62	0.00	0.00
	4 - From M11 Northbound	23.78	0.00	2.48	0.00

Demand (Veh/TS)

1 - RBT W 13:15 - 13:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	31.77	24.19	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	20.19	1.28	0.00	0.00
	4 - From M11 Northbound	14.50	0.00	3.60	0.00

Demand (Veh/TS)

1 - RBT W 13:30 - 13:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	21.37	19.55	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	22.21	0.16	0.00	0.00
	4 - From M11 Northbound	18.96	0.00	8.06	0.00

Demand (Veh/TS)

1 - RBT W 13:45 - 14:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	21.19	23.44	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	27.42	3.51	0.00	0.00
	4 - From M11 Northbound	12.45	0.00	2.48	0.00

Demand (Veh/TS)

1 - RBT W 14:00 - 14:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	20.25	24.54	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	19.52	4.63	0.00	0.00
	4 - From M11 Northbound	7.81	0.00	3.62	0.00

Demand (Veh/TS)

1 - RBT W 14:15 - 14:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	15.97	29.75	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	22.86	2.40	0.00	0.00
	4 - From M11 Northbound	13.74	0.00	0.28	0.00

Demand (Veh/TS)

1 - RBT W 14:30 - 14:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	14.68	18.78	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	23.22	3.52	0.00	0.00
	4 - From M11 Northbound	19.14	0.00	0.28	0.00

Demand (Veh/TS)

1 - RBT W 14:45 - 15:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	13.74	22.31	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	23.04	1.29	0.00	0.00
	4 - From M11 Northbound	19.32	0.00	0.28	0.00

Demand (Veh/TS)

1 - RBT W 15:00 - 15:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	23.42	30.14	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	20.36	4.63	0.00	0.46
	4 - From M11 Northbound	13.38	0.00	7.09	0.00

Demand (Veh/TS)

1 - RBT W 15:15 - 15:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	20.25	33.12	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	21.30	7.98	0.00	0.46
	4 - From M11 Northbound	20.25	0.00	1.34	0.00

Demand (Veh/TS)

1 - RBT W 15:30 - 15:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	24.90	23.84	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	29.10	3.52	0.00	0.46
	4 - From M11 Northbound	18.20	0.00	2.45	0.00

Demand (Veh/TS)

1 - RBT W 15:45 - 16:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	20.43	35.72	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	30.97	1.29	0.00	0.46
	4 - From M11 Northbound	6.69	0.00	2.45	0.00

Demand (Veh/TS)

1 - RBT W 16:00 - 16:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	17.09	35.62	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	30.52	2.34	0.00	0.00
	4 - From M11 Northbound	7.99	0.00	4.63	0.00

Demand (Veh/TS)

1 - RBT W 16:15 - 16:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	18.38	22.42	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	22.54	1.22	0.00	0.00
	4 - From M11 Northbound	14.50	0.00	4.81	0.00

Demand (Veh/TS)

1 - RBT W 16:30 - 16:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	16.91	31.16	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	18.83	0.11	0.00	0.00
	4 - From M11 Northbound	9.10	0.00	2.40	0.00

Demand (Veh/TS)

1 - RBT W 16:45 - 17:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	7.99	23.36	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	31.10	3.63	0.00	0.00
	4 - From M11 Northbound	9.28	0.00	4.63	0.00

Demand (Veh/TS)

1 - RBT W 17:00 - 17:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	23.96	25.08	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	18.99	2.36	0.00	0.00
	4 - From M11 Northbound	11.87	0.00	1.18	0.00

Demand (Veh/TS)

1 - RBT W 17:15 - 17:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	25.08	25.08	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	19.17	1.24	0.00	0.00
	4 - From M11 Northbound	12.45	0.00	2.29	0.00

Demand (Veh/TS)

1 - RBT W 17:30 - 17:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	10.04	19.51	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	24.57	0.13	0.00	0.00
	4 - From M11 Northbound	9.10	0.00	2.29	0.00

Demand (Veh/TS)

1 - RBT W 17:45 - 18:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	16.15	17.09	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	14.35	5.70	0.00	0.00
	4 - From M11 Northbound	15.79	0.00	2.29	0.00

Demand (Veh/TS)

1 - RBT W 18:00 - 18:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	15.79	17.49	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	12.54	0.04	0.00	0.00
	4 - From M11 Northbound	5.58	0.00	0.13	0.00

Demand (Veh/TS)

1 - RBT W 18:15 - 18:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	13.38	15.26	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	17.18	1.15	0.00	0.00
	4 - From M11 Northbound	6.69	0.00	1.24	0.00

Demand (Veh/TS)

1 - RBT W 18:30 - 18:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	12.45	13.21	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	22.58	1.33	0.00	0.00
	4 - From M11 Northbound	7.99	0.00	2.36	0.00

Demand (Veh/TS)

1 - RBT W 18:45 - 19:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	8.92	15.26	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	19.78	1.15	0.00	0.00
	4 - From M11 Northbound	7.99	0.00	4.59	0.00

Demand (Veh/TS)

2 - RBT E 07:00 - 07:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	1.06	5.60	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.81	4.82	0.00	0.00
	4 - From M11 Southbound	3.33	0.00	5.58	0.00

Demand (Veh/TS)

2 - RBT E 07:15 - 07:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	4.40	3.37	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6.04	5.76	0.00	0.00
	4 - From M11 Southbound	1.10	0.00	7.05	0.00

Demand (Veh/TS)

2 - RBT E 07:30 - 07:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.29	7.84	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.81	10.40	0.00	0.00
	4 - From M11 Southbound	1.10	0.00	9.46	0.00

Demand (Veh/TS)

2 - RBT E 07:45 - 08:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.17	3.37	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	9.39	15.22	0.00	0.00
	4 - From M11 Southbound	1.10	0.00	7.81	0.00

Demand (Veh/TS)

2 - RBT E 08:00 - 08:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	10.04	4.55	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	11.09	10.22	0.00	0.00
	4 - From M11 Southbound	0.74	0.00	8.92	0.00

Demand (Veh/TS)

2 - RBT E 08:15 - 08:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	7.05	3.44	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.16	7.81	0.00	0.00
	4 - From M11 Southbound	0.74	0.00	10.04	0.00

Demand (Veh/TS)

2 - RBT E 08:30 - 08:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	4.46	3.44	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.04	10.04	0.00	0.00
	4 - From M11 Southbound	0.74	0.00	12.27	0.00

Demand (Veh/TS)

2 - RBT E 08:45 - 09:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.35	6.79	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	7.39	12.27	0.00	0.00
	4 - From M11 Southbound	1.85	0.00	14.86	0.00

Demand (Veh/TS)

2 - RBT E 09:00 - 09:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	9.07	2.48	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	7.79	11.33	0.00	0.00
	4 - From M11 Southbound	3.14	0.00	19.14	0.00

Demand (Veh/TS)

2 - RBT E 09:15 - 09:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	6.84	2.48	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.56	14.68	0.00	0.00
	4 - From M11 Southbound	0.91	0.00	9.28	0.00

Demand (Veh/TS)

2 - RBT E 09:30 - 09:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.38	10.29	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	7.79	11.33	0.00	0.00
	4 - From M11 Southbound	2.02	0.00	21.55	0.00

Demand (Veh/TS)

2 - RBT E 09:45 - 10:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	5.72	3.60	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.45	11.33	0.00	0.00
	4 - From M11 Southbound	3.14	0.00	15.79	0.00

Demand (Veh/TS)

2 - RBT E 10:00 - 10:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	4.38	3.35	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.63	17.09	0.00	0.00
	4 - From M11 Southbound	1.69	0.00	17.09	0.00

Demand (Veh/TS)

2 - RBT E 10:15 - 10:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.15	6.69	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.75	14.86	0.00	0.00
	4 - From M11 Southbound	0.57	0.00	14.86	0.00

Demand (Veh/TS)

2 - RBT E 10:30 - 10:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.15	5.58	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.46	3.35	0.00	0.00
	4 - From M11 Southbound	3.09	0.00	25.80	0.00

Demand (Veh/TS)

2 - RBT E 10:45 - 11:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.26	3.35	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.34	15.04	0.00	0.00
	4 - From M11 Southbound	1.98	0.00	16.15	0.00

Demand (Veh/TS)

2 - RBT E 11:00 - 11:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.15	5.46	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6.63	25.08	0.00	0.00
	4 - From M11 Southbound	3.11	0.00	15.61	0.00

Demand (Veh/TS)

2 - RBT E 11:15 - 11:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.15	2.12	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.28	13.92	0.00	0.00
	4 - From M11 Southbound	3.11	0.00	21.37	0.00

Demand (Veh/TS)

2 - RBT E 11:30 - 11:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	0.92	4.35	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6.10	11.33	0.00	0.00
	4 - From M11 Southbound	0.59	0.00	10.40	0.00

Demand (Veh/TS)

2 - RBT E 11:45 - 12:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.04	4.35	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	7.21	12.27	0.00	0.00
	4 - From M11 Southbound	2.82	0.00	13.56	0.00

Demand (Veh/TS)

2 - RBT E 12:00 - 12:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.15	1.00	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	2.20	16.33	0.00	0.00
	4 - From M11 Southbound	1.56	0.00	23.03	0.00

Demand (Veh/TS)

2 - RBT E 12:15 - 12:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.04	5.64	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.54	12.63	0.00	0.00
	4 - From M11 Southbound	2.67	0.00	20.07	0.00

Demand (Veh/TS)

2 - RBT E 12:30 - 12:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	6.50	6.58	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6.84	13.74	0.00	0.00
	4 - From M11 Southbound	1.56	0.00	20.62	0.00

Demand (Veh/TS)

2 - RBT E 12:45 - 13:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.15	4.35	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6.66	11.33	0.00	0.00
	4 - From M11 Southbound	2.67	0.00	16.33	0.00

Demand (Veh/TS)

2 - RBT E 13:00 - 13:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	5.74	9.20	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6.24	15.04	0.00	0.00
	4 - From M11 Southbound	1.84	0.00	17.09	0.00

Demand (Veh/TS)

2 - RBT E 13:15 - 13:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	4.63	3.62	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.12	22.67	0.00	0.00
	4 - From M11 Southbound	1.84	0.00	21.19	0.00

Demand (Veh/TS)

2 - RBT E 13:30 - 13:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.51	3.62	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	8.47	19.14	0.00	0.00
	4 - From M11 Southbound	2.96	0.00	22.09	0.00

Demand (Veh/TS)

2 - RBT E 13:45 - 14:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.51	4.74	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	2.89	23.03	0.00	0.00
	4 - From M11 Southbound	2.96	0.00	29.54	0.00

Demand (Veh/TS)

2 - RBT E 14:00 - 14:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.48	2.60	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6.43	21.73	0.00	0.00
	4 - From M11 Southbound	4.15	0.00	26.01	0.00

Demand (Veh/TS)

2 - RBT E 14:15 - 14:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	6.94	3.71	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	1.97	28.06	0.00	0.00
	4 - From M11 Southbound	3.04	0.00	26.01	0.00

Demand (Veh/TS)

2 - RBT E 14:30 - 14:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	4.71	5.94	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.09	15.97	0.00	0.00
	4 - From M11 Southbound	1.92	0.00	23.03	0.00

Demand (Veh/TS)

2 - RBT E 14:45 - 15:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.60	2.60	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.20	18.38	0.00	0.00
	4 - From M11 Southbound	3.04	0.00	26.19	0.00

Demand (Veh/TS)

2 - RBT E 15:00 - 15:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.13	3.21	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	12.91	24.32	0.00	0.00
	4 - From M11 Southbound	1.76	0.00	25.08	0.00

Demand (Veh/TS)

2 - RBT E 15:15 - 15:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.61	9.30	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	7.16	27.31	0.00	0.00
	4 - From M11 Southbound	0.65	0.00	20.43	0.00

Demand (Veh/TS)

2 - RBT E 15:30 - 15:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	6.96	3.73	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	10.50	15.79	0.00	0.00
	4 - From M11 Southbound	2.88	0.00	33.82	0.00

Demand (Veh/TS)

2 - RBT E 15:45 - 16:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.61	3.73	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	7.16	31.01	0.00	0.00
	4 - From M11 Southbound	5.11	0.00	33.46	0.00

Demand (Veh/TS)

2 - RBT E 16:00 - 16:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	7.08	5.89	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	7.92	32.34	0.00	0.00
	4 - From M11 Southbound	2.73	0.00	35.29	0.00

Demand (Veh/TS)

2 - RBT E 16:15 - 16:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	5.30	0.91	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6.80	20.43	0.00	0.00
	4 - From M11 Southbound	4.96	0.00	26.19	0.00

Demand (Veh/TS)

2 - RBT E 16:30 - 16:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	4.55	0.91	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.46	30.11	0.00	0.00
	4 - From M11 Southbound	1.80	0.00	26.95	0.00

Demand (Veh/TS)

2 - RBT E 16:45 - 17:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	5.30	6.49	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.69	22.30	0.00	0.00
	4 - From M11 Southbound	4.96	0.00	32.70	0.00

Demand (Veh/TS)

2 - RBT E 17:00 - 17:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	6.76	5.55	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.89	21.37	0.00	0.00
	4 - From M11 Southbound	3.70	0.00	22.48	0.00

Demand (Veh/TS)

2 - RBT E 17:15 - 17:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	4.35	2.21	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6.00	21.37	0.00	0.00
	4 - From M11 Southbound	1.29	0.00	19.32	0.00

Demand (Veh/TS)

2 - RBT E 17:30 - 17:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	4.35	5.55	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.89	16.91	0.00	0.00
	4 - From M11 Southbound	0.17	0.00	19.14	0.00

Demand (Veh/TS)

2 - RBT E 17:45 - 18:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.24	10.01	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6.00	13.38	0.00	0.00
	4 - From M11 Southbound	1.29	0.00	12.27	0.00

Demand (Veh/TS)

2 - RBT E 18:00 - 18:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.63	0.31	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.35	12.27	0.00	0.00
	4 - From M11 Southbound	1.48	0.00	14.50	0.00

Demand (Veh/TS)

2 - RBT E 18:15 - 18:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	5.86	3.66	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0.89	15.61	0.00	0.00
	4 - From M11 Southbound	7.23	0.00	14.68	0.00

Demand (Veh/TS)

