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Introduction

14.1 PMCE Ltd were commissioned by SLR Consulting Ireland to undertake a review of the traffic impacts associated with the proposed bio-renewables plant to be located at Killough Quarry in Holycross, Co. Tipperary.

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

- Transport Infrastructure Ireland (TII) Publications document PE PDV-02045, "Traffic and Transport Assessment Guidelines" (May 2014) published by TII;
- TII Publications document PE-PAG-02017, "Project Appraisal Guidelines for National Roads Unit 5.3 – Travel Demand Projections" (October 2021) published by TII;
- TII Publications document PE-PAG-02039, "Project Appraisal Guidelines for National Roads Unit 16.1 - Expansion Factors for Short Period Traffic Counts" (October 2016) published by TII;
- Traffic Count Survey Data, collected by Traffinomics;
- TII Publications document DN-GEO-03031, "Rural Road Link Design" (June 2017 & May 2023) published by TII;
- TII Publications document DN-GEO-03060, "Geometric Design of Junctions (priority junctions, direct accesses, roundabouts, grade-separated and compact grade-separated junctions)" (June 2017 & May 2023) published by TII;
- Tipperary County Development Plan 2022-2028.

Scope of Work

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

Baseline Study Methodology

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

14.4 **Site Visit**: Site visits were undertaken on 16th July 2024, the weather was dry, and the ground surface was dry.

14.5 **Trip Generation and Trip Assignment:** This is used to derive trip rates and forecast trips for the proposed development, and to assign generated traffic flows onto the existing road network.

14.6 **Link Capacity Assessment**: To estimate an AADT value for each of the main roads on the surrounding road network and assess their capacity with and without the proposed development.

14.7 **Junction Capacity Assessment**: The traffic count data was used to develop a model for three junctions on the existing road network and their capacity was assessed using the 'Junctions 9' computer programme.

14.8 **Future Year Assessments**: The estimated future year volumes on the study area network, as a result of the increase in background traffic and any site related traffic, was used to assess the future operational performance of the junctions and surrounding road network for 2025 (construction year 1), 2026 (construction year 2), 2027 (Assumed year of opening),

and at two future assessment years, the opening year +5 (2032) and the opening year +15 (2042).

Site Location

14.9 **Figure 14-1** shows the location of the proposed bio-renewables plant in Killough Hill, Holycross, Co. Tipperary and the surrounding road network.

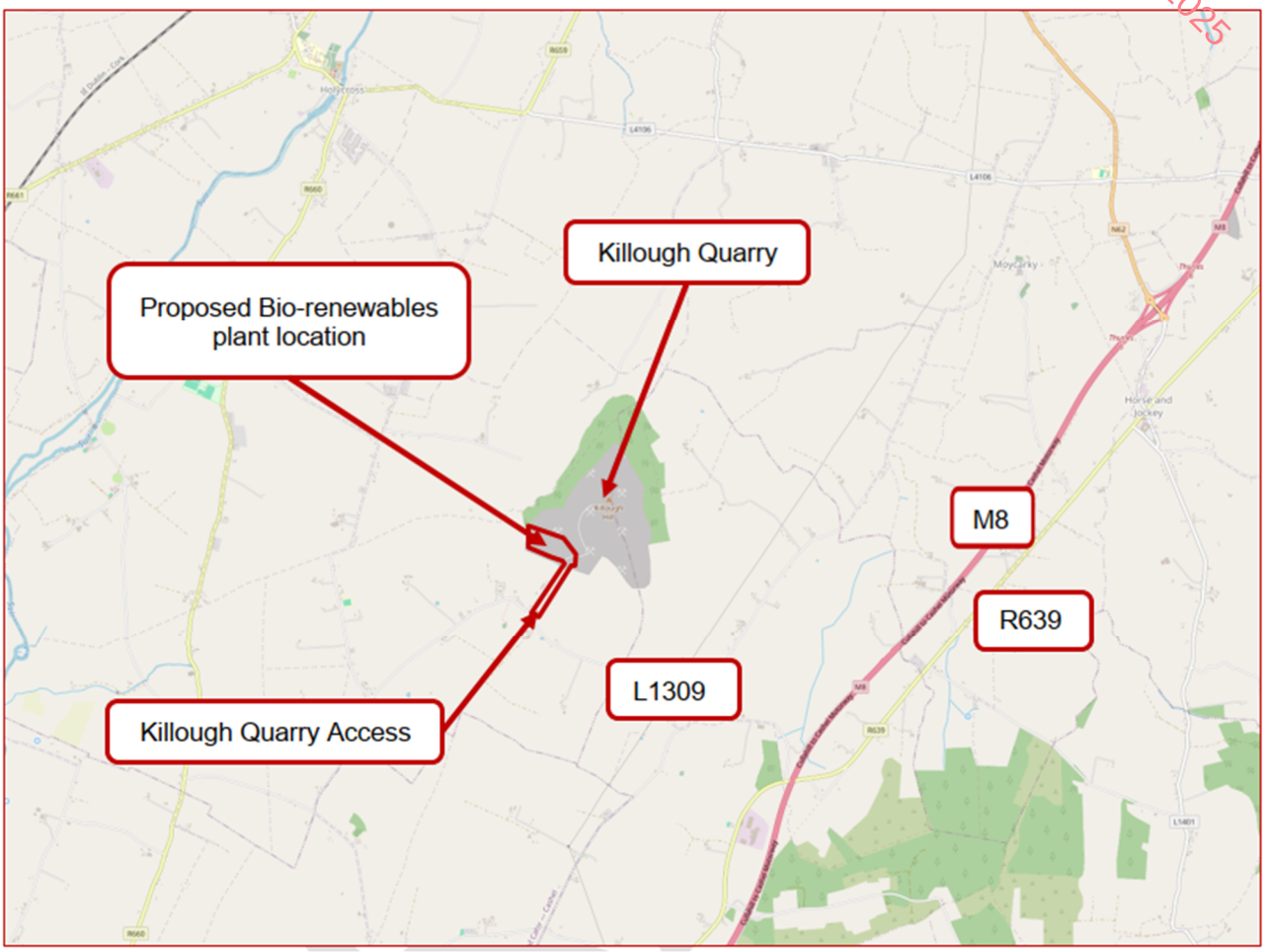


Figure 14-1: Location Plan

Site Description

14.10 It is proposed to construct a full-scale bio-renewables plant within Killough quarry located at Killough Hill, Co. Tipperary. The proposed development will produce bio-methane (gas); compressed bio-methane (bio-CNG); carbon dioxide (CO_2); electricity (green); organic fertilisers (pelleted); and water from a varied of feedstocks such as chicken waste, cattle slurry, grass and maize silage, pot ale and spent grain.