2 - RBT E 18:30 - 18:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.52	6.07	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.23	11.33	0.00	0.00
	4 - From M11 Southbound	5.94	0.00	18.96	0.00

Demand (Veh/TS)

2 - RBT E 18:45 - 19:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.52	2.54	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.23	15.61	0.00	0.00
	4 - From M11 Southbound	0.36	0.00	20.62	0.00

Vehicle Mix

Heavy Vehicle Percentages

1 - RBT W 07:00 - 07:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	10	69	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	23	4	0	0
	4 - From M11 Northbound	9	0	25	0

Heavy Vehicle Percentages

1 - RBT W 07:15 - 07:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	18	39	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	52	6	0	0
	4 - From M11 Northbound	7	0	15	0

Heavy Vehicle Percentages

1 - RBT W 07:30 - 07:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	4	39	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	52	4	0	0
	4 - From M11 Northbound	11	0	25	0

Heavy Vehicle Percentages

1 - RBT W 07:45 - 08:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	11	43	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	10	11	0	0
	4 - From M11 Northbound	6	0	5	0

Heavy Vehicle Percentages

1 - RBT W 08:00 - 08:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	13	27	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	10	100	0	0
	4 - From M11 Northbound	12	0	26	0

Heavy Vehicle Percentages

1 - RBT W 08:15 - 08:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	15	15	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	14	3	0	0
	4 - From M11 Northbound	5	0	10	0

Heavy Vehicle Percentages

1 - RBT W 08:30 - 08:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	12	11	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	8	11	0	0
	4 - From M11 Northbound	14	0	100	0

Heavy Vehicle Percentages

1 - RBT W 08:45 - 09:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	13	14	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	23	6	0	0
	4 - From M11 Northbound	20	0	3	0

Heavy Vehicle Percentages

1 - RBT W 09:00 - 09:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	24	21	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	11	12	0	0
	4 - From M11 Northbound	23	0	6	0

Heavy Vehicle Percentages

1 - RBT W 09:15 - 09:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	19	17	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	46	7	0	0
	4 - From M11 Northbound	18	0	12	0

Heavy Vehicle Percentages

1 - RBT W 09:30 - 09:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	16	23	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	15	4	0	0
	4 - From M11 Northbound	21	0	5	0

Heavy Vehicle Percentages

1 - RBT W 09:45 - 10:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	12	21	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	20	12	0	0
	4 - From M11 Northbound	20	0	100	0

Heavy Vehicle Percentages

1 - RBT W 10:00 - 10:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	12	20	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	26	10	0	0
	4 - From M11 Northbound	40	0	15	0

Heavy Vehicle Percentages

1 - RBT W 10:15 - 10:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	31	24	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	24	2	0	0
	4 - From M11 Northbound	11	0	6	0

Heavy Vehicle Percentages

1 - RBT W 10:30 - 10:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	32	18	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	36	56	0	0
	4 - From M11 Northbound	23	0	15	0

Heavy Vehicle Percentages

1 - RBT W 10:45 - 11:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	16	31	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	30	10	0	0
	4 - From M11 Northbound	40	0	8	0

Heavy Vehicle Percentages

1 - RBT W 11:00 - 11:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	29	20	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5	5	0	0
	4 - From M11 Northbound	17	0	4	0

Heavy Vehicle Percentages

1 - RBT W 11:15 - 11:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	14	34	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	10	100	0	0
	4 - From M11 Northbound	13	0	16	0

Heavy Vehicle Percentages

1 - RBT W 11:30 - 11:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	6	16	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	31	9	0	0
	4 - From M11 Northbound	23	0	100	0

Heavy Vehicle Percentages

1 - RBT W 11:45 - 12:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	20	15	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	14	5	0	0
	4 - From M11 Northbound	49	0	8	0

Heavy Vehicle Percentages

1 - RBT W 12:00 - 12:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	26	33	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	30	100	0	0
	4 - From M11 Northbound	0	0	100	0

Heavy Vehicle Percentages

1 - RBT W 12:15 - 12:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	18	24	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	11	5	0	0
	4 - From M11 Northbound	24	0	4	0

Heavy Vehicle Percentages

1 - RBT W 12:30 - 12:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	6	26	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	20	3	0	0
	4 - From M11 Northbound	21	0	21	0

Heavy Vehicle Percentages

1 - RBT W 12:45 - 13:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	33	14	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	38	5	0	0
	4 - From M11 Northbound	28	0	6	0

Heavy Vehicle Percentages

1 - RBT W 13:00 - 13:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	44	29	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	22	3	0	0
	4 - From M11 Northbound	11	0	10	0

Heavy Vehicle Percentages

1 - RBT W 13:15 - 13:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	12	17	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6	13	0	0
	4 - From M11 Northbound	0	0	7	0

Heavy Vehicle Percentages

1 - RBT W 13:30 - 13:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	6	14	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	35	100	0	0
	4 - From M11 Northbound	0	0	3	0

Heavy Vehicle Percentages

1 - RBT W 13:45 - 14:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	0	29	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	19	5	0	0
	4 - From M11 Northbound	10	0	10	0

Heavy Vehicle Percentages

1 - RBT W 14:00 - 14:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	6	23	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	20	4	0	0
	4 - From M11 Northbound	0	0	8	0

Heavy Vehicle Percentages

1 - RBT W 14:15 - 14:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	16	10	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	17	7	0	0
	4 - From M11 Northbound	19	0	100	0

Heavy Vehicle Percentages

1 - RBT W 14:30 - 14:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	9	23	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	28	5	0	0
	4 - From M11 Northbound	7	0	100	0

Heavy Vehicle Percentages

1 - RBT W 14:45 - 15:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	19	25	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	23	13	0	0
	4 - From M11 Northbound	13	0	100	0

Heavy Vehicle Percentages

1 - RBT W 15:00 - 15:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	0	26	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	23	2	0	0
	4 - From M11 Northbound	0	0	21	0

Heavy Vehicle Percentages

1 - RBT W 15:15 - 15:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	6	16	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	16	1	0	0
	4 - From M11 Northbound	6	0	17	0

Heavy Vehicle Percentages

1 - RBT W 15:30 - 15:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	10	11	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	12	3	0	0
	4 - From M11 Northbound	14	0	9	0

Heavy Vehicle Percentages

1 - RBT W 15:45 - 16:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	13	22	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3	9	0	0
	4 - From M11 Northbound	0	0	9	0

Heavy Vehicle Percentages

1 - RBT W 16:00 - 16:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	15	3	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	20	4	0	0
	4 - From M11 Northbound	16	0	4	0

Heavy Vehicle Percentages

1 - RBT W 16:15 - 16:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	21	10	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	21	9	0	0
	4 - From M11 Northbound	0	0	30	0

Heavy Vehicle Percentages

1 - RBT W 16:30 - 16:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	8	3	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	11	100	0	0
	4 - From M11 Northbound	14	0	7	0

Heavy Vehicle Percentages

1 - RBT W 16:45 - 17:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	16	5	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	7	39	0	0
	4 - From M11 Northbound	28	0	4	0

Heavy Vehicle Percentages

1 - RBT W 17:00 - 17:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	16	7	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	12	5	0	0
	4 - From M11 Northbound	44	0	5	0

Heavy Vehicle Percentages

1 - RBT W 17:15 - 17:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	16	7	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	19	10	0	0
	4 - From M11 Northbound	10	0	3	0

Heavy Vehicle Percentages

1 - RBT W 17:30 - 17:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	0	9	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	9	100	0	0
	4 - From M11 Northbound	14	0	3	0

Heavy Vehicle Percentages

1 - RBT W 17:45 - 18:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	24	2	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	7	2	0	0
	4 - From M11 Northbound	8	0	3	0

Heavy Vehicle Percentages

1 - RBT W 18:00 - 18:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	8	4	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	2	100	0	0
	4 - From M11 Northbound	0	0	100	0

Heavy Vehicle Percentages

1 - RBT W 18:15 - 18:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	0	5	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	9	3	0	0
	4 - From M11 Northbound	0	0	10	0

Heavy Vehicle Percentages

1 - RBT W 18:30 - 18:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	10	16	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	1	100	0	0
	4 - From M11 Northbound	16	0	5	0

Heavy Vehicle Percentages

1 - RBT W 18:45 - 19:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	0	5	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	21	3	0	0
	4 - From M11 Northbound	16	0	3	0

Heavy Vehicle Percentages

2 - RBT E 07:00 - 07:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	100	20	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	71	54	0	0
	4 - From M11 Southbound	33	0	0	0

Heavy Vehicle Percentages

2 - RBT E 07:15 - 07:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	24	34	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	45	23	0	0
	4 - From M11 Southbound	100	0	37	0

Heavy Vehicle Percentages

2 - RBT E 07:30 - 07:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	32	15	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	71	25	0	0
	4 - From M11 Southbound	100	0	41	0

Heavy Vehicle Percentages

2 - RBT E 07:45 - 08:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	49	34	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	29	34	0	0
	4 - From M11 Southbound	100	0	0	0

Heavy Vehicle Percentages

2 - RBT E 08:00 - 08:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	11	27	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	40	13	0	0
	4 - From M11 Southbound	100	0	0	0

Heavy Vehicle Percentages

2 - RBT E 08:15 - 08:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	53	35	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	35	0	0	0
	4 - From M11 Southbound	100	0	0	0

Heavy Vehicle Percentages

2 - RBT E 08:30 - 08:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	25	35	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	45	0	0	0
	4 - From M11 Southbound	100	0	0	0

Heavy Vehicle Percentages

2 - RBT E 08:45 - 09:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	33	18	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	25	0	0	0
	4 - From M11 Southbound	40	0	17	0

Heavy Vehicle Percentages

2 - RBT E 09:00 - 09:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	14	55	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	28	11	0	0
	4 - From M11 Southbound	29	0	7	0

Heavy Vehicle Percentages

2 - RBT E 09:15 - 09:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	18	55	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	40	9	0	0
	4 - From M11 Southbound	100	0	28	0

Heavy Vehicle Percentages

2 - RBT E 09:30 - 09:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	53	13	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	28	11	0	0
	4 - From M11 Southbound	45	0	12	0

Heavy Vehicle Percentages

2 - RBT E 09:45 - 10:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	22	38	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	50	11	0	0
	4 - From M11 Southbound	29	0	8	0

Heavy Vehicle Percentages

2 - RBT E 10:00 - 10:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	24	33	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	39	15	0	0
	4 - From M11 Southbound	34	0	15	0

Heavy Vehicle Percentages

2 - RBT E 10:15 - 10:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	48	17	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	30	17	0	0
	4 - From M11 Southbound	100	0	17	0

Heavy Vehicle Percentages

2 - RBT E 10:30 - 10:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	48	20	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	26	0	0	0
	4 - From M11 Southbound	19	0	35	0

Heavy Vehicle Percentages

2 - RBT E 10:45 - 11:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	32	33	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	32	26	0	0
	4 - From M11 Southbound	29	0	24	0

Heavy Vehicle Percentages

2 - RBT E 11:00 - 11:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	29	18	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	22	16	0	0
	4 - From M11 Southbound	19	0	0	0

Heavy Vehicle Percentages

2 - RBT E 11:15 - 11:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	29	47	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	44	28	0	0
	4 - From M11 Southbound	19	0	6	0

Heavy Vehicle Percentages

2 - RBT E 11:30 - 11:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	100	23	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	45	11	0	0
	4 - From M11 Southbound	100	0	25	0

Heavy Vehicle Percentages

2 - RBT E 11:45 - 12:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	45	23	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	38	0	0	0
	4 - From M11 Southbound	21	0	10	0

Heavy Vehicle Percentages

2 - RBT E 12:00 - 12:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	29	100	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	49	32	0	0
	4 - From M11 Southbound	28	0	23	0

Heavy Vehicle Percentages

2 - RBT E 12:15 - 12:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	45	41	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	20	21	0	0
	4 - From M11 Southbound	17	0	0	0

Heavy Vehicle Percentages

2 - RBT E 12:30 - 12:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	14	15	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	35	19	0	0
	4 - From M11 Southbound	28	0	19	0

Heavy Vehicle Percentages

2 - RBT E 12:45 - 13:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	29	23	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	16	11	0	0
	4 - From M11 Southbound	17	0	32	0

Heavy Vehicle Percentages

2 - RBT E 13:00 - 13:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	22	15	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	28	26	0	0
	4 - From M11 Southbound	39	0	15	0

Heavy Vehicle Percentages

2 - RBT E 13:15 - 13:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	28	38	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	35	11	0	0
	4 - From M11 Southbound	39	0	0	0

Heavy Vehicle Percentages

2 - RBT E 13:30 - 13:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	37	38	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	21	7	0	0
	4 - From M11 Southbound	25	0	29	0

Heavy Vehicle Percentages

2 - RBT E 13:45 - 14:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	37	29	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	61	23	0	0
	4 - From M11 Southbound	25	0	13	0

Heavy Vehicle Percentages

2 - RBT E 14:00 - 14:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	55	57	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	31	18	0	0
	4 - From M11 Southbound	19	0	10	0

Heavy Vehicle Percentages

2 - RBT E 14:15 - 14:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	20	40	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	100	5	0	0
	4 - From M11 Southbound	27	0	10	0

Heavy Vehicle Percentages

2 - RBT E 14:30 - 14:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	29	25	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	64	16	0	0
	4 - From M11 Southbound	42	0	23	0

Heavy Vehicle Percentages

2 - RBT E 14:45 - 15:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	38	57	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	47	21	0	0
	4 - From M11 Southbound	27	0	15	0

Heavy Vehicle Percentages

2 - RBT E 15:00 - 15:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	29	30	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	22	27	0	0
	4 - From M11 Southbound	37	0	16	0

Heavy Vehicle Percentages

2 - RBT E 15:15 - 15:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	25	10	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	22	14	0	0
	4 - From M11 Southbound	100	0	13	0

Heavy Vehicle Percentages

2 - RBT E 15:30 - 15:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	13	26	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	15	8	0	0
	4 - From M11 Southbound	22	0	8	0

Heavy Vehicle Percentages

2 - RBT E 15:45 - 16:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	25	26	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	22	21	0	0
	4 - From M11 Southbound	13	0	0	0

Heavy Vehicle Percentages

2 - RBT E 16:00 - 16:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	30	15	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	15	0	0	0
	4 - From M11 Southbound	18	0	15	0

Heavy Vehicle Percentages

2 - RBT E 16:15 - 16:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	16	100	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	18	13	0	0
	4 - From M11 Southbound	10	0	15	0

Heavy Vehicle Percentages

2 - RBT E 16:30 - 16:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	75	100	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	35	0	0	0
	4 - From M11 Southbound	100	0	5	0

Heavy Vehicle Percentages

2 - RBT E 16:45 - 17:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	16	14	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	22	0	0	0
	4 - From M11 Southbound	10	0	8	0

Heavy Vehicle Percentages

2 - RBT E 17:00 - 17:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	34	20	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	9	6	0	0
	4 - From M11 Southbound	40	0	6	0

Heavy Vehicle Percentages

2 - RBT E 17:15 - 17:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	23	49	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	7	6	0	0
	4 - From M11 Southbound	13	0	13	0

Heavy Vehicle Percentages

2 - RBT E 17:30 - 17:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	23	20	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	9	8	0	0
	4 - From M11 Southbound	100	0	7	0

Heavy Vehicle Percentages

2 - RBT E 17:45 - 18:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	31	11	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	7	0	0	0
	4 - From M11 Southbound	13	0	0	0

Heavy Vehicle Percentages

2 - RBT E 18:00 - 18:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	8	100	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	17	0	0	0
	4 - From M11 Southbound	25	0	0	0

Heavy Vehicle Percentages

2 - RBT E 18:15 - 18:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	5	9	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	100	0	0	0
	4 - From M11 Southbound	23	0	9	0

Heavy Vehicle Percentages

2 - RBT E 18:30 - 18:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	11	26	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	21	11	0	0
	4 - From M11 Southbound	6	0	0	0

Heavy Vehicle Percentages

2 - RBT E 18:45 - 19:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	11	12	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	21	0	0	0
	4 - From M11 Southbound	100	0	19	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - RBT W	1 - R772	0.14	2.82	0.2	A	42.64	2046.74
	2 - To M11 Northbound						
	3 - M11 Overbridge	0.13	3.98	0.2	A	23.33	1119.91
	4 - From M11 Northbound	0.14	4.21	0.2	A	21.16	1015.66
2 - RBT E	1 - R772 North	0.05	4.66	0.0	A	8.75	419.80
	2 - To M11 Southbound						
	3 - M11 Overbridge	0.13	4.07	0.2	A	22.15	1063.16
	4 - From M11 Southbound	0.10	3.15	0.1	A	21.60	1036.99

Main Results for each time segment

07:00 - 07:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

07:15 - 07:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

07:30 - 07:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

07:45 - 08:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

08:00 - 08:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

08:15 - 08:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

08:30 - 08:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

08:45 - 09:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

09:00 - 09:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

09:15 - 09:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

09:30 - 09:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

09:45 - 10:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

10:00 - 10:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

10:15 - 10:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

10:30 - 10:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

10:45 - 11:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

11:00 - 11:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

11:15 - 11:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

11:30 - 11:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

11:45 - 12:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

12:00 - 12:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

12:15 - 12:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

12:30 - 12:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

12:45 - 13:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

13:00 - 13:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

13:15 - 13:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

13:30 - 13:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

13:45 - 14:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

14:00 - 14:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

14:15 - 14:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

14:30 - 14:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

14:45 - 15:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

15:00 - 15:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

15:15 - 15:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

15:30 - 15:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

15:45 - 16:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

16:00 - 16:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

16:15 - 16:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

16:30 - 16:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

16:45 - 17:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

17:00 - 17:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

17:15 - 17:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

17:30 - 17:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

17:45 - 18:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

18:00 - 18:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

18:15 - 18:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

18:30 - 18:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

18:45 - 19:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Northbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Northbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2 - RBT E	1 - R772 North	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	2 - To M11 Southbound			0.00				0.00				
	3 - M11 Overbridge	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	4 - From M11 Southbound	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

+15+Dev, 12hrs

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - RBT W - 3 - M11 Overbridge	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - RBT E - 3 - M11 Overbridge	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	RBT W	Standard Roundabout		1, 2, 3, 4	3.53	A
2	RBT E	Standard Roundabout		1, 2, 3, 4	3.59	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	+15+Dev	12hrs	DIRECT	07:00	19:00	720	15	✓	Simple	D3+D4

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/TS)	Flow multiplier (%)	Internal storage space (PCU)
1 - RBT W	3 - M11 Overbridge	2	3	Simple (vertical queueing)	Normal	0.00	100.00	
2 - RBT E	3 - M11 Overbridge	1	3	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - RBT W	1 - R772		DIRECT	✓	100.000
	2 - To M11 Northbound				
	3 - M11 Overbridge	✓			
	4 - From M11 Northbound		DIRECT	✓	100.000
2 - RBT E	1 - R772 North		DIRECT	✓	100.000
	2 - To M11 Southbound				
	3 - M11 Overbridge	✓			
	4 - From M11 Southbound		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

1 - RBT W 07:00 - 07:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	54.26	7.74	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.53	3.65	0.00	0.00
	4 - From M11 Northbound	45.68	0.00	1.55	0.00

Demand (Veh/TS)

1 - RBT W 07:15 - 07:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	45.60	9.72	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	7.61	2.48	0.00	0.00
	4 - From M11 Northbound	40.63	0.00	2.73	0.00

Demand (Veh/TS)

1 - RBT W 07:30 - 07:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	39.09	13.61	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	10.32	3.65	0.00	0.00
	4 - From M11 Northbound	24.20	0.00	1.55	0.00

Demand (Veh/TS)

1 - RBT W 07:45 - 08:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	25.37	19.03	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	10.40	1.31	0.00	0.00
	4 - From M11 Northbound	21.49	0.00	7.42	0.00

Demand (Veh/TS)

1 - RBT W 08:00 - 08:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	21.85	16.37	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	11.63	0.14	0.00	0.00
	4 - From M11 Northbound	23.02	0.00	6.49	0.00

Demand (Veh/TS)

1 - RBT W 08:15 - 08:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	28.08	10.94	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	8.11	4.83	0.00	0.00
	4 - From M11 Northbound	29.70	0.00	2.60	0.00

Demand (Veh/TS)

1 - RBT W 08:30 - 08:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	35.12	14.46	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	13.98	1.31	0.00	0.00
	4 - From M11 Northbound	40.18	0.00	0.26	0.00

Demand (Veh/TS)

1 - RBT W 08:45 - 09:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	41.35	11.55	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	17.05	2.49	0.00	0.00
	4 - From M11 Northbound	21.04	0.00	9.74	0.00

Demand (Veh/TS)

1 - RBT W 09:00 - 09:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	23.75	15.79	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	25.04	1.33	0.00	0.00
	4 - From M11 Northbound	31.16	0.00	5.11	0.00

Demand (Veh/TS)

1 - RBT W 09:15 - 09:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	43.26	19.31	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	8.98	2.50	0.00	0.00
	4 - From M11 Northbound	38.20	0.00	2.76	0.00

Demand (Veh/TS)

1 - RBT W 09:30 - 09:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	44.07	14.62	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	27.75	3.68	0.00	0.00
	4 - From M11 Northbound	26.10	0.00	6.28	0.00

Demand (Veh/TS)

1 - RBT W 09:45 - 10:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	35.12	16.35	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	13.31	1.33	0.00	0.00
	4 - From M11 Northbound	28.45	0.00	0.31	0.00

Demand (Veh/TS)

1 - RBT W 10:00 - 10:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	33.95	20.71	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	14.63	1.30	0.00	0.00
	4 - From M11 Northbound	24.85	0.00	1.37	0.00

Demand (Veh/TS)

1 - RBT W 10:15 - 10:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	22.95	17.19	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	15.80	7.17	0.00	0.00
	4 - From M11 Northbound	12.10	0.00	3.72	0.00

Demand (Veh/TS)

1 - RBT W 10:30 - 10:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	35.77	7.07	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	26.65	2.84	0.00	0.00
	4 - From M11 Northbound	31.16	0.00	1.37	0.00

Demand (Veh/TS)

1 - RBT W 10:45 - 11:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	25.74	17.55	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	17.34	1.30	0.00	0.00
	4 - From M11 Northbound	14.37	0.00	2.54	0.00

Demand (Veh/TS)

1 - RBT W 11:00 - 11:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	29.18	28.16	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	18.49	2.46	0.00	0.00
	4 - From M11 Northbound	15.98	0.00	4.90	0.00

Demand (Veh/TS)

1 - RBT W 11:15 - 11:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	30.43	16.43	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	23.55	0.12	0.00	0.00
	4 - From M11 Northbound	21.85	0.00	1.38	0.00

Demand (Veh/TS)

1 - RBT W 11:30 - 11:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	21.49	16.87	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	12.18	1.29	0.00	0.00
	4 - From M11 Northbound	24.93	0.00	1.74	0.00

Demand (Veh/TS)

1 - RBT W 11:45 - 12:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	21.04	18.04	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	16.50	2.46	0.00	0.00
	4 - From M11 Northbound	14.73	0.00	2.55	0.00

Demand (Veh/TS)

1 - RBT W 12:00 - 12:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	21.41	19.99	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	22.29	0.12	0.00	0.00
	4 - From M11 Northbound	15.25	0.00	0.15	0.00

Demand (Veh/TS)

1 - RBT W 12:15 - 12:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	23.39	15.74	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	21.20	2.46	0.00	0.00
	4 - From M11 Northbound	17.52	0.00	3.67	0.00

Demand (Veh/TS)

1 - RBT W 12:30 - 12:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	22.66	14.57	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	25.45	3.64	0.00	0.00
	4 - From M11 Northbound	26.10	0.00	7.56	0.00

Demand (Veh/TS)

1 - RBT W 12:45 - 13:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	21.77	16.55	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	17.60	2.46	0.00	0.00
	4 - From M11 Northbound	20.23	0.00	2.50	0.00

Demand (Veh/TS)

1 - RBT W 13:00 - 13:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	19.79	20.22	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	18.39	4.85	0.00	0.00
	4 - From M11 Northbound	25.37	0.00	2.60	0.00

Demand (Veh/TS)

1 - RBT W 13:15 - 13:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	33.95	25.72	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	21.18	1.33	0.00	0.00
	4 - From M11 Northbound	15.25	0.00	3.77	0.00

Demand (Veh/TS)

1 - RBT W 13:30 - 13:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	22.66	20.66	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	24.18	0.16	0.00	0.00
	4 - From M11 Northbound	19.95	0.00	8.46	0.00

Demand (Veh/TS)

1 - RBT W 13:45 - 14:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	22.29	25.28	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	29.31	3.68	0.00	0.00
	4 - From M11 Northbound	13.27	0.00	2.60	0.00

Demand (Veh/TS)

1 - RBT W 14:00 - 14:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	21.49	26.26	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	20.82	4.86	0.00	0.00
	4 - From M11 Northbound	8.21	0.00	3.80	0.00

Demand (Veh/TS)

1 - RBT W 14:15 - 14:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	17.16	31.39	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	24.34	2.52	0.00	0.00
	4 - From M11 Northbound	14.81	0.00	0.28	0.00

Demand (Veh/TS)

1 - RBT W 14:30 - 14:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	15.62	20.02	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	25.06	3.69	0.00	0.00
	4 - From M11 Northbound	20.31	0.00	0.28	0.00

Demand (Veh/TS)

1 - RBT W 14:45 - 15:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	14.81	23.91	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	24.70	1.34	0.00	0.00
	4 - From M11 Northbound	20.68	0.00	0.28	0.00

Demand (Veh/TS)

1 - RBT W 15:00 - 15:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	24.64	32.52	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	21.90	4.87	0.00	0.46
	4 - From M11 Northbound	14.08	0.00	7.63	0.00

Demand (Veh/TS)

1 - RBT W 15:15 - 15:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	21.49	35.31	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	22.71	8.39	0.00	0.46
	4 - From M11 Northbound	21.49	0.00	1.40	0.00

Demand (Veh/TS)

1 - RBT W 15:30 - 15:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	26.54	25.19	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	30.93	3.69	0.00	0.46
	4 - From M11 Northbound	19.50	0.00	2.57	0.00

Demand (Veh/TS)

1 - RBT W 15:45 - 16:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	21.85	38.38	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	32.54	1.35	0.00	0.46
	4 - From M11 Northbound	7.04	0.00	2.57	0.00

Demand (Veh/TS)

1 - RBT W 16:00 - 16:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	18.33	37.43	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	32.77	2.45	0.00	0.00
	4 - From M11 Northbound	8.58	0.00	4.87	0.00

Demand (Veh/TS)

1 - RBT W 16:15 - 16:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	19.87	23.71	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	24.19	1.28	0.00	0.00
	4 - From M11 Northbound	15.25	0.00	5.23	0.00

Demand (Veh/TS)

1 - RBT W 16:30 - 16:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	17.97	32.73	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	19.94	0.11	0.00	0.00
	4 - From M11 Northbound	9.75	0.00	2.52	0.00

Demand (Veh/TS)

1 - RBT W 16:45 - 17:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	8.58	24.52	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	32.85	3.99	0.00	0.00
	4 - From M11 Northbound	10.12	0.00	4.87	0.00

Demand (Veh/TS)

1 - RBT W 17:00 - 17:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	25.74	26.55	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	20.11	2.47	0.00	0.00
	4 - From M11 Northbound	13.19	0.00	1.23	0.00

Demand (Veh/TS)

1 - RBT W 17:15 - 17:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	26.91	26.55	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	20.47	1.30	0.00	0.00
	4 - From M11 Northbound	13.27	0.00	2.41	0.00

Demand (Veh/TS)

1 - RBT W 17:30 - 17:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	10.56	20.68	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	25.97	0.13	0.00	0.00
	4 - From M11 Northbound	9.75	0.00	2.41	0.00

Demand (Veh/TS)

1 - RBT W 17:45 - 18:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	17.52	17.97	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	15.05	5.99	0.00	0.00
	4 - From M11 Northbound	16.79	0.00	2.41	0.00

Demand (Veh/TS)

1 - RBT W 18:00 - 18:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	16.79	18.36	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	13.18	0.04	0.00	0.00
	4 - From M11 Northbound	5.87	0.00	0.13	0.00

Demand (Veh/TS)