14.11 The proposed bio-renewable plant is located approximately 6.5km southwest of the town of Thurles, 4km west of Horse & Jockey village, and approximately 2.5 km west of the M8 Motorway. The proposed development traffic will use the existing Killough Quarry access on the L1309 Local Road approximately 2.5km to the northwest of the M8 Motorway between Urlingford and Cashel. The lands surrounding the subject site can be characterised as rural, with land uses in the area comprising agriculture, and single house residential. All site related traffic will enter the site via the existing quarry access on the L1309.

Existing Road Network

L1309 Local Road

14.12 The L1309 Local is a two-way single carriageway with no footways or hard strips on either side of the carriageway. It terminates at a stop-controlled T-junction with the R639 Regional Road, approximately 2.5km to the south of the site access. In the vicinity of the site, the L1309 is approximately 6m wide. It provides access to the commercial and residential properties along both sides.

R639 Regional Road

14.13 The R639 Regional Road is a two-way single carriageway with no footways or hard strips on either side of the carriageway in the vicinity of its junction with the L1309, however hard strips are provided further west and east of the junction. It runs in a southwest-northeast direction and connects the town of Cashel with the town of Urlingford and the M8 Motorway. It forms a T-Junction with a Right Turn Lane where it meets the L1309 Local Road south of the Killough Quarry access.

14.14 The road is approximately 6m wide in the vicinity of its junctions with the L1309 and has a posted speed limit of 100kph, however, traffic calming “SLOW" road markings are provided on the westbound approach to its junction with the L1309

Traffic Volumes

14.15 Classified 12-hour Junction Turning Counts (JTCs) were carried out on Tuesday 28th May 2024, by Traffinomics Ltd., at a total of 3 no. junctions.

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

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

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

- **3-Arm T-Junction of the Site Access and L1309 (referred to as the 'L1309 Site Access' in this report) –** 08:30 to 09:30 (AM Peak) and 16:45 to 17:45 (PM Peak)
- **4-Arm Crossroads Junction of the L5310 and L1309 (referred to as the 'Aughnagamun Cross' in this report) –** 08:15 to 09:15 (AM Peak) and 16:45 to 17:45 (PM Peak)
- **3-Arm T-Junction of the R639 and L1309 (referred to as the 'R639 Junction' in this report) –** 08:30 to 09:30 (AM Peak) and 16:45 to 17:45 (PM Peak)

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

14.19 A combined factor of 0.851 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 0.98 for the Tuesday traffic count. Finally, this was converted to AADT using an index of 0.97 for the month of May. These factors were used to calculate the AADT for the four junctions.

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

Proposed Development

Trip Generation & Distribution

General

14.21 The site has been historically used for quarrying activity and associated facilities, commencing operation in c. 1953. The quarry was registered under file Ref QY21 and further operations granted permission under previous planning applications including 22206, 18600579, 17601436, 1460501/ABP 2245693, 09/2543/ABP 23.235590, 07/412, 06/978, P 3.11360 and P 3.10477. The quarry is currently permitted to generate traffic of 470 HGV trips (235 loads) per day. For the purpose of a robust assessment, the permitted quarry traffic (the worst-case scenario) of 470 HGV trips per day was added to the background traffic as part of the assessment.

14.22 The proposed application is in relation to a proposed bio-renewables plant (incorporating anaerobic digestion) including related ancillary infrastructure and a new electricity transformer station within Killough quarry located at Killough Hill, Co. Tipperary, which will produce bio-fuel, methane derived from C02, biochar, liquid and solid fertilisers derived from feedstocks for use in agriculture.

Proposed Development Operations

14.23 The proposed development operations will include feedstock intake which is estimated to be c. 105,000 tonnes per annum and total methane gas production of approximately 12,700,000m^3 per year.

14.24 The majority of feedstocks (c. 81%) will be supplied locally, and consideration will be given to supply within a radius of less than 20kms approximately.

14.25 The adjacent Roadstone Killough Quarry plant will utilise the electricity, bio-methane and water generated by the proposed development. Pelletised fertiliser will be available for supply to local agriculture and traders off-site. CNG and CO_2 will be pressurised and stored for ongoing draw-off by tankers to points of re-use off-site.

14.26 It is estimated that the daily trips generated as a result of the bio-renewable plant operations would amount to approximately 23 per day for feedstock inputs and 10 per day for product outputs.

Staff Trips

14.27 The site is estimated to provide direct employment for 15 to 20 staff members, and it is not anticipated that these numbers will increase. Staff movements will generate 40 peak hour trips, 20 trips inbound in the morning and 20 trips outbound in the evening peak. Staff car movements have been distributed in accordance with the existing light vehicle distribution at the site access.

Miscellaneous Trips

14.28 A total of 4 trips have been assumed to occur daily to cater for possible miscellaneous trips associated with the site. These miscellaneous trips allow for operations meetings, site inspections, maintenance operations for plant and machinery, etc.

Proposed Development Construction

14.29 Subject to planning permission, the construction of the proposed plant is expected to commence in 2025, and the length of the construction phase is estimated to be 18 months.

14.30 During the construction of the facility it is conservatively assumed that 20 construction staff will be present on site per day on average.

14.31 Assuming each of the construction workers arrive to work by car, and assuming 20 people are present on the site per day, a maximum of 20 cars, construction workers movements will generate 20 inbound trips and 20 outbound trips. For the purpose of this assessment, it was assumed that these trips would coincide with the AM and PM Peaks, which is a conservative assumption.

14.32 An additional 20 LGV trips (10 loads) and 6 HGV trips (3 loads) per day has been included in this assessment to account for the delivery of materials to site in accordance with the construction delivery program.

Trip Distribution & Composition

14.33 **Appendix 14-A** contains extracts from the TRICS database giving the forecast arrivals / departures distribution at similar sites.

14.34 The distribution of the development traffic on the adjacent road network is based on an assessment of the existing traffic flows at the site access derived from the traffic count data.

14.35 **Table 14-1** details the trip distribution that has been applied to the development traffic as part of the junction capacity analysis.

Table 14-1: Summary of Predicted Daily Trips in Construction Years and Beyond

Development	Phase	Type of Traffic	Daily Trips	
			Arrivals	Departures
Bio-renewables Plant	Construction	Construction HGVs	3	3
		Construction LVs	30	30
	Operations	Feedstock Input (HGVs)	23	23
		Product Outputs (HGVs)	10	10
		Miscellaneous (HGVs)	5	5
		Staff (LVs)	20	20

Trip Assignment

14.36 The assignment of the forecast development traffic onto the adjacent road network is based on the existing traffic flow distribution at each junction as derived from the traffic counts and projected routes. This is illustrated in **Figure 14-2** and **Figure 14-3**.

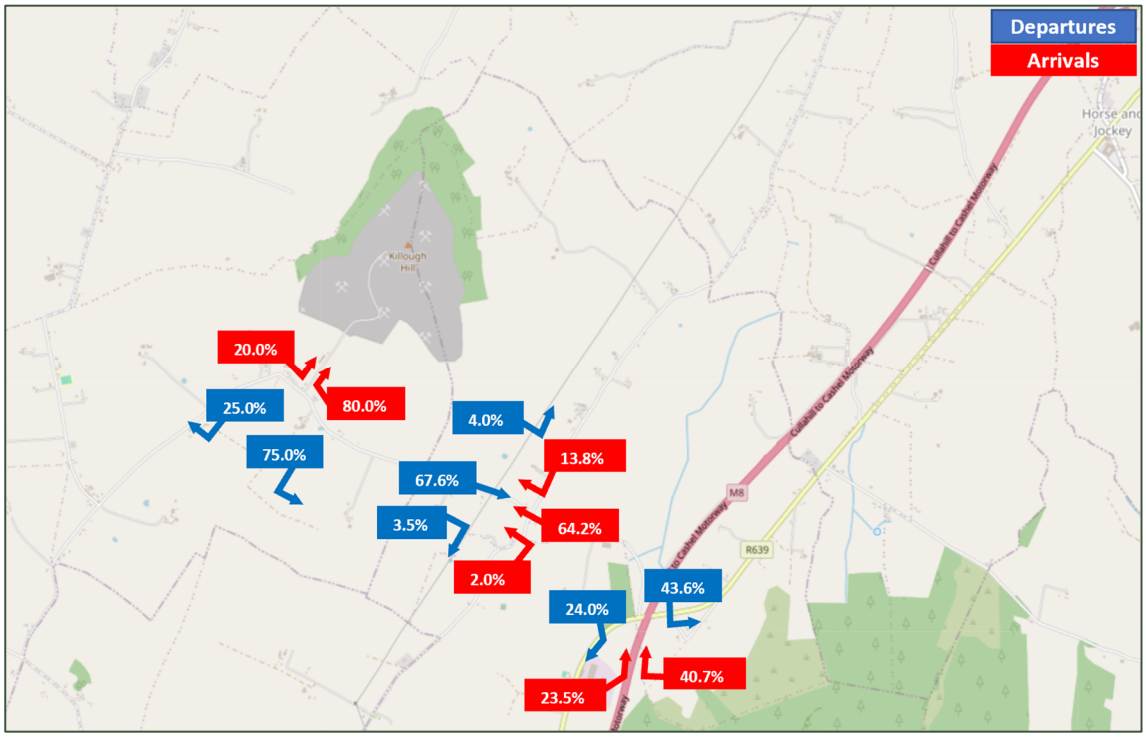


Figure 14-2: Assignment of Development Traffic throughout the Network (LVs)

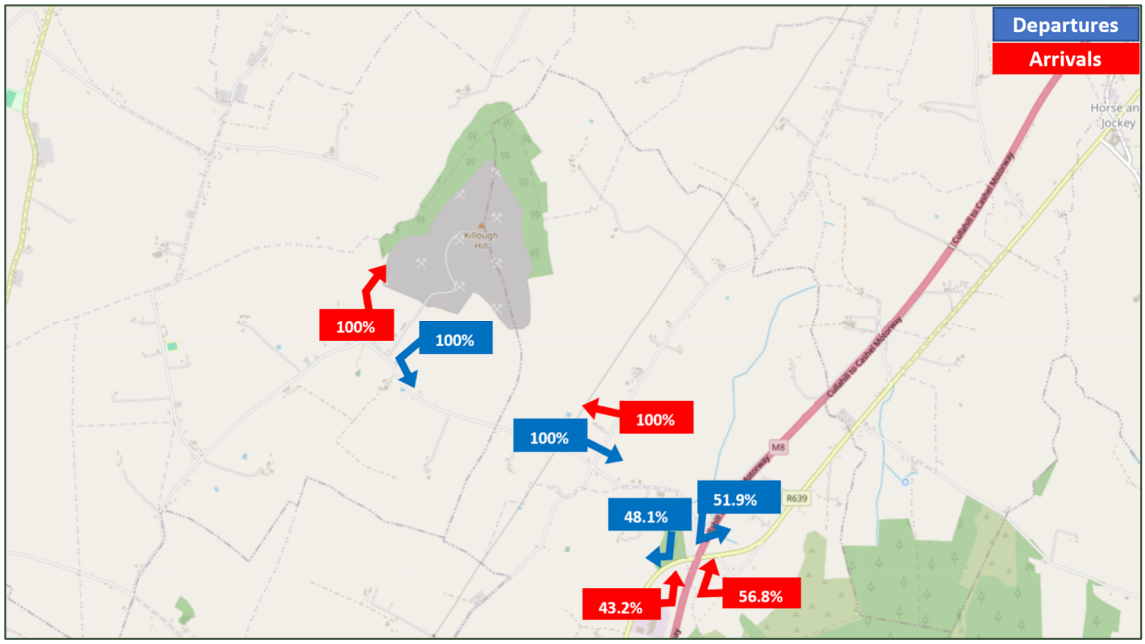


Figure 14-3: Assignment of Development Traffic throughout the Network (HGVs)

Scope of Assessment

14.37 The proposed development, will result in an increase in the traffic volumes at junctions within the road network in the vicinity of the proposed development. Section 2.1 of the "Traffic and Transport Assessment Guidelines" published by Transport Infrastructure Ireland recommends that in an urban or congested setting that a traffic assessment should cover all roads and junctions where the development traffic exceeds 5% of the existing or background traffic, or 10% of background traffic when located in rural areas.