1 - RBT W 18:15 - 18:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	14.08	16.02	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	18.24	1.21	0.00	0.00
	4 - From M11 Northbound	7.04	0.00	1.30	0.00

Demand (Veh/TS)

1 - RBT W 18:30 - 18:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	13.27	14.03	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	23.74	1.57	0.00	0.00
	4 - From M11 Northbound	8.58	0.00	2.47	0.00

Demand (Veh/TS)

1 - RBT W 18:45 - 19:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0.00	9.39	16.02	0.00
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	21.32	1.21	0.00	0.00
	4 - From M11 Northbound	8.58	0.00	4.82	0.00

Demand (Veh/TS)

2 - RBT E 07:00 - 07:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	1.06	5.84	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.87	5.42	0.00	0.00
	4 - From M11 Southbound	3.45	0.00	5.87	0.00

Demand (Veh/TS)

2 - RBT E 07:15 - 07:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	4.58	3.49	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6.22	6.23	0.00	0.00
	4 - From M11 Southbound	1.10	0.00	7.77	0.00

Demand (Veh/TS)

2 - RBT E 07:30 - 07:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.40	8.18	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.87	11.29	0.00	0.00
	4 - From M11 Southbound	1.10	0.00	10.48	0.00

Demand (Veh/TS)

2 - RBT E 07:45 - 08:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.23	3.49	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	9.74	16.71	0.00	0.00
	4 - From M11 Southbound	1.10	0.00	8.21	0.00

Demand (Veh/TS)

2 - RBT E 08:00 - 08:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	10.50	4.73	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	11.93	10.93	0.00	0.00
	4 - From M11 Southbound	0.74	0.00	9.39	0.00

Demand (Veh/TS)

2 - RBT E 08:15 - 08:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	7.71	3.56	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.33	8.21	0.00	0.00
	4 - From M11 Southbound	0.74	0.00	10.56	0.00

Demand (Veh/TS)

2 - RBT E 08:30 - 08:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	4.64	3.56	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.16	10.56	0.00	0.00
	4 - From M11 Southbound	0.74	0.00	12.91	0.00

Demand (Veh/TS)

2 - RBT E 08:45 - 09:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.46	7.08	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	7.68	12.91	0.00	0.00
	4 - From M11 Southbound	1.91	0.00	15.98	0.00

Demand (Veh/TS)

2 - RBT E 09:00 - 09:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	9.47	2.54	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	8.09	12.10	0.00	0.00
	4 - From M11 Southbound	3.25	0.00	20.31	0.00

Demand (Veh/TS)

2 - RBT E 09:15 - 09:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	7.13	2.54	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.74	15.62	0.00	0.00
	4 - From M11 Southbound	0.91	0.00	10.12	0.00

Demand (Veh/TS)

2 - RBT E 09:30 - 09:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.43	10.75	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	8.09	12.10	0.00	0.00
	4 - From M11 Southbound	2.08	0.00	23.02	0.00

Demand (Veh/TS)

2 - RBT E 09:45 - 10:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	5.95	3.71	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.57	12.10	0.00	0.00
	4 - From M11 Southbound	3.25	0.00	16.79	0.00

Demand (Veh/TS)

2 - RBT E 10:00 - 10:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	4.55	3.46	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.75	18.33	0.00	0.00
	4 - From M11 Southbound	1.75	0.00	18.33	0.00

Demand (Veh/TS)

2 - RBT E 10:15 - 10:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.21	6.99	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.92	15.98	0.00	0.00
	4 - From M11 Southbound	0.57	0.00	15.98	0.00

Demand (Veh/TS)

2 - RBT E 10:30 - 10:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.21	5.81	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.63	3.52	0.00	0.00
	4 - From M11 Southbound	3.21	0.00	28.37	0.00

Demand (Veh/TS)

2 - RBT E 10:45 - 11:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.38	3.46	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.46	16.35	0.00	0.00
	4 - From M11 Southbound	2.04	0.00	17.52	0.00

Demand (Veh/TS)

2 - RBT E 11:00 - 11:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.27	5.69	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6.86	26.91	0.00	0.00
	4 - From M11 Southbound	3.23	0.00	16.43	0.00

Demand (Veh/TS)

2 - RBT E 11:15 - 11:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.27	2.17	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.34	15.18	0.00	0.00
	4 - From M11 Southbound	3.23	0.00	22.66	0.00

Demand (Veh/TS)

2 - RBT E 11:30 - 11:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	0.92	4.52	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6.51	12.10	0.00	0.00
	4 - From M11 Southbound	0.59	0.00	11.29	0.00

Demand (Veh/TS)

2 - RBT E 11:45 - 12:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.10	4.52	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	7.69	12.91	0.00	0.00
	4 - From M11 Southbound	2.94	0.00	14.45	0.00

Demand (Veh/TS)

2 - RBT E 12:00 - 12:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.27	1.00	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	2.26	17.89	0.00	0.00
	4 - From M11 Southbound	1.62	0.00	24.93	0.00

Demand (Veh/TS)

2 - RBT E 12:15 - 12:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.10	6.06	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.78	13.64	0.00	0.00
	4 - From M11 Southbound	2.79	0.00	21.12	0.00

Demand (Veh/TS)

2 - RBT E 12:30 - 12:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	6.79	6.87	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	7.31	14.81	0.00	0.00
	4 - From M11 Southbound	1.62	0.00	22.22	0.00

Demand (Veh/TS)

2 - RBT E 12:45 - 13:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.27	4.52	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6.95	12.10	0.00	0.00
	4 - From M11 Southbound	2.79	0.00	17.89	0.00

Demand (Veh/TS)

2 - RBT E 13:00 - 13:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	5.98	9.60	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6.47	16.35	0.00	0.00
	4 - From M11 Southbound	1.90	0.00	18.33	0.00

Demand (Veh/TS)

2 - RBT E 13:15 - 13:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	4.80	3.74	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.30	24.20	0.00	0.00
	4 - From M11 Southbound	1.90	0.00	22.29	0.00

Demand (Veh/TS)

2 - RBT E 13:30 - 13:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.63	3.74	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	8.82	20.31	0.00	0.00
	4 - From M11 Southbound	3.07	0.00	24.12	0.00

Demand (Veh/TS)

2 - RBT E 13:45 - 14:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.63	4.91	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	2.95	24.93	0.00	0.00
	4 - From M11 Southbound	3.07	0.00	31.60	0.00

Demand (Veh/TS)

2 - RBT E 14:00 - 14:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.54	2.66	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6.66	23.39	0.00	0.00
	4 - From M11 Southbound	4.32	0.00	27.72	0.00

Demand (Veh/TS)

2 - RBT E 14:15 - 14:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	7.24	3.83	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	1.97	29.70	0.00	0.00
	4 - From M11 Southbound	3.15	0.00	27.72	0.00

Demand (Veh/TS)

2 - RBT E 14:30 - 14:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	4.89	6.18	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.14	17.16	0.00	0.00
	4 - From M11 Southbound	1.98	0.00	24.93	0.00

Demand (Veh/TS)

2 - RBT E 14:45 - 15:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.71	2.66	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.32	19.87	0.00	0.00
	4 - From M11 Southbound	3.15	0.00	28.08	0.00

Demand (Veh/TS)

2 - RBT E 15:00 - 15:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.25	3.32	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	13.68	26.47	0.00	0.00
	4 - From M11 Southbound	1.82	0.00	26.91	0.00

Demand (Veh/TS)

2 - RBT E 15:15 - 15:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.73	9.71	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	7.45	29.26	0.00	0.00
	4 - From M11 Southbound	0.65	0.00	21.85	0.00

Demand (Veh/TS)

2 - RBT E 15:30 - 15:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	7.25	3.84	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	10.97	16.79	0.00	0.00
	4 - From M11 Southbound	2.99	0.00	35.93	0.00

Demand (Veh/TS)

2 - RBT E 15:45 - 16:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.73	3.84	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	7.45	33.51	0.00	0.00
	4 - From M11 Southbound	5.34	0.00	35.20	0.00

Demand (Veh/TS)

2 - RBT E 16:00 - 16:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	7.55	6.12	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	8.27	34.03	0.00	0.00
	4 - From M11 Southbound	2.85	0.00	37.83	0.00

Demand (Veh/TS)

2 - RBT E 16:15 - 16:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	5.53	0.91	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	7.09	21.85	0.00	0.00
	4 - From M11 Southbound	5.19	0.00	28.08	0.00

Demand (Veh/TS)

2 - RBT E 16:30 - 16:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	5.09	0.91	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3.57	31.68	0.00	0.00
	4 - From M11 Southbound	2.04	0.00	28.53	0.00

Demand (Veh/TS)

2 - RBT E 16:45 - 17:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	5.53	6.78	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.92	23.47	0.00	0.00
	4 - From M11 Southbound	5.19	0.00	34.76	0.00

Demand (Veh/TS)

2 - RBT E 17:00 - 17:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	7.24	5.79	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.12	22.66	0.00	0.00
	4 - From M11 Southbound	4.06	0.00	23.83	0.00

Demand (Veh/TS)

2 - RBT E 17:15 - 17:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	4.53	2.27	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6.29	22.66	0.00	0.00
	4 - From M11 Southbound	1.35	0.00	20.68	0.00

Demand (Veh/TS)

2 - RBT E 17:30 - 17:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	4.53	5.79	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.12	17.97	0.00	0.00
	4 - From M11 Southbound	0.17	0.00	20.31	0.00

Demand (Veh/TS)

2 - RBT E 17:45 - 18:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.35	10.48	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6.29	14.08	0.00	0.00
	4 - From M11 Southbound	1.35	0.00	12.91	0.00

Demand (Veh/TS)

2 - RBT E 18:00 - 18:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	3.81	0.31	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5.58	12.91	0.00	0.00
	4 - From M11 Southbound	1.54	0.00	15.25	0.00

Demand (Veh/TS)

2 - RBT E 18:15 - 18:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	6.16	3.83	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	0.89	16.43	0.00	0.00
	4 - From M11 Southbound	7.77	0.00	15.62	0.00

Demand (Veh/TS)

2 - RBT E 18:30 - 18:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.63	6.54	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.41	12.10	0.00	0.00
	4 - From M11 Southbound	6.23	0.00	19.95	0.00

Demand (Veh/TS)

2 - RBT E 18:45 - 19:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0.00	2.63	2.66	0.00
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	4.41	16.43	0.00	0.00
	4 - From M11 Southbound	0.36	0.00	22.22	0.00

Vehicle Mix

Heavy Vehicle Percentages

1 - RBT W 07:00 - 07:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	11	70	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	22	4	0	0
	4 - From M11 Northbound	10	0	24	0

Heavy Vehicle Percentages

1 - RBT W 07:15 - 07:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	20	40	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	54	5	0	0
	4 - From M11 Northbound	8	0	14	0

Heavy Vehicle Percentages

1 - RBT W 07:30 - 07:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	4	40	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	55	4	0	0
	4 - From M11 Northbound	13	0	24	0

Heavy Vehicle Percentages

1 - RBT W 07:45 - 08:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	12	45	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	10	10	0	0
	4 - From M11 Northbound	7	0	5	0

Heavy Vehicle Percentages

1 - RBT W 08:00 - 08:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	14	28	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	9	100	0	0
	4 - From M11 Northbound	13	0	28	0

Heavy Vehicle Percentages

1 - RBT W 08:15 - 08:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	16	14	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	13	3	0	0
	4 - From M11 Northbound	5	0	10	0

Heavy Vehicle Percentages

1 - RBT W 08:30 - 08:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	13	11	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	8	11	0	0
	4 - From M11 Northbound	15	0	100	0

Heavy Vehicle Percentages

1 - RBT W 08:45 - 09:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	15	13	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	24	6	0	0
	4 - From M11 Northbound	22	0	3	0

Heavy Vehicle Percentages

1 - RBT W 09:00 - 09:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	26	22	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	11	12	0	0
	4 - From M11 Northbound	25	0	6	0

Heavy Vehicle Percentages

1 - RBT W 09:15 - 09:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	21	18	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	48	6	0	0
	4 - From M11 Northbound	20	0	11	0

Heavy Vehicle Percentages

1 - RBT W 09:30 - 09:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	17	24	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	15	4	0	0
	4 - From M11 Northbound	24	0	5	0

Heavy Vehicle Percentages

1 - RBT W 09:45 - 10:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	13	21	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	21	12	0	0
	4 - From M11 Northbound	22	0	100	0

Heavy Vehicle Percentages

1 - RBT W 10:00 - 10:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	14	21	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	28	10	0	0
	4 - From M11 Northbound	43	0	14	0

Heavy Vehicle Percentages

1 - RBT W 10:15 - 10:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	34	25	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	26	2	0	0
	4 - From M11 Northbound	13	0	5	0

Heavy Vehicle Percentages

1 - RBT W 10:30 - 10:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	34	17	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	38	59	0	0
	4 - From M11 Northbound	25	0	14	0

Heavy Vehicle Percentages

1 - RBT W 10:45 - 11:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	18	33	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	32	10	0	0
	4 - From M11 Northbound	43	0	8	0

Heavy Vehicle Percentages

1 - RBT W 11:00 - 11:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	32	21	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	5	5	0	0
	4 - From M11 Northbound	19	0	4	0

Heavy Vehicle Percentages

1 - RBT W 11:15 - 11:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	15	36	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	10	100	0	0
	4 - From M11 Northbound	14	0	15	0

Heavy Vehicle Percentages

1 - RBT W 11:30 - 11:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	7	17	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	33	9	0	0
	4 - From M11 Northbound	25	0	100	0

Heavy Vehicle Percentages

1 - RBT W 11:45 - 12:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	22	15	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	15	5	0	0
	4 - From M11 Northbound	52	0	8	0

Heavy Vehicle Percentages

1 - RBT W 12:00 - 12:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	29	35	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	32	100	0	0
	4 - From M11 Northbound	0	0	100	0

Heavy Vehicle Percentages

1 - RBT W 12:15 - 12:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	20	25	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	11	5	0	0
	4 - From M11 Northbound	26	0	4	0

Heavy Vehicle Percentages

1 - RBT W 12:30 - 12:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	7	28	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	22	3	0	0
	4 - From M11 Northbound	24	0	22	0