14.38 **Figure 14-4** outlines the distributed development traffic as a percentage of the background traffic on the adjacent road network.

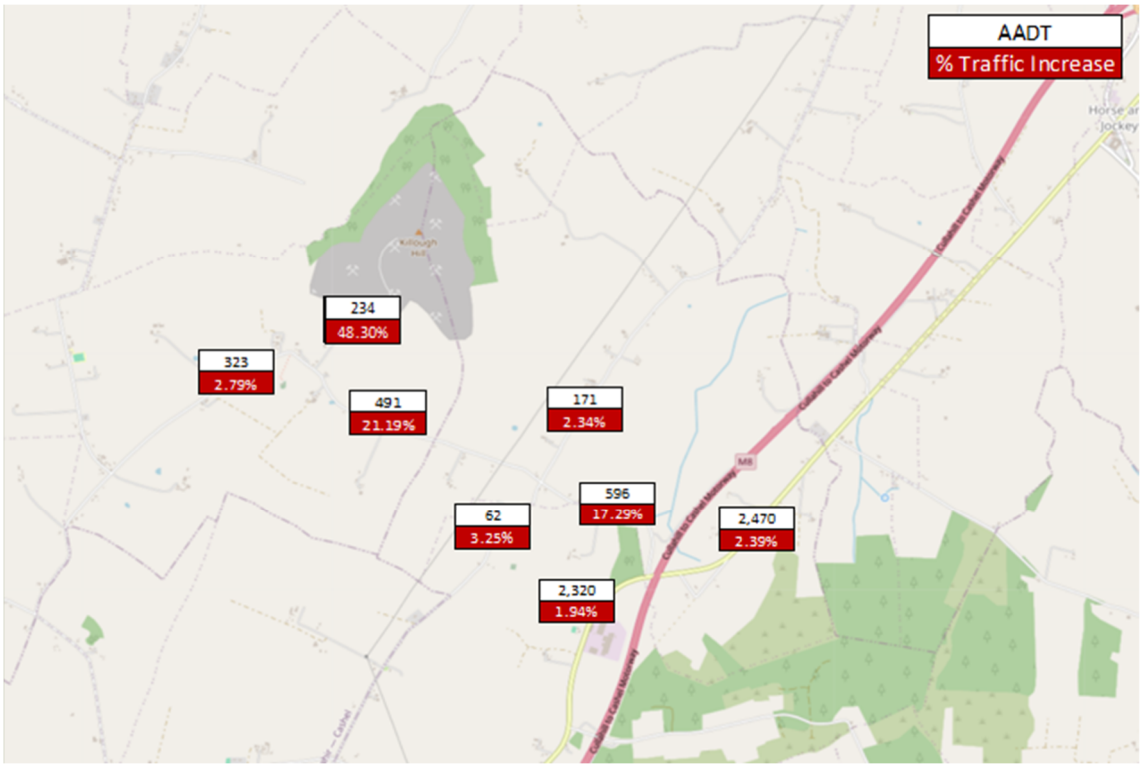


Figure 14-4: AADT and Development Traffic as a Percentage of Existing Traffic

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

- L1309 Site Access;
- Aughnagamun Cross; and
- R639 / L1309 T-Junction.

Road Impacts

Assessment Years

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

14.41 The assessment years for the Traffic and Transport assessment are therefore 2027 for the Opening Year, 2032 and 2042 for the Future Assessment Years, including the Construction Years (2025 and 2026).

Traffic Growth

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

14.43 **Table 14-2** contains a summary of the traffic growth factors published in the "Project Appraisal Guidelines". For this assessment, a central growth scenario has been adopted (a 'central' growth scenario was assumed given the site location and scale).

Table 14-2: Future Year Traffic Growth Figures (Co. Tipperary)

Year	Low Growth		Central Growth		High Growth	
	LV	**HV**	**LV**	**HV**	**LV**	**HV**
2016-2030	1.0102	1.0290	**1.0119**	**1.0306**	1.0152	1.0340
2030-2040	1.0019	1.0096	**1.0037**	**1.0116**	1.0073	1.0152
2040-2050	1.0008	1.0136	**1.0027**	**1.0155**	1.0084	1.0250

Link Capacity Assessment

L1309 Local Road

14.44 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 D. The L1309, adjacent to the site, has an average cross-section width of approximately 6m with no hard shoulders present. Therefore, the L1309 is considered to be most similar to the Type 3 Single Carriageway cross-section in this document with a capacity of 5,000 AADT for Level of Service D.

14.45 The combined background and Site Traffic volumes, outlined in **Table 14-3** and **Table 14-4** in each of the assessment years is less than the LOS D capacity of 5,000 AADT for a Type 3 Single Carriageway. It is considered that the L1309 will operate within capacity for each of the assessment years. **Table 14-3** and **Table 14-4** indicates that the traffic associated with the proposed development represents between 10.33% and 6.22% of the total traffic on the L1309 during the assessment years 2025 to 2042.

Table 14-3: Combined AADT for each Assessment Year (L1309) [Construction Years]

	Assessment Year		
	2024	**2025**	**2026**
Background Traffic (worst-case scenario)	973	984	995
Additional Development Traffic	-	66	66
Combined Traffic (Background + Additional Dev. Traffic)	973	1,050	1,061
Additional Traffic as % of Combined Traffic	-	6.29%	6.22%

Table 14-4: Combined AADT for each Assessment Year (L1309) [Operations Years]

	Assessment Year			
	2024	**2027**	**2032**	**2042**
Background Traffic (worst-case scenario)	973	1,007	1,043	1,090
Additional Development Traffic	-	116	116	116
Combined Traffic (Background + Additional Dev. Traffic)	973	1,123	1,159	1,206
Additional Traffic as % of Combined Traffic	-	10.33%	10.01%	9.62%

Junction Capacity Analysis

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

14.47 Junction performance is measured as a ratio between the flow and capacity (RFC). The capacity analysis has been carried out for a period of 12-hours for each of the assessment years (2025, 2026, 2027, 2032, and 2042).

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

14.49 The capacity of a stream or arm of a junction refers to the maximum flow of vehicles entering the junction, within a given time period and is based on the formula given in LR942 (Kimber, 1980). The formulae describing the theoretical capacity of a junction were derived empirically and have a ±15% confidence interval. Consequently, the standard approach to junction capacity analysis, for priority-controlled junctions, uses an RFC of 0.85 to describe the theoretical maximum capacity, however in reality there may be additional capacity above this level. Where the flow on an arm, in a given time period, exceeds the theoretical capacity this will result in increased time to traverse the junction, leading to delays and queues forming. In normal operation queues forming at a junction will dissipate over time as the volume of vehicles arriving at the junction fall below the available capacity.

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

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

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

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

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

Site 1: Site Access / L1309

14.53 A summary of the junction capacity analysis results for the junction of the Site Access and the L1309 Local Road is shown in **Table 14-5** and **Table 14-6**. The results indicate that the junction will continue to operate within capacity for each of the assessment years 2025, 2026, 2027, 2032, and 2042.

Table 14-5: Summary of Traffic Analysis at L1309 Site Access [Construction Years]

	12 Hours (07:00 – 19:00)			
	Queue (Veh)	**Delay (s)**	**RFC**	**LOS**
Stream	2025 Without Development			
Site Access-L1309 S	0.1	10.18	0.06	B
Site Access-L1309 N	0.0	13.32	0.03	B
L1309 S-L1309 N/Site Access	0.1	10.75	0.05	B
Stream	2025 With Development			
Site Access-L1309 S	0.1	6.46	0.09	A
Site Access-L1309 N	0.0	13.74	0.03	B
L1309 S-L1309 N/Site Access	0.1	6.65	0.09	A
Stream	2026 Without Development			
Site Access-L1309 S	0.1	10.20	0.06	B
Site Access-L1309 N	0.0	13.33	0.03	B
L1309 S-L1309 N/Site Access	0.1	10.77	0.05	B
Stream	2026 With Development			
Site Access-L1309 S	0.1	6.53	0.09	A
Site Access-L1309 N	0.0	13.75	0.03	B
L1309 S-L1309 N/Site Access	0.1	6.72	0.09	A

Table 14-6: Summary of Traffic Analysis at L1309 Site Access [Operations Years]

	12 Hours (07:00 – 19:00)			
	Queue (Veh)	**Delay (s)**	**RFC**	**LOS**
Stream	2027 Without Development			
Site Access-L1309 S	0.1	10.22	0.06	B
Site Access-L1309 N	0.0	13.34	0.03	B
L1309 S-L1309 N/Site Access	0.1	10.78	0.05	B
Stream	2027 With Development			
Site Access-L1309 S	0.1	6.13	0.08	A
Site Access-L1309 N	0.0	13.71	0.03	B
L1309 S-L1309 N/Site Access	0.1	6.34	0.08	A
Stream	2032 Without Development			
Site Access-L1309 S	0.1	10.28	0.06	B
Site Access-L1309 N	0.0	13.38	0.03	B
L1309 S-L1309 N/Site Access	0.1	10.83	0.06	B
Stream	2032 With Development			
Site Access-L1309 S	0.1	6.29	0.08	A
Site Access-L1309 N	0.0	13.75	0.03	B
L1309 S-L1309 N/Site Access	0.1	6.48	0.08	A
Stream	2042 Without Development			
Site Access-L1309 S	0.1	10.38	0.07	B
Site Access-L1309 N	0.1	13.44	0.04	B
L1309 S-L1309 N/Site Access	0.1	10.91	0.06	B
Stream	2042 With Development			
Site Access-L1309 S	0.1	6.59	0.08	A
Site Access-L1309 N	0.1	13.80	0.04	B
L1309 S-L1309 N/Site Access	0.1	6.76	0.09	A

Site 2: Aughnagamun Cross

14.54 A summary of the junction capacity analysis results for the junction of the L1309 Local Road and the L5310 Local Road is shown in **Table 14-7** and

14.56 Table 14-8. The results indicate that the junction will continue to operate within capacity for each of the assessment years 2025, 2026, 2027, 2032, and 2042.

Table 14-7: Summary of Traffic Analysis at Aughnagamun Cross [Construction Years]

	12 Hours (07:00 – 19:00)			
	Queue (Veh)	**Delay (s)**	**RFC**	**LOS**
Stream	2025 Without Development			
L5310 E-L1309 S / L5310 E	0.0	10.78	0.04	B
L5310 E- L1309 N / L5310 E	0.0	13.75	0.05	B
L1309 N-L5310 E / L1309 S / L5310 E	0.0	6.90	0.02	A
L5310 E-L1309 N / L5310 E	0.0	12.69	0.01	B
L5310 E-L5310 E / L1309 S	0.0	10.82	0.02	B
L1309 S-L1309 N/ L5310 E / L5310 E	0.0	11.14	0.03	B
Stream	2025 With Development			
L5310 E-L1309 S / L5310 E	0.0	10.81	0.04	B
L5310 E- L1309 N / L5310 E	0.0	13.93	0.05	B
L1309 N-L5310 E / L1309 S / L5310 E	0.0	6.80	0.02	A
L5310 E-L1309 N / L5310 E	0.0	11.93	0.02	B
L5310 E-L5310 E / L1309 S	0.0	10.82	0.02	B
L1309 S-L1309 N/ L5310 E / L5310 E	0.0	11.13	0.03	B
Stream	2026 Without Development			
L5310 E-L1309 S / L5310 E	0.0	10.79	0.04	B
L5310 E- L1309 N / L5310 E	0.0	13.76	0.05	B
L1309 N-L5310 E / L1309 S / L5310 E	0.0	6.92	0.02	A
L5310 E-L1309 N / L5310 E	0.0	12.71	0.01	B
L5310 E-L5310 E / L1309 S	0.0	10.86	0.03	B
L1309 S-L1309 N/ L5310 E / L5310 E	0.0	11.14	0.03	B
Stream	2026 With Development			
L5310 E-L1309 S / L5310 E	0.0	10.82	0.04	B
L5310 E- L1309 N / L5310 E	0.1	13.94	0.05	B
L1309 N-L5310 E / L1309 S / L5310 E	0.0	6.82	0.02	A
L5310 E-L1309 N / L5310 E	0.0	11.97	0.02	B
L5310 E-L5310 E / L1309 S	0.0	10.86	0.03	B
L1309 S-L1309 N/ L5310 E / L5310 E	0.0	11.13	0.03	B