Heavy Vehicle Percentages

1 - RBT W 12:45 - 13:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	35	15	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	40	5	0	0
	4 - From M11 Northbound	30	0	6	0

Heavy Vehicle Percentages

1 - RBT W 13:00 - 13:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	47	30	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	23	3	0	0
	4 - From M11 Northbound	12	0	10	0

Heavy Vehicle Percentages

1 - RBT W 13:15 - 13:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	14	18	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6	12	0	0
	4 - From M11 Northbound	0	0	7	0

Heavy Vehicle Percentages

1 - RBT W 13:30 - 13:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	7	15	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	37	100	0	0
	4 - From M11 Northbound	0	0	3	0

Heavy Vehicle Percentages

1 - RBT W 13:45 - 14:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	0	30	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	20	4	0	0
	4 - From M11 Northbound	12	0	10	0

Heavy Vehicle Percentages

1 - RBT W 14:00 - 14:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	7	24	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	21	4	0	0
	4 - From M11 Northbound	0	0	7	0

Heavy Vehicle Percentages

1 - RBT W 14:15 - 14:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	18	10	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	18	7	0	0
	4 - From M11 Northbound	21	0	100	0

Heavy Vehicle Percentages

1 - RBT W 14:30 - 14:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	10	24	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	30	5	0	0
	4 - From M11 Northbound	8	0	100	0

Heavy Vehicle Percentages

1 - RBT W 14:45 - 15:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	21	26	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	24	13	0	0
	4 - From M11 Northbound	15	0	100	0

Heavy Vehicle Percentages

1 - RBT W 15:00 - 15:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	0	28	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	25	2	0	0
	4 - From M11 Northbound	0	0	23	0

Heavy Vehicle Percentages

1 - RBT W 15:15 - 15:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	7	17	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	17	1	0	0
	4 - From M11 Northbound	7	0	16	0

Heavy Vehicle Percentages

1 - RBT W 15:30 - 15:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	12	11	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	13	3	0	0
	4 - From M11 Northbound	16	0	9	0

Heavy Vehicle Percentages

1 - RBT W 15:45 - 16:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	14	24	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	3	8	0	0
	4 - From M11 Northbound	0	0	9	0

Heavy Vehicle Percentages

1 - RBT W 16:00 - 16:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	17	3	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	21	4	0	0
	4 - From M11 Northbound	18	0	4	0

Heavy Vehicle Percentages

1 - RBT W 16:15 - 16:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	23	11	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	22	8	0	0
	4 - From M11 Northbound	0	0	33	0

Heavy Vehicle Percentages

1 - RBT W 16:30 - 16:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	9	3	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	12	100	0	0
	4 - From M11 Northbound	16	0	7	0

Heavy Vehicle Percentages

1 - RBT W 16:45 - 17:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	18	4	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	7	41	0	0
	4 - From M11 Northbound	30	0	4	0

Heavy Vehicle Percentages

1 - RBT W 17:00 - 17:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	18	7	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	12	5	0	0
	4 - From M11 Northbound	47	0	5	0

Heavy Vehicle Percentages

1 - RBT W 17:15 - 17:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	17	7	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	20	10	0	0
	4 - From M11 Northbound	12	0	2	0

Heavy Vehicle Percentages

1 - RBT W 17:30 - 17:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	0	9	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	10	100	0	0
	4 - From M11 Northbound	16	0	2	0

Heavy Vehicle Percentages

1 - RBT W 17:45 - 18:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	26	2	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	6	2	0	0
	4 - From M11 Northbound	9	0	2	0

Heavy Vehicle Percentages

1 - RBT W 18:00 - 18:15

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	9	4	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	2	100	0	0
	4 - From M11 Northbound	0	0	100	0

Heavy Vehicle Percentages

1 - RBT W 18:15 - 18:30

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	0	5	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	10	3	0	0
	4 - From M11 Northbound	0	0	10	0

Heavy Vehicle Percentages

1 - RBT W 18:30 - 18:45

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	12	16	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	1	100	0	0
	4 - From M11 Northbound	18	0	5	0

Heavy Vehicle Percentages

1 - RBT W 18:45 - 19:00

		To			
		1 - R772	2 - To M11 Northbound	3 - M11 Overbridge	4 - From M11 Northbound
From	1 - R772	0	0	5	0
	2 - To M11 Northbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	23	3	0	0
	4 - From M11 Northbound	18	0	3	0

Heavy Vehicle Percentages

2 - RBT E 07:00 - 07:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	100	20	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	70	57	0	0
	4 - From M11 Southbound	32	0	0	0

Heavy Vehicle Percentages

2 - RBT E 07:15 - 07:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	23	33	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	43	25	0	0
	4 - From M11 Southbound	100	0	0	0

Heavy Vehicle Percentages

2 - RBT E 07:30 - 07:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	31	14	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	70	27	0	0
	4 - From M11 Southbound	100	0	0	0

Heavy Vehicle Percentages

2 - RBT E 07:45 - 08:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	47	33	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	28	37	0	0
	4 - From M11 Southbound	100	0	0	0

Heavy Vehicle Percentages

2 - RBT E 08:00 - 08:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	11	26	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	41	14	0	0
	4 - From M11 Southbound	100	0	0	0

Heavy Vehicle Percentages

2 - RBT E 08:15 - 08:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	54	34	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	34	0	0	0
	4 - From M11 Southbound	100	0	0	0

Heavy Vehicle Percentages

2 - RBT E 08:30 - 08:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	24	34	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	44	0	0	0
	4 - From M11 Southbound	100	0	0	0

Heavy Vehicle Percentages

2 - RBT E 08:45 - 09:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	32	17	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	24	0	0	0
	4 - From M11 Southbound	39	0	0	0

Heavy Vehicle Percentages

2 - RBT E 09:00 - 09:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	13	54	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	27	13	0	0
	4 - From M11 Southbound	28	0	0	0

Heavy Vehicle Percentages

2 - RBT E 09:15 - 09:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	18	54	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	39	10	0	0
	4 - From M11 Southbound	100	0	0	0

Heavy Vehicle Percentages

2 - RBT E 09:30 - 09:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	52	13	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	27	13	0	0
	4 - From M11 Southbound	44	0	0	0

Heavy Vehicle Percentages

2 - RBT E 09:45 - 10:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	21	37	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	49	13	0	0
	4 - From M11 Southbound	28	0	0	0

Heavy Vehicle Percentages

2 - RBT E 10:00 - 10:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	23	32	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	37	17	0	0
	4 - From M11 Southbound	33	0	0	0

Heavy Vehicle Percentages

2 - RBT E 10:15 - 10:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	47	16	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	28	19	0	0
	4 - From M11 Southbound	100	0	0	0

Heavy Vehicle Percentages

2 - RBT E 10:30 - 10:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	47	19	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	25	0	0	0
	4 - From M11 Southbound	18	0	0	0

Heavy Vehicle Percentages

2 - RBT E 10:45 - 11:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	31	32	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	31	28	0	0
	4 - From M11 Southbound	28	0	0	0

Heavy Vehicle Percentages

2 - RBT E 11:00 - 11:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	28	18	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	21	17	0	0
	4 - From M11 Southbound	18	0	0	0

Heavy Vehicle Percentages

2 - RBT E 11:15 - 11:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	28	46	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	44	30	0	0
	4 - From M11 Southbound	18	0	0	0

Heavy Vehicle Percentages

2 - RBT E 11:30 - 11:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	100	22	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	46	13	0	0
	4 - From M11 Southbound	100	0	0	0

Heavy Vehicle Percentages

2 - RBT E 11:45 - 12:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	44	22	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	39	0	0	0
	4 - From M11 Southbound	20	0	0	0

Heavy Vehicle Percentages

2 - RBT E 12:00 - 12:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	28	100	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	48	34	0	0
	4 - From M11 Southbound	27	0	0	0

Heavy Vehicle Percentages

2 - RBT E 12:15 - 12:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	44	42	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	19	23	0	0
	4 - From M11 Southbound	16	0	0	0

Heavy Vehicle Percentages

2 - RBT E 12:30 - 12:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	14	15	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	36	21	0	0
	4 - From M11 Southbound	27	0	0	0

Heavy Vehicle Percentages

2 - RBT E 12:45 - 13:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	28	22	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	16	13	0	0
	4 - From M11 Southbound	16	0	0	0

Heavy Vehicle Percentages

2 - RBT E 13:00 - 13:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	21	14	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	27	28	0	0
	4 - From M11 Southbound	38	0	0	0

Heavy Vehicle Percentages

2 - RBT E 13:15 - 13:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	27	37	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	34	13	0	0
	4 - From M11 Southbound	38	0	0	0

Heavy Vehicle Percentages

2 - RBT E 13:30 - 13:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	35	37	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	20	8	0	0
	4 - From M11 Southbound	24	0	0	0

Heavy Vehicle Percentages

2 - RBT E 13:45 - 14:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	35	28	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	60	25	0	0
	4 - From M11 Southbound	24	0	0	0

Heavy Vehicle Percentages

2 - RBT E 14:00 - 14:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	54	56	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	30	20	0	0
	4 - From M11 Southbound	19	0	0	0

Heavy Vehicle Percentages

2 - RBT E 14:15 - 14:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	19	39	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	100	5	0	0
	4 - From M11 Southbound	26	0	0	0

Heavy Vehicle Percentages

2 - RBT E 14:30 - 14:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	28	24	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	63	18	0	0
	4 - From M11 Southbound	41	0	0	0

Heavy Vehicle Percentages

2 - RBT E 14:45 - 15:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	37	56	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	46	23	0	0
	4 - From M11 Southbound	26	0	0	0

Heavy Vehicle Percentages

2 - RBT E 15:00 - 15:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	28	29	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	23	29	0	0
	4 - From M11 Southbound	35	0	0	0

Heavy Vehicle Percentages

2 - RBT E 15:15 - 15:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	24	10	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	21	16	0	0
	4 - From M11 Southbound	100	0	0	0

Heavy Vehicle Percentages

2 - RBT E 15:30 - 15:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	12	25	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	14	9	0	0
	4 - From M11 Southbound	22	0	0	0

Heavy Vehicle Percentages

2 - RBT E 15:45 - 16:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	24	25	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	21	23	0	0
	4 - From M11 Southbound	12	0	0	0

Heavy Vehicle Percentages

2 - RBT E 16:00 - 16:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	31	15	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	15	0	0	0
	4 - From M11 Southbound	18	0	0	0

Heavy Vehicle Percentages

2 - RBT E 16:15 - 16:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	15	100	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	17	14	0	0
	4 - From M11 Southbound	10	0	0	0

Heavy Vehicle Percentages

2 - RBT E 16:30 - 16:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	77	100	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	34	0	0	0
	4 - From M11 Southbound	100	0	0	0

Heavy Vehicle Percentages

2 - RBT E 16:45 - 17:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	15	13	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	21	0	0	0
	4 - From M11 Southbound	10	0	0	0

Heavy Vehicle Percentages

2 - RBT E 17:00 - 17:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	35	19	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	8	7	0	0
	4 - From M11 Southbound	42	0	0	0

Heavy Vehicle Percentages

2 - RBT E 17:15 - 17:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	22	48	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	7	7	0	0
	4 - From M11 Southbound	13	0	0	0

Heavy Vehicle Percentages

2 - RBT E 17:30 - 17:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	22	19	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	8	9	0	0
	4 - From M11 Southbound	100	0	0	0

Heavy Vehicle Percentages

2 - RBT E 17:45 - 18:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	30	10	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	7	0	0	0
	4 - From M11 Southbound	13	0	0	0

Heavy Vehicle Percentages

2 - RBT E 18:00 - 18:15

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	8	100	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	16	0	0	0
	4 - From M11 Southbound	24	0	0	0

Heavy Vehicle Percentages

2 - RBT E 18:15 - 18:30

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	5	8	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	100	0	0	0
	4 - From M11 Southbound	24	0	0	0

Heavy Vehicle Percentages

2 - RBT E 18:30 - 18:45

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	11	28	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	20	13	0	0
	4 - From M11 Southbound	6	0	0	0

Heavy Vehicle Percentages

2 - RBT E 18:45 - 19:00

		To			
		1 - R772 North	2 - To M11 Southbound	3 - M11 Overbridge	4 - From M11 Southbound
From	1 - R772 North	0	11	12	0
	2 - To M11 Southbound	Exit-only	Exit-only	Exit-only	Exit-only
	3 - M11 Overbridge	20	0	0	0
	4 - From M11 Southbound	100	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - RBT W	1 - R772	0.16	2.91	0.2	A	45.54	2185.75
	2 - To M11 Northbound						
	3 - M11 Overbridge	0.13	3.97	0.1	A	22.53	1081.60
	4 - From M11 Northbound	0.16	4.34	0.2	A	22.64	1086.63
2 - RBT E	1 - R772 North	0.05	4.71	0.1	A	9.12	437.68
	2 - To M11 Southbound						
	3 - M11 Overbridge	0.14	4.11	0.2	A	23.52	1128.98
	4 - From M11 Southbound	0.10	2.44	0.1	A	23.03	1105.40

Main Results for each time segment

07:00 - 07:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	62.00	62.00	6.55	408.09	0.152	61.82	51.71	0.0	0.2	2.597	A
	2 - To M11 Northbound			9.27				59.10				
	3 - M11 Overbridge	11.24	11.24	0.00	309.56	0.036	11.20	9.27	0.0	0.0	3.016	A
	4 - From M11 Northbound	47.24	47.24	11.20	304.28	0.155	47.05	0.00	0.0	0.2	3.497	A
2 - RBT E	1 - R772 North	6.89	6.89	11.23	289.18	0.024	6.87	7.28	0.0	0.0	3.187	A
	2 - To M11 Southbound			11.67				6.43				
	3 - M11 Overbridge	9.27	9.27	0.00	228.41	0.041	9.22	11.67	0.0	0.0	4.106	A
	4 - From M11 Southbound	9.32	9.32	9.22	392.01	0.024	9.29	0.00	0.0	0.0	2.351	A