Table 14-8: Summary of Traffic Analysis at Aughnagamun Cross [Operations Years]

	12 Hours (07:00 – 19:00)			
	Queue (Veh)	**Delay (s)**	**RFC**	**LOS**
Stream	2027 Without Development			
L5310 E-L1309 S / L5310 E	0.0	10.80	0.04	B
L5310 E- L1309 N / L5310 E	0.1	13.77	0.05	B
L1309 N-L5310 E / L1309 S / L5310 E	0.0	6.94	0.02	A
L5310 E-L1309 N / L5310 E	0.0	12.72	0.02	B
L5310 E-L5310 E / L1309 S	0.0	10.90	0.03	B
L1309 S-L1309 N/ L5310 E / L5310 E	0.0	11.15	0.03	B
Stream	2027 With Development			
L5310 E-L1309 S / L5310 E	0.0	10.83	0.04	B
L5310 E- L1309 N / L5310 E	0.1	13.99	0.05	B
L1309 N-L5310 E / L1309 S / L5310 E	0.0	6.82	0.02	A
L5310 E-L1309 N / L5310 E	0.0	12.29	0.02	B
L5310 E-L5310 E / L1309 S	0.0	10.90	0.03	B
L1309 S-L1309 N/ L5310 E / L5310 E	0.0	11.14	0.03	B
Stream	2032 Without Development			
L5310 E-L1309 S / L5310 E	0.0	10.83	0.04	B
L5310 E- L1309 N / L5310 E	0.1	13.80	0.05	B
L1309 N-L5310 E / L1309 S / L5310 E	0.0	7.02	0.02	A
L5310 E-L1309 N / L5310 E	0.0	12.77	0.02	B
L5310 E-L5310 E / L1309 S	0.0	11.02	0.03	B
L1309 S-L1309 N/ L5310 E / L5310 E	0.0	11.17	0.03	B
Stream	2032 With Development			
L5310 E-L1309 S / L5310 E	0.0	10.86	0.04	B
L5310 E- L1309 N / L5310 E	0.1	14.02	0.05	B
L1309 N-L5310 E / L1309 S / L5310 E	0.0	6.90	0.02	A
L5310 E-L1309 N / L5310 E	0.0	12.39	0.02	B
L5310 E-L5310 E / L1309 S	0.0	11.03	0.03	B
L1309 S-L1309 N/ L5310 E / L5310 E	0.0	11.16	0.03	B
Stream	2042 Without Development			
L5310 E-L1309 S / L5310 E	0.1	10.87	0.04	B
L5310 E- L1309 N / L5310 E	0.1	13.84	0.05	B
L1309 N-L5310 E / L1309 S / L5310 E	0.0	7.15	0.02	A
L5310 E-L1309 N / L5310 E	0.0	12.84	0.02	B
L5310 E-L5310 E / L1309 S	0.0	11.21	0.03	B

L1309 S-L1309 N/ L5310 E / L5310 E	0.0	11.20	0.03	B
Stream	2042 With Development			
L5310 E-L1309 S / L5310 E	0.1	10.90	0.04	B
L5310 E- L1309 N / L5310 E	0.1	14.06	0.06	B
L1309 N-L5310 E / L1309 S / L5310 E	0.0	7.02	0.02	A
L5310 E-L1309 N / L5310 E	0.0	12.53	0.02	B
L5310 E-L5310 E / L1309 S	0.0	11.22	0.03	B
L1309 S-L1309 N/ L5310 E / L5310 E	0.0	11.18	0.03	B
L5310 E-L1309 S / L5310 E	0.1	10.90	0.04	B

Site 3: R639 / L1309

14.57 A summary of the junction capacity analysis results for this junction is shown in **Table 14-9** and

14.59 Table 14-10. The results indicate that the junction will continue to operate within capacity for each of the assessment years 2025, 2026, 2027, 2032, and 2042.

Table 14-9: Summary of Traffic Analysis at R639 Junction [Construction Years]

	12 Hours (07:00 – 19:00)			
	Queue (Veh)	**Delay (s)**	**RFC**	**LOS**
Stream	2025 Without Development			
L1309-R639 E	0.1	9.37	0.05	A
L1309-R639 W	0.1	12.74	0.07	B
R639 E-R639 W / L1309	0.1	9.48	0.06	A
Stream	2025 With Development			
L1309-R639 E	0.1	8.36	0.07	A
L1309-R639 W	0.1	11.04	0.09	B
R639 E-R639 W / L1309	0.1	7.87	0.09	A
Stream	2026 Without Development			
L1309-R639 E	0.1	9.41	0.05	A
L1309-R639 W	0.1	12.78	0.07	B
R639 E-R639 W / L1309	0.1	9.51	0.06	A
Stream	2026 With Development			
L1309-R639 E	0.1	8.41	0.07	A
L1309-R639 W	0.1	11.12	0.09	B
R639 E-R639 W / L1309	0.1	7.92	0.09	A

Table 14-10: Summary of Traffic Analysis at R639 Junction [Operations Years]