07:15 - 07:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	55.33	55.33	4.88	392.45	0.141	55.34	47.24	0.2	0.2	2.669	A
	2 - To M11 Northbound			12.44				47.78				
	3 - M11 Overbridge	8.75	8.75	0.00	248.97	0.035	8.75	12.44	0.0	0.0	3.745	A
	4 - From M11 Northbound	43.35	43.35	8.75	311.76	0.139	43.37	0.00	0.2	0.2	3.352	A
2 - RBT E	1 - R772 North	8.07	8.07	13.99	298.85	0.027	8.06	7.31	0.0	0.0	3.094	A
	2 - To M11 Southbound			11.26				10.79				
	3 - M11 Overbridge	12.45	12.45	0.00	276.06	0.045	12.44	11.26	0.0	0.0	3.413	A
	4 - From M11 Southbound	8.87	8.87	12.44	388.93	0.023	8.87	0.00	0.0	0.0	2.367	A

07:30 - 07:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	52.70	52.70	5.21	428.49	0.123	52.72	34.59	0.2	0.1	2.394	A
	2 - To M11 Northbound			15.16				42.78				
	3 - M11 Overbridge	14.01	14.01	0.00	249.85	0.056	13.99	15.16	0.0	0.1	3.815	A
	4 - From M11 Northbound	25.75	25.75	13.99	293.35	0.088	25.82	0.00	0.2	0.1	3.364	A
2 - RBT E	1 - R772 North	11.59	11.59	21.74	315.48	0.037	11.58	4.98	0.0	0.0	2.960	A
	2 - To M11 Southbound			18.64				14.67				
	3 - M11 Overbridge	15.16	15.16	0.00	268.17	0.057	15.14	18.64	0.0	0.1	3.556	A
	4 - From M11 Southbound	11.58	11.58	15.14	396.97	0.029	11.58	0.00	0.0	0.0	2.334	A

07:45 - 08:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	44.40	44.40	8.71	383.18	0.116	44.41	31.92	0.1	0.1	2.658	A
	2 - To M11 Northbound			26.41				26.72				
	3 - M11 Overbridge	11.72	11.72	0.00	320.67	0.036	11.73	26.41	0.1	0.0	2.915	A
	4 - From M11 Northbound	28.91	28.91	11.73	315.34	0.092	28.90	0.00	0.1	0.1	3.141	A
2 - RBT E	1 - R772 North	5.72	5.72	24.89	268.87	0.021	5.74	10.80	0.0	0.0	3.419	A
	2 - To M11 Southbound			11.72				18.90				
	3 - M11 Overbridge	26.41	26.41	0.00	277.42	0.095	26.37	11.72	0.1	0.1	3.584	A
	4 - From M11 Southbound	9.32	9.32	26.37	381.02	0.024	9.32	0.00	0.0	0.0	2.422	A

08:00 - 08:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	38.22	38.22	6.65	401.94	0.095	38.24	36.73	0.1	0.1	2.474	A
	2 - To M11 Northbound			22.86				22.03				
	3 - M11 Overbridge	13.90	13.90	0.00	319.93	0.043	13.89	22.86	0.0	0.0	2.940	A
	4 - From M11 Northbound	29.51	29.51	13.89	287.68	0.103	29.50	0.00	0.1	0.1	3.485	A
2 - RBT E	1 - R772 North	15.23	15.23	20.35	327.05	0.047	15.20	12.67	0.0	0.0	2.885	A
	2 - To M11 Southbound			14.11				21.44				
	3 - M11 Overbridge	22.87	22.87	0.00	289.05	0.079	22.89	14.11	0.1	0.1	3.380	A
	4 - From M11 Southbound	10.13	10.13	22.89	400.36	0.025	10.13	0.00	0.0	0.0	2.305	A

08:15 - 08:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	39.03	39.03	7.82	417.33	0.094	39.03	38.48	0.1	0.1	2.378	A
	2 - To M11 Northbound			13.58				33.27				
	3 - M11 Overbridge	14.01	14.01	0.00	322.31	0.043	14.00	13.58	0.0	0.0	2.918	A
	4 - From M11 Northbound	32.30	32.30	14.00	317.32	0.102	32.30	0.00	0.1	0.1	3.156	A
2 - RBT E	1 - R772 North	11.27	11.27	18.81	256.32	0.044	11.27	6.11	0.0	0.0	3.671	A
	2 - To M11 Southbound			14.11				15.96				
	3 - M11 Overbridge	13.59	13.59	0.00	326.33	0.042	13.63	14.11	0.1	0.0	2.877	A
	4 - From M11 Southbound	11.30	11.30	13.63	411.16	0.027	11.30	0.00	0.0	0.0	2.250	A

08:30 - 08:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	49.59	49.59	1.68	433.43	0.114	49.56	55.07	0.1	0.1	2.344	A
	2 - To M11 Northbound			14.71				36.52				
	3 - M11 Overbridge	16.37	16.37	0.00	326.93	0.050	16.37	14.71	0.0	0.1	2.897	A
	4 - From M11 Northbound	40.44	40.44	16.37	288.16	0.140	40.38	0.00	0.1	0.2	3.632	A
2 - RBT E	1 - R772 North	8.19	8.19	23.46	292.85	0.028	8.21	4.90	0.0	0.0	3.161	A
	2 - To M11 Southbound			16.46				15.21				
	3 - M11 Overbridge	14.72	14.72	0.00	329.73	0.045	14.71	16.46	0.0	0.0	2.856	A
	4 - From M11 Southbound	13.65	13.65	14.71	414.93	0.033	13.64	0.00	0.0	0.0	2.242	A

08:45 - 09:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	52.91	52.91	12.18	419.37	0.126	52.89	38.46	0.1	0.1	2.455	A
	2 - To M11 Northbound			21.22				43.86				
	3 - M11 Overbridge	19.89	19.89	0.00	289.44	0.069	19.87	21.22	0.1	0.1	3.338	A
	4 - From M11 Northbound	30.78	30.78	19.87	284.63	0.108	30.78	0.00	0.2	0.1	3.548	A
2 - RBT E	1 - R772 North	10.54	10.54	29.27	305.48	0.034	10.53	9.81	0.0	0.0	3.050	A
	2 - To M11 Southbound			23.04				16.76				
	3 - M11 Overbridge	21.21	21.21	0.00	340.33	0.062	21.19	23.04	0.0	0.1	2.819	A
	4 - From M11 Southbound	17.90	17.90	21.19	416.23	0.043	17.89	0.00	0.0	0.0	2.259	A

09:00 - 09:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	39.54	39.54	6.23	389.87	0.101	39.57	51.82	0.1	0.1	2.568	A
	2 - To M11 Northbound			20.90				24.90				
	3 - M11 Overbridge	21.82	21.82	0.00	317.70	0.069	21.82	20.90	0.1	0.1	3.041	A
	4 - From M11 Northbound	36.27	36.27	21.82	270.54	0.134	36.23	0.00	0.1	0.2	3.841	A
2 - RBT E	1 - R772 North	12.01	12.01	32.76	303.56	0.040	12.00	11.57	0.0	0.0	3.086	A
	2 - To M11 Southbound			22.85				21.91				
	3 - M11 Overbridge	20.78	20.78	0.00	312.27	0.067	20.78	22.85	0.1	0.1	3.086	A
	4 - From M11 Southbound	23.57	23.57	20.78	416.47	0.057	23.55	0.00	0.0	0.1	2.290	A

09:15 - 09:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	62.57	62.57	4.97	403.44	0.155	62.50	46.12	0.1	0.2	2.639	A
	2 - To M11 Northbound			22.07				45.40				
	3 - M11 Overbridge	10.13	10.13	0.00	254.62	0.040	10.15	22.07	0.1	0.0	3.681	A
	4 - From M11 Northbound	40.96	40.96	10.15	280.83	0.146	40.94	0.00	0.2	0.2	3.751	A
2 - RBT E	1 - R772 North	9.67	9.67	26.19	294.03	0.033	9.67	6.82	0.0	0.0	3.166	A
	2 - To M11 Southbound			12.68				23.18				
	3 - M11 Overbridge	21.96	21.96	0.00	314.89	0.070	21.96	12.68	0.1	0.1	3.071	A
	4 - From M11 Southbound	11.02	11.02	21.96	399.01	0.028	11.05	0.00	0.1	0.0	2.321	A

09:30 - 09:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	58.68	58.68	9.86	405.07	0.145	58.69	53.22	0.2	0.2	2.597	A
	2 - To M11 Northbound			20.89				47.66				
	3 - M11 Overbridge	30.74	30.74	0.00	309.02	0.099	30.67	20.89	0.0	0.1	3.233	A
	4 - From M11 Northbound	32.38	32.38	30.67	270.31	0.120	32.41	0.00	0.2	0.1	3.782	A
2 - RBT E	1 - R772 North	13.19	13.19	35.46	307.06	0.043	13.16	10.39	0.0	0.0	3.061	A
	2 - To M11 Southbound			33.71				14.91				
	3 - M11 Overbridge	20.78	20.78	0.00	312.19	0.067	20.78	33.71	0.1	0.1	3.087	A
	4 - From M11 Southbound	25.10	25.10	20.78	417.39	0.060	25.07	0.00	0.0	0.1	2.293	A

09:45 - 10:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	51.47	51.47	1.99	421.13	0.122	51.51	45.10	0.2	0.1	2.434	A
	2 - To M11 Northbound			16.68				36.82				
	3 - M11 Overbridge	18.28	18.28	0.00	294.51	0.062	18.33	16.68	0.1	0.1	3.260	A
	4 - From M11 Northbound	28.76	28.76	18.33	270.51	0.106	28.76	0.00	0.1	0.1	3.722	A
2 - RBT E	1 - R772 North	9.67	9.67	28.92	292.62	0.033	9.67	7.83	0.0	0.0	3.180	A
	2 - To M11 Southbound			20.54				18.05				
	3 - M11 Overbridge	16.68	16.68	0.00	302.20	0.055	16.70	20.54	0.1	0.1	3.154	A
	4 - From M11 Southbound	20.05	20.05	16.70	416.22	0.048	20.06	0.00	0.1	0.1	2.271	A

10:00 - 10:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	54.66	54.66	2.85	418.55	0.131	54.65	41.49	0.1	0.1	2.472	A
	2 - To M11 Northbound			22.06				35.44				
	3 - M11 Overbridge	18.14	18.14	0.00	279.34	0.065	18.13	22.06	0.1	0.1	3.444	A
	4 - From M11 Northbound	26.22	26.22	18.13	233.42	0.112	26.21	0.00	0.1	0.1	4.343	A
2 - RBT E	1 - R772 North	8.02	8.02	36.62	289.44	0.028	8.02	5.50	0.0	0.0	3.197	A
	2 - To M11 Southbound			21.79				22.85				
	3 - M11 Overbridge	22.06	22.06	0.00	307.86	0.072	22.05	21.79	0.1	0.1	3.148	A
	4 - From M11 Southbound	20.08	20.08	22.05	419.36	0.048	20.08	0.00	0.1	0.1	2.255	A

10:15 - 10:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	40.13	40.13	10.05	371.33	0.108	40.16	26.19	0.1	0.1	2.717	A
	2 - To M11 Northbound			20.90				29.30				
	3 - M11 Overbridge	20.36	20.36	0.00	298.26	0.068	20.36	20.90	0.1	0.1	3.237	A
	4 - From M11 Northbound	15.82	15.82	20.36	296.89	0.053	15.88	0.00	0.1	0.1	3.205	A
2 - RBT E	1 - R772 North	9.19	9.19	31.98	299.49	0.031	9.18	5.49	0.0	0.0	3.099	A
	2 - To M11 Southbound			22.96				18.20				
	3 - M11 Overbridge	20.90	20.90	0.00	304.98	0.069	20.91	22.96	0.1	0.1	3.169	A
	4 - From M11 Southbound	16.56	16.56	20.91	417.58	0.040	16.56	0.00	0.1	0.0	2.245	A

10:30 - 10:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	42.85	42.85	3.81	368.91	0.116	42.84	53.73	0.1	0.1	2.759	A
	2 - To M11 Northbound			8.48				38.16				
	3 - M11 Overbridge	25.14	25.14	0.00	251.53	0.100	25.10	8.48	0.1	0.1	3.975	A
	4 - From M11 Northbound	32.53	32.53	25.10	260.97	0.125	32.44	0.00	0.1	0.1	3.938	A
2 - RBT E	1 - R772 North	8.02	8.02	31.69	293.05	0.027	8.02	8.48	0.0	0.0	3.159	A
	2 - To M11 Southbound			34.15				5.56				
	3 - M11 Overbridge	8.58	8.58	0.00	321.12	0.027	8.63	34.15	0.1	0.0	2.879	A
	4 - From M11 Southbound	31.58	31.58	8.63	433.53	0.073	31.54	0.00	0.0	0.1	2.238	A

10:45 - 11:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	43.29	43.29	3.73	391.69	0.111	43.30	30.22	0.1	0.1	2.582	A
	2 - To M11 Northbound			20.07				26.96				
	3 - M11 Overbridge	16.93	16.93	0.00	269.72	0.063	16.98	20.07	0.1	0.1	3.563	A
	4 - From M11 Northbound	16.91	16.91	16.98	240.99	0.070	16.97	0.00	0.1	0.1	4.018	A
2 - RBT E	1 - R772 North	6.84	6.84	33.39	280.10	0.024	6.85	6.37	0.0	0.0	3.292	A
	2 - To M11 Southbound			21.02				19.21				
	3 - M11 Overbridge	20.22	20.22	0.00	287.31	0.070	20.17	21.02	0.0	0.1	3.368	A
	4 - From M11 Southbound	19.56	19.56	20.17	419.40	0.047	19.59	0.00	0.1	0.0	2.250	A

11:00 - 11:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	57.34	57.34	7.48	382.84	0.150	57.28	35.46	0.1	0.2	2.764	A
	2 - To M11 Northbound			33.01				31.75				
	3 - M11 Overbridge	22.07	22.07	0.00	336.43	0.066	22.06	33.01	0.1	0.1	2.862	A
	4 - From M11 Northbound	20.88	20.88	22.06	285.65	0.073	20.88	0.00	0.1	0.1	3.398	A
2 - RBT E	1 - R772 North	8.97	8.97	42.80	298.54	0.030	8.96	9.95	0.0	0.0	3.107	A
	2 - To M11 Southbound			22.12				29.64				
	3 - M11 Overbridge	33.13	33.13	0.00	313.81	0.106	33.09	22.12	0.1	0.1	3.205	A
	4 - From M11 Southbound	19.66	19.66	33.09	411.28	0.048	19.66	0.00	0.0	0.1	2.297	A

11:15 - 11:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	46.86	46.86	1.51	398.35	0.118	46.89	45.03	0.2	0.1	2.560	A
	2 - To M11 Northbound			17.85				30.55				
	3 - M11 Overbridge	23.33	23.33	0.00	318.63	0.073	23.32	17.85	0.1	0.1	3.046	A
	4 - From M11 Northbound	23.23	23.23	23.32	288.52	0.081	23.22	0.00	0.1	0.1	3.391	A
2 - RBT E	1 - R772 North	5.45	5.45	37.45	270.33	0.020	5.45	6.49	0.0	0.0	3.399	A
	2 - To M11 Southbound			24.83				18.08				
	3 - M11 Overbridge	18.02	18.02	0.00	279.05	0.065	18.07	24.83	0.1	0.1	3.448	A
	4 - From M11 Southbound	25.89	25.89	18.07	423.17	0.061	25.88	0.00	0.1	0.1	2.265	A

11:30 - 11:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	38.36	38.36	2.97	436.19	0.088	38.39	36.61	0.1	0.1	2.262	A
	2 - To M11 Northbound			18.61				22.75				
	3 - M11 Overbridge	12.92	12.92	0.00	270.90	0.048	12.94	18.61	0.1	0.1	3.491	A
	4 - From M11 Northbound	26.67	26.67	12.94	257.97	0.103	26.64	0.00	0.1	0.1	3.890	A
2 - RBT E	1 - R772 North	5.45	5.45	23.43	277.10	0.020	5.44	7.10	0.0	0.0	3.312	A
	2 - To M11 Southbound			15.83				13.05				
	3 - M11 Overbridge	18.62	18.62	0.00	297.75	0.063	18.62	15.83	0.1	0.1	3.223	A
	4 - From M11 Southbound	11.88	11.88	18.62	412.73	0.029	11.92	0.00	0.1	0.0	2.245	A

11:45 - 12:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	39.09	39.09	4.82	408.14	0.096	39.08	30.08	0.1	0.1	2.438	A
	2 - To M11 Northbound			20.58				23.32				
	3 - M11 Overbridge	17.60	17.60	0.00	311.02	0.057	17.59	20.58	0.1	0.1	3.066	A
	4 - From M11 Northbound	17.28	17.28	17.59	228.28	0.076	17.31	0.00	0.1	0.1	4.268	A
2 - RBT E	1 - R772 North	6.62	6.62	27.34	289.68	0.023	6.61	10.62	0.0	0.0	3.178	A
	2 - To M11 Southbound			18.96				15.00				
	3 - M11 Overbridge	20.59	20.59	0.00	323.22	0.064	20.59	18.96	0.1	0.1	2.973	A
	4 - From M11 Southbound	17.39	17.39	20.59	418.74	0.042	17.37	0.00	0.0	0.0	2.242	A

12:00 - 12:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	41.40	41.40	0.27	370.18	0.112	41.38	35.52	0.1	0.1	2.736	A
	2 - To M11 Northbound			20.14				21.51				
	3 - M11 Overbridge	20.40	20.40	0.00	267.51	0.076	20.37	20.14	0.1	0.1	3.641	A
	4 - From M11 Northbound	15.41	15.41	20.37	324.13	0.047	15.41	0.00	0.1	0.1	2.915	A
2 - RBT E	1 - R772 North	4.27	4.27	42.75	249.30	0.017	4.27	3.89	0.0	0.0	3.672	A
	2 - To M11 Southbound			25.91				21.12				
	3 - M11 Overbridge	20.13	20.13	0.00	272.60	0.074	20.12	25.91	0.1	0.1	3.563	A
	4 - From M11 Southbound	26.54	26.54	20.12	423.77	0.063	26.52	0.00	0.0	0.1	2.265	A

12:15 - 12:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	39.13	39.13	6.43	396.78	0.099	39.14	41.53	0.1	0.1	2.518	A
	2 - To M11 Northbound			19.41				26.16				
	3 - M11 Overbridge	26.83	26.83	0.00	318.33	0.084	26.81	19.41	0.1	0.1	3.086	A
	4 - From M11 Northbound	21.19	21.19	26.81	267.11	0.079	21.15	0.00	0.1	0.1	3.658	A
2 - RBT E	1 - R772 North	8.16	8.16	34.80	258.23	0.032	8.14	8.55	0.0	0.0	3.598	A
	2 - To M11 Southbound			27.17				15.77				
	3 - M11 Overbridge	19.42	19.42	0.00	304.77	0.064	19.43	27.17	0.1	0.1	3.156	A
	4 - From M11 Southbound	23.91	23.91	19.43	425.25	0.056	23.92	0.00	0.1	0.1	2.243	A

12:30 - 12:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	37.23	37.23	10.69	418.17	0.089	37.24	48.13	0.1	0.1	2.364	A
	2 - To M11 Northbound			22.11				25.82				
	3 - M11 Overbridge	25.22	25.22	0.00	295.80	0.085	25.22	22.11	0.1	0.1	3.325	A
	4 - From M11 Northbound	33.66	33.66	25.22	265.20	0.127	33.60	0.00	0.1	0.1	3.885	A
2 - RBT E	1 - R772 North	13.66	13.66	37.01	321.29	0.042	13.65	8.92	0.0	0.0	2.924	A
	2 - To M11 Southbound			29.08				21.57				
	3 - M11 Overbridge	22.11	22.11	0.00	294.51	0.075	22.10	29.08	0.1	0.1	3.303	A
	4 - From M11 Southbound	23.83	23.83	22.10	422.73	0.056	23.83	0.00	0.1	0.1	2.255	A

12:45 - 13:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	38.32	38.32	4.65	383.86	0.100	38.31	35.43	0.1	0.1	2.604	A
	2 - To M11 Northbound			19.06				23.89				
	3 - M11 Overbridge	17.27	17.27	0.00	260.23	0.066	17.29	19.06	0.1	0.1	3.706	A
	4 - From M11 Northbound	22.73	22.73	17.29	258.92	0.088	22.78	0.00	0.1	0.1	3.811	A
2 - RBT E	1 - R772 North	7.79	7.79	30.02	298.17	0.026	7.81	9.75	0.0	0.0	3.101	A
	2 - To M11 Southbound			22.43				15.41				
	3 - M11 Overbridge	19.07	19.07	0.00	325.35	0.059	19.09	22.43	0.1	0.1	2.940	A
	4 - From M11 Southbound	20.68	20.68	19.09	425.17	0.049	20.68	0.00	0.1	0.1	2.224	A

13:00 - 13:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	40.01	40.01	7.72	349.33	0.115	39.99	44.80	0.1	0.1	2.908	A
	2 - To M11 Northbound			22.80				24.91				
	3 - M11 Overbridge	24.58	24.58	0.00	295.82	0.083	24.56	22.80	0.1	0.1	3.317	A
	4 - From M11 Northbound	27.97	27.97	24.56	292.45	0.096	27.96	0.00	0.1	0.1	3.402	A
2 - RBT E	1 - R772 North	15.58	15.58	34.64	313.47	0.050	15.56	8.36	0.0	0.1	3.020	A
	2 - To M11 Southbound			27.92				22.28				
	3 - M11 Overbridge	22.79	22.79	0.00	289.38	0.079	22.77	27.92	0.1	0.1	3.375	A
	4 - From M11 Southbound	20.23	20.23	22.77	414.89	0.049	20.23	0.00	0.1	0.1	2.280	A

13:15 - 13:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	59.67	59.67	5.31	419.87	0.142	59.63	39.59	0.1	0.2	2.498	A
	2 - To M11 Northbound			29.48				35.46				
	3 - M11 Overbridge	25.83	25.83	0.00	332.09	0.078	25.83	29.48	0.1	0.1	2.940	A
	4 - From M11 Northbound	19.02	19.02	25.83	323.98	0.059	19.07	0.00	0.1	0.1	2.951	A
2 - RBT E	1 - R772 North	8.54	8.54	46.46	275.41	0.031	8.56	7.20	0.1	0.0	3.372	A
	2 - To M11 Southbound			26.04				28.98				
	3 - M11 Overbridge	29.49	29.49	0.00	317.88	0.093	29.47	26.04	0.1	0.1	3.120	A
	4 - From M11 Southbound	24.19	24.19	29.47	414.17	0.058	24.18	0.00	0.1	0.1	2.307	A

13:30 - 13:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	43.32	43.32	8.59	436.42	0.099	43.38	41.07	0.2	0.1	2.291	A
	2 - To M11 Northbound			29.13				22.84				
	3 - M11 Overbridge	21.30	21.30	0.00	257.11	0.083	21.28	29.13	0.1	0.1	3.815	A
	4 - From M11 Northbound	28.41	28.41	21.28	324.60	0.088	28.38	0.00	0.1	0.1	3.037	A
2 - RBT E	1 - R772 North	7.37	7.37	44.45	266.72	0.028	7.37	11.87	0.0	0.0	3.472	A
	2 - To M11 Southbound			27.85				23.97				
	3 - M11 Overbridge	29.13	29.13	0.00	332.42	0.088	29.14	27.85	0.1	0.1	2.966	A
	4 - From M11 Southbound	27.19	27.19	29.14	416.62	0.065	27.18	0.00	0.1	0.1	2.310	A

13:45 - 14:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	47.57	47.57	6.17	417.17	0.114	47.56	41.75	0.1	0.1	2.434	A
	2 - To M11 Northbound			27.88				25.85				
	3 - M11 Overbridge	32.05	32.05	0.00	298.26	0.107	32.01	27.88	0.1	0.1	3.379	A
	4 - From M11 Northbound	15.87	15.87	32.01	290.21	0.055	15.91	0.00	0.1	0.1	3.283	A
2 - RBT E	1 - R772 North	8.54	8.54	56.48	269.61	0.032	8.54	6.03	0.0	0.0	3.446	A
	2 - To M11 Southbound			36.49				28.52				
	3 - M11 Overbridge	27.87	27.87	0.00	288.40	0.097	27.85	36.49	0.1	0.1	3.453	A
	4 - From M11 Southbound	34.67	34.67	27.85	417.00	0.083	34.65	0.00	0.1	0.1	2.353	A

14:00 - 14:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	47.74	47.74	8.92	414.48	0.115	47.74	30.20	0.1	0.1	2.453	A
	2 - To M11 Northbound			30.05				26.61				
	3 - M11 Overbridge	27.07	27.07	0.00	299.63	0.090	27.09	30.05	0.1	0.1	3.301	A
	4 - From M11 Northbound	12.01	12.01	27.09	318.51	0.038	12.03	0.00	0.1	0.0	2.936	A
2 - RBT E	1 - R772 North	5.20	5.20	51.13	231.37	0.022	5.21	10.97	0.0	0.0	3.980	A
	2 - To M11 Southbound			30.39				25.94				
	3 - M11 Overbridge	30.05	30.05	0.00	303.67	0.099	30.04	30.39	0.1	0.1	3.288	A
	4 - From M11 Southbound	32.04	32.04	30.04	414.77	0.077	32.05	0.00	0.1	0.1	2.353	A

14:15 - 14:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	48.55	48.55	2.94	430.53	0.113	48.55	40.35	0.1	0.1	2.357	A
	2 - To M11 Northbound			31.66				19.83				
	3 - M11 Overbridge	28.24	28.24	0.00	301.61	0.094	28.23	31.66	0.1	0.1	3.291	A
	4 - From M11 Northbound	15.09	15.09	28.23	266.24	0.057	15.06	0.00	0.0	0.1	3.582	A
2 - RBT E	1 - R772 North	11.06	11.06	57.41	283.02	0.039	11.04	5.14	0.0	0.0	3.308	A
	2 - To M11 Southbound			31.55				36.91				
	3 - M11 Overbridge	31.68	31.68	0.00	333.16	0.095	31.67	31.55	0.1	0.1	2.984	A
	4 - From M11 Southbound	30.87	30.87	31.67	415.24	0.074	30.87	0.00	0.1	0.1	2.342	A

14:30 - 14:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	35.64	35.64	3.58	413.07	0.086	35.67	42.74	0.1	0.1	2.386	A
	2 - To M11 Northbound			20.33				18.92				
	3 - M11 Overbridge	25.75	25.75	0.00	278.88	0.092	25.75	20.33	0.1	0.1	3.557	A
	4 - From M11 Northbound	20.59	20.59	25.75	299.12	0.069	20.58	0.00	0.1	0.1	3.230	A
2 - RBT E	1 - R772 North	11.06	11.06	42.14	289.35	0.038	11.06	5.12	0.0	0.0	3.233	A
	2 - To M11 Southbound			31.10				22.11				
	3 - M11 Overbridge	20.32	20.32	0.00	296.69	0.069	20.35	31.10	0.1	0.1	3.258	A
	4 - From M11 Southbound	26.91	26.91	20.35	419.48	0.064	26.92	0.00	0.1	0.1	2.294	A

14:45 - 15:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	38.72	38.72	1.63	392.36	0.099	38.70	45.43	0.1	0.1	2.544	A
	2 - To M11 Northbound			24.17				16.16				
	3 - M11 Overbridge	26.11	26.11	0.00	285.86	0.091	26.11	24.17	0.1	0.1	3.466	A
	4 - From M11 Northbound	20.95	20.95	26.11	280.92	0.075	20.95	0.00	0.1	0.1	3.461	A
2 - RBT E	1 - R772 North	6.37	6.37	47.92	248.73	0.026	6.38	7.46	0.0	0.0	3.712	A
	2 - To M11 Southbound			30.74				23.56				
	3 - M11 Overbridge	24.17	24.17	0.00	291.08	0.083	24.15	30.74	0.1	0.1	3.371	A
	4 - From M11 Southbound	31.23	31.23	24.15	418.01	0.075	31.22	0.00	0.1	0.1	2.326	A