	12 Hours (07:00 – 19:00)			
	Queue (Veh)	**Delay (s)**	**RFC**	**LOS**
Stream	2027 Without Development			
L1309-R639 E	0.1	9.45	0.06	A
L1309-R639 W	0.1	12.82	0.07	B
R639 E-R639 W / L1309	0.1	9.54	0.06	A
Stream	2027 With Development			
L1309-R639 E	0.1	7.00	0.07	A
L1309-R639 W	0.1	9.35	0.08	A
R639 E-R639 W / L1309	0.1	6.65	0.09	A
Stream	2032 Without Development			
L1309-R639 E	0.1	9.58	0.06	A
L1309-R639 W	0.1	12.97	0.08	B
R639 E-R639 W / L1309	0.1	9.64	0.07	A
Stream	2032 With Development			
L1309-R639 E	0.1	7.17	0.07	A
L1309-R639 W	0.1	9.65	0.08	A
R639 E-R639 W / L1309	0.1	6.74	0.09	A
Stream	2042 Without Development			
L1309-R639 E	0.1	9.78	0.07	A
L1309-R639 W	0.1	13.18	0.08	B
R639 E-R639 W / L1309	0.1	9.79	0.07	A
Stream	2042 With Development			
L1309-R639 E	0.1	7.44	0.07	A
L1309-R639 W	0.1	10.04	0.09	B
R639 E-R639 W / L1309	0.1	6.94	0.09	A

Road Safety

Sightlines

14.60 The proposed bio-renewables plant will be located within the existing Killough Quarry. The proposed plant will use the existing access and a new internal road will be provided off the current main internal access road for the site.

14.61 Sightlines at the 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. The L1309 has a posted speed limit of 80kph.

14.62 The L1309 is lightly trafficked and subject to an 80km/h speed restriction, although actual vehicle speeds are significantly lower than the posted speed limit due to the highway parameters and road alignment. However, geometric constraints, coupled with low traffic volumes on the local road, have passively controlled vehicle speeds at the access. There are no accident records indicating that there are existing incident patterns at the site entrance and the site operator has confirmed that no issues or concerns have been reported by staff. Traffic on the L1309 will largely be associated with the application site, or vehicles generated by local development. Therefore they will be aware of the site operation and existing access junction.

14.63 All vehicles will access/egress the application site using a forward gear. Operational vehicles also benefit from a raised driver viewpoint and are positioned closer to the junction as HGVs tend not to have a bonnet. Adjacent hedgerows and vegetation are all under the control of the site operator and will continue to be maintained to ensure that visibility is maximised at the site access junction.

14.64 In light of the above, junction visibility at the site access junction is considered appropriate and fit for purpose.

Parking

14.65 The site is estimated to provide direct employment for 15 to 20 staff members and will include the provision of a total of 10 bicycle parking spaces and 22 car parking spaces for staff and visitors, including 4 EV parking spaces and 2 accessible parking spaces with EV charging points.

14.66 The requirements for the provision of car and bicycle parking spaces at the proposed development were assessed by advising Table 6.4 - Table 6.6 of the Tipperary County Development Plan 2022-2028. The Tipperary County Development Plan 2022-2028 does not include the land use of energy production facilities or equivalent. From Table 6.4 - Table 6.6, the following parking spaces are provided:

- 1 fully functional EV Charging point per 5 car parking spaces;
- 5% disable car parking space of total car parking spaces;
- 1 bicycle parking space per 5 staff members.

14.67 The parking spaces within the site are considered to be sufficient for the number of staff working on site and also for any miscellaneous trips that may occur in accordance with the requirement of the Tipperary County Development Plan 2022-2028.

Public Transport

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

Pedestrians & Cyclists

14.69 Due to the location of the proposed facility, there are no existing pedestrian footways or cycle facilities currently in the vicinity of the site and it is not envisaged that there is a desire line for pedestrians or cyclists to/from the site. However, the proposed development will include the provision of 10 bicycle parking spaces which meet the requirements of the Tipperary County Development Plan 2022-2028.

Conclusions

14.70 The Traffic and Transport Assessment makes the following conclusions:

- Link capacity analysis was carried out on L1309, and it was determined that all roads will continue to operate within capacity for each of the assessment years: 2025, 2026, 2027, 2032, and 2042;
- The results of the junction capacity analysis indicates that all junctions will operate within capacity for each of the assessment years: 2025, 2026, 2027, 2032, and 2042;
- The assessment therefore indicates that the development will have a negligible impact on traffic flows on the existing road network due to the low volumes of traffic being generated by the development;
- Visibility to the north and south of the quarry access is limited by the vertical alignment, the horizontal alignment of the local road, and vegetation. However, the geometric constraints, coupled with low traffic volumes on the local road, have passively controlled vehicle speeds at the access. There are no accident records indicating that there are existing incident patterns at the site entrance and the site operator has confirmed that no issues or concerns have been reported by staff. Traffic on the L1309 will largely be associated with the application site, or vehicles generated by local development. Therefore they will be aware of the site operation and existing access junction. All vehicles will access/egress the application site using a forward gear. Operational vehicles also benefit from a raised driver viewpoint and are positioned closer to the junction as HGVs tend not to have a bonnet. Adjacent hedgerows and vegetation are all under the control of the site operator and will continue to be maintained to ensure that visibility is maximised at the site access junction. Therefore, junction visibility at the site access junction is considered appropriate and fit for purpose. ; and
- The parking spaces within the site is considered sufficient for the number of staff working on site, and also for any miscellaneous trips that may occur.

Proposed Mitigation Measures and / or Factors

Mitigation and Management

14.71 Following the link, and junction, capacity assessments, the trips associated with the operation of the proposed development, were found to have an imperceptible impact on the link capacity of the L1309 Local Road, and the junction capacity of junctions 1, 2 and 3.

14.72 HGV traffic can be of particular concern to both local residents and highway users, and the mitigation measures outlined below are implemented currently at the existing quarry to alleviate any adverse impacts:

- Roadstone Ltd implement a routing policy to ensure all movements are made via the strategic road network to avoid HGV's passing though residential areas as far as is practical;
- Roadstone Ltd employ a policy of safety and environmental awareness for all HGV drivers accessing the site; and
- Roadstone maintains hedgerows and vegetation to ensure that access junction visibility is maximised.