15:00 - 15:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	57.16	57.16	12.20	413.89	0.138	57.11	34.96	0.1	0.2	2.522	A
	2 - To M11 Northbound			40.08				29.23				
	3 - M11 Overbridge	25.89	25.89	0.00	292.70	0.088	25.90	40.08	0.1	0.1	3.375	A
	4 - From M11 Northbound	21.71	21.71	25.46	301.82	0.072	21.70	0.44	0.1	0.1	3.214	A
2 - RBT E	1 - R772 North	6.57	6.57	53.31	276.01	0.024	6.57	15.44	0.0	0.0	3.339	A
	2 - To M11 Southbound			30.23				29.65				
	3 - M11 Overbridge	40.09	40.09	0.00	291.73	0.137	40.02	30.23	0.1	0.2	3.575	A
	4 - From M11 Southbound	28.73	28.73	40.02	407.41	0.071	28.73	0.00	0.1	0.1	2.376	A

15:15 - 15:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	56.79	56.79	9.07	426.18	0.133	56.80	42.22	0.2	0.2	2.436	A
	2 - To M11 Northbound			36.72				29.15				
	3 - M11 Overbridge	28.83	28.83	0.00	312.62	0.092	28.83	36.72	0.1	0.1	3.170	A
	4 - From M11 Northbound	22.88	22.88	28.41	302.63	0.076	22.88	0.42	0.1	0.1	3.216	A
2 - RBT E	1 - R772 North	13.44	13.44	51.14	314.02	0.043	13.41	8.13	0.0	0.0	2.993	A
	2 - To M11 Southbound			31.55				33.00				
	3 - M11 Overbridge	36.73	36.73	0.00	316.69	0.116	36.75	31.55	0.2	0.1	3.214	A
	4 - From M11 Southbound	22.50	22.50	36.75	409.58	0.055	22.51	0.00	0.1	0.1	2.326	A

15:30 - 15:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	51.73	51.73	6.42	434.19	0.119	51.76	51.65	0.2	0.1	2.354	A
	2 - To M11 Northbound			27.79				30.39				
	3 - M11 Overbridge	36.51	36.51	0.00	316.28	0.115	36.48	27.79	0.1	0.1	3.216	A
	4 - From M11 Northbound	22.07	22.07	36.01	279.71	0.079	22.07	0.48	0.1	0.1	3.492	A
2 - RBT E	1 - R772 North	11.09	11.09	52.76	306.83	0.036	11.09	13.95	0.0	0.0	3.042	A
	2 - To M11 Southbound			39.75				24.09				
	3 - M11 Overbridge	27.79	27.79	0.00	332.83	0.083	27.83	39.75	0.1	0.1	2.950	A
	4 - From M11 Southbound	38.92	38.92	27.83	421.63	0.092	38.88	0.00	0.1	0.1	2.351	A

15:45 - 16:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	60.23	60.23	4.10	404.50	0.149	60.20	43.95	0.1	0.2	2.613	A
	2 - To M11 Northbound			40.91				23.39				
	3 - M11 Overbridge	38.91	38.91	0.00	342.97	0.113	38.91	40.91	0.1	0.1	2.959	A
	4 - From M11 Northbound	9.61	9.61	38.39	314.24	0.031	9.66	0.52	0.1	0.0	2.957	A
2 - RBT E	1 - R772 North	7.57	7.57	68.59	277.66	0.027	7.58	12.78	0.0	0.0	3.331	A
	2 - To M11 Southbound			39.04				37.13				
	3 - M11 Overbridge	40.90	40.90	0.00	302.02	0.135	40.84	39.04	0.1	0.2	3.445	A
	4 - From M11 Southbound	40.54	40.54	40.84	410.48	0.099	40.53	0.00	0.1	0.1	2.432	A

16:00 - 16:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	55.76	55.76	7.45	450.13	0.124	55.79	43.32	0.2	0.1	2.282	A
	2 - To M11 Northbound			42.30				20.94				
	3 - M11 Overbridge	37.36	37.36	0.00	294.02	0.127	37.34	42.30	0.1	0.1	3.505	A
	4 - From M11 Northbound	13.44	13.44	37.34	282.98	0.048	13.43	0.00	0.0	0.0	3.338	A
2 - RBT E	1 - R772 North	13.68	13.68	71.90	281.20	0.049	13.65	11.13	0.0	0.1	3.363	A
	2 - To M11 Southbound			43.94				41.60				
	3 - M11 Overbridge	42.32	42.32	0.00	359.58	0.118	42.34	43.94	0.2	0.1	2.838	A
	4 - From M11 Southbound	40.68	40.68	42.34	415.83	0.098	40.68	0.00	0.1	0.1	2.400	A

16:15 - 16:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	43.58	43.58	6.47	414.84	0.105	43.60	38.65	0.1	0.1	2.424	A
	2 - To M11 Northbound			28.97				21.10				
	3 - M11 Overbridge	24.61	24.61	0.00	289.97	0.085	24.66	28.97	0.1	0.1	3.394	A
	4 - From M11 Northbound	20.49	20.49	24.66	301.76	0.068	20.46	0.00	0.0	0.1	3.198	A
2 - RBT E	1 - R772 North	6.44	6.44	50.01	282.38	0.023	6.46	12.29	0.1	0.0	3.264	A
	2 - To M11 Southbound			29.03				27.43				
	3 - M11 Overbridge	28.96	28.96	0.00	322.53	0.090	28.99	29.03	0.1	0.1	3.068	A
	4 - From M11 Southbound	33.28	33.28	28.99	420.90	0.079	33.30	0.00	0.1	0.1	2.323	A

16:30 - 16:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	50.70	50.70	2.67	463.01	0.109	50.69	36.66	0.1	0.1	2.182	A
	2 - To M11 Northbound			35.25				18.12				
	3 - M11 Overbridge	27.04	27.04	0.00	314.31	0.086	27.03	35.25	0.1	0.1	3.132	A
	4 - From M11 Northbound	12.27	12.27	27.03	286.97	0.043	12.30	0.00	0.1	0.0	3.276	A
2 - RBT E	1 - R772 North	6.00	6.00	60.18	197.15	0.030	5.99	5.63	0.0	0.0	4.707	A
	2 - To M11 Southbound			29.43				36.74				
	3 - M11 Overbridge	35.26	35.26	0.00	357.71	0.099	35.24	29.43	0.1	0.1	2.790	A
	4 - From M11 Southbound	30.57	30.57	35.24	398.70	0.077	30.56	0.00	0.1	0.1	2.444	A

16:45 - 17:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	33.10	33.10	8.98	446.68	0.074	33.14	44.21	0.1	0.1	2.176	A
	2 - To M11 Northbound			29.40				12.73				
	3 - M11 Overbridge	38.28	38.28	0.00	318.34	0.120	38.23	29.40	0.1	0.1	3.212	A
	4 - From M11 Northbound	14.98	14.98	38.23	263.23	0.057	14.97	0.00	0.0	0.1	3.624	A
2 - RBT E	1 - R772 North	12.31	12.31	58.25	311.35	0.039	12.29	11.09	0.0	0.0	3.008	A
	2 - To M11 Southbound			41.49				29.05				
	3 - M11 Overbridge	29.40	29.40	0.00	355.49	0.083	29.41	41.49	0.1	0.1	2.759	A
	4 - From M11 Southbound	39.95	39.95	29.41	423.44	0.094	39.93	0.00	0.1	0.1	2.346	A

17:00 - 17:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	52.28	52.28	4.27	431.98	0.121	52.22	37.72	0.1	0.1	2.369	A
	2 - To M11 Northbound			27.78				28.71				
	3 - M11 Overbridge	27.53	27.53	0.00	316.03	0.087	27.57	27.78	0.1	0.1	3.122	A
	4 - From M11 Northbound	14.43	14.43	27.57	228.44	0.063	14.42	0.00	0.1	0.1	4.204	A
2 - RBT E	1 - R772 North	13.03	13.03	46.52	283.32	0.046	13.02	9.18	0.0	0.0	3.328	A
	2 - To M11 Southbound			29.65				29.89				
	3 - M11 Overbridge	27.78	27.78	0.00	345.89	0.080	27.78	29.65	0.1	0.1	2.830	A
	4 - From M11 Southbound	27.89	27.89	27.78	404.62	0.069	27.92	0.00	0.1	0.1	2.390	A

17:15 - 17:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	53.46	53.46	3.62	433.42	0.123	53.45	32.29	0.1	0.1	2.368	A
	2 - To M11 Northbound			28.95				28.12				
	3 - M11 Overbridge	20.19	20.19	0.00	296.21	0.068	20.22	28.95	0.1	0.1	3.262	A
	4 - From M11 Northbound	15.68	15.68	20.22	299.26	0.052	15.69	0.00	0.1	0.1	3.173	A
2 - RBT E	1 - R772 North	6.79	6.79	43.35	278.13	0.024	6.81	7.65	0.0	0.0	3.316	A
	2 - To M11 Southbound			22.97				27.20				
	3 - M11 Overbridge	28.95	28.95	0.00	346.78	0.083	28.95	22.97	0.1	0.1	2.831	A
	4 - From M11 Southbound	22.02	22.02	28.95	425.27	0.052	22.05	0.00	0.1	0.1	2.233	A

17:30 - 17:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	31.24	31.24	2.53	458.95	0.068	31.31	34.32	0.1	0.1	2.104	A
	2 - To M11 Northbound			23.11				10.73				
	3 - M11 Overbridge	24.69	24.69	0.00	320.41	0.077	24.68	23.11	0.1	0.1	3.042	A
	4 - From M11 Northbound	12.16	12.16	24.68	290.44	0.042	12.17	0.00	0.1	0.0	3.236	A
2 - RBT E	1 - R772 North	10.31	10.31	38.31	304.78	0.034	10.30	5.30	0.0	0.0	3.055	A
	2 - To M11 Southbound			26.09				22.53				
	3 - M11 Overbridge	23.11	23.11	0.00	341.29	0.068	23.12	26.09	0.1	0.1	2.830	A
	4 - From M11 Southbound	20.49	20.49	23.12	428.55	0.048	20.49	0.00	0.1	0.1	2.206	A

17:45 - 18:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	35.49	35.49	8.99	423.39	0.084	35.47	33.44	0.1	0.1	2.319	A
	2 - To M11 Northbound			20.38				24.09				
	3 - M11 Overbridge	23.28	23.28	0.00	335.04	0.069	23.26	20.38	0.1	0.1	2.888	A
	4 - From M11 Northbound	19.20	19.20	23.26	304.64	0.063	19.18	0.00	0.0	0.1	3.152	A
2 - RBT E	1 - R772 North	13.83	13.83	27.03	324.86	0.043	13.82	7.63	0.0	0.0	2.893	A
	2 - To M11 Southbound			23.39				17.46				
	3 - M11 Overbridge	20.38	20.38	0.00	362.64	0.056	20.39	23.39	0.1	0.1	2.631	A
	4 - From M11 Southbound	14.25	14.25	20.39	429.47	0.033	14.27	0.00	0.1	0.0	2.167	A

18:00 - 18:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	35.16	35.16	0.18	458.44	0.077	35.16	21.41	0.1	0.1	2.125	A
	2 - To M11 Northbound			18.50				16.85				
	3 - M11 Overbridge	15.54	15.54	0.00	344.40	0.045	15.56	18.50	0.1	0.0	2.738	A
	4 - From M11 Northbound	5.99	5.99	15.56	327.42	0.018	6.04	0.00	0.1	0.0	2.802	A
2 - RBT E	1 - R772 North	4.12	4.12	28.16	324.54	0.013	4.13	7.12	0.0	0.0	2.808	A
	2 - To M11 Southbound			15.58				16.72				
	3 - M11 Overbridge	18.50	18.50	0.00	353.37	0.052	18.50	15.58	0.1	0.1	2.689	A
	4 - From M11 Southbound	16.79	16.79	18.50	426.49	0.039	16.78	0.00	0.0	0.0	2.196	A

18:15 - 18:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	30.10	30.10	2.41	474.99	0.063	30.11	23.94	0.1	0.1	2.024	A
	2 - To M11 Northbound			17.32				15.20				
	3 - M11 Overbridge	18.03	18.03	0.00	322.19	0.056	18.02	17.32	0.0	0.1	2.958	A
	4 - From M11 Northbound	8.34	8.34	18.02	327.64	0.025	8.33	0.00	0.0	0.0	2.818	A
2 - RBT E	1 - R772 North	9.99	9.99	32.04	350.20	0.029	9.97	8.65	0.0	0.0	2.644	A
	2 - To M11 Southbound			19.43				22.57				
	3 - M11 Overbridge	17.32	17.32	0.00	352.14	0.049	17.32	19.43	0.1	0.1	2.689	A
	4 - From M11 Southbound	23.39	23.39	17.32	403.64	0.058	23.37	0.00	0.0	0.1	2.366	A

18:30 - 18:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	27.31	27.31	4.11	425.23	0.064	27.31	33.29	0.1	0.1	2.261	A
	2 - To M11 Northbound			16.50				14.91				
	3 - M11 Overbridge	26.39	26.39	0.00	328.78	0.080	26.36	16.50	0.1	0.1	2.975	A
	4 - From M11 Northbound	11.05	11.05	26.36	285.13	0.039	11.04	0.00	0.0	0.0	3.282	A
2 - RBT E	1 - R772 North	9.18	9.18	32.04	300.68	0.031	9.18	10.62	0.0	0.0	3.086	A
	2 - To M11 Southbound			26.47				14.75				
	3 - M11 Overbridge	16.50	16.50	0.00	322.79	0.051	16.49	26.47	0.1	0.1	2.937	A
	4 - From M11 Southbound	26.18	26.18	16.49	429.97	0.061	26.18	0.00	0.1	0.1	2.228	A

18:45 - 19:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - RBT W	1 - R772	25.40	25.40	5.92	470.48	0.054	25.41	28.15	0.1	0.1	2.023	A
	2 - To M11 Northbound			20.82				10.51				
	3 - M11 Overbridge	20.68	20.68	0.00	289.66	0.071	20.69	20.82	0.1	0.1	3.345	A
	4 - From M11 Northbound	13.40	13.40	20.69	293.23	0.046	13.39	0.00	0.0	0.0	3.215	A
2 - RBT E	1 - R772 North	5.29	5.29	38.62	330.08	0.016	5.31	4.78	0.0	0.0	2.770	A
	2 - To M11 Southbound			24.88				19.05				
	3 - M11 Overbridge	20.83	20.83	0.00	355.07	0.059	20.82	24.88	0.1	0.1	2.692	A
	4 - From M11 Southbound	22.58	22.58	20.82	427.28	0.053	22.58	0.00	0.1	0.1	2.223	A