14.73 The impact of the proposed development, in relation to road safety and the existing road infrastructure, was also determined to be imperceptible.

Cumulative and In-Combination Effects

14.74 A search of planned future developments which may have an impact on future traffic flows in the vicinity of the development was undertaken for approved developments, not yet built or operational, of relevance to the consideration of cumulative impacts in respect of traffic and transportation and none were identified.

Interactions with Other Environmental Attributes

14.75 The vehicular traffic flows that shall be generated by the development may result in corresponding changes to noise levels and air quality in the vicinity of the surrounding road network. The nature, extent and consequences of these changes are examined in Chapters 8 and 10 of this EIAR respectively.

Indirect effects

14.76 The indirect effects of the development, in relation to traffic, on the surrounding road environment are deemed to be imperceptible.

Residual effects

14.77 The residual effects of the development, in relation to traffic, on the surrounding road environment are deemed to be imperceptible.

Monitoring

14.78 Monitoring of the traffic impacts to the surrounding road and junction network's performance is not considered to be required, as the Opening Year +5 and Opening Year +15 analysis has determined that the local road network will continue to operate within capacity, with an imperceptible impact from the proposed development.

Difficulties Encountered

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

References

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

Appendices

Appendix 14-A: TRICS Outputs

Appendix 14-B: Traffic Survey Data

Appendix 14-C: Estimated AADT's

Appendix 14-A

TRICS Output

PMCE Ltd Lower Commons Road Dublin 22 Licence No: 261601

Filtering Summary

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

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

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

Primary Filtering selection:

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

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

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

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

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

Selected survey days:

Tuesday	2 days
Wednesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Out of Town	4
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

B2	5 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	1 days

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

Travel Plan:

Not Known	2 days
No	3 days

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

PTAL Rating:

No PTAL Present	5 days

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

LIST OF SITES relevant to selection parameters

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

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

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

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

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

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

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

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

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

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

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

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

Parameter summary

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

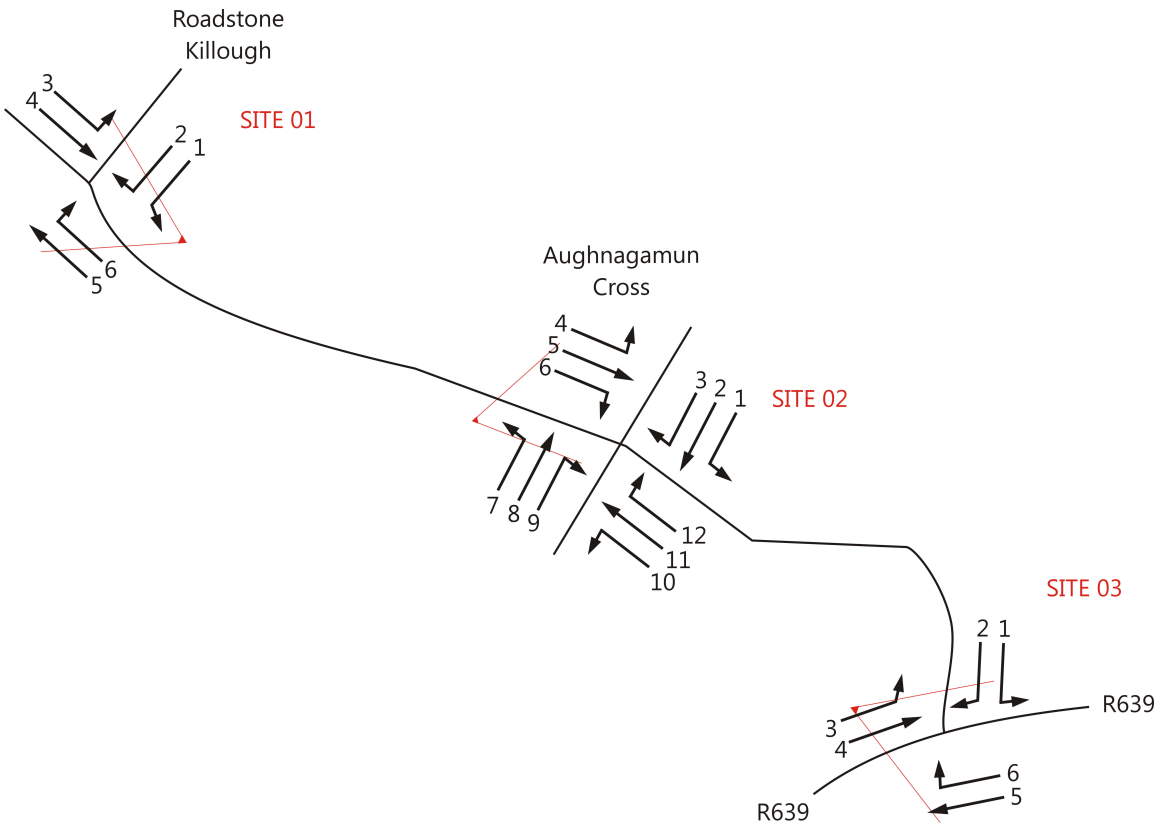
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

Appendix 14-B

Traffic Survey Data

Site Locations

Movement Numbering



Job number: TRA/24/084	Job Date: 28th May 2024	Drawing No: TRA/24/84-01	traffinomics.ie
Client: PMCE	Job Day: Tuesday	Author: JW	

TRAFFINOMICS LIMITED

KILLOUGH QUARRY TRAFFIC COUNTS **MAY 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/084**

SITE: 01 DATE: 28th May 2024

LOCATION: Roadstone Killough/L1309 Killough Road DAY: Tuesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	3	0	3	7	0	1	0	0	0	1	1	1	0	0	0	0	1	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	3	0	3	7	0	0	0	0	0	0	0	0	0	0	2	0	2	5
H/TOT	0	0	0	6	0	6	14	0	1	0	0	0	1	1	1	0	0	2	0	3	6
08:00	0	0	0	1	0	1	2	0	0	0	1	0	1	2	0	0	0	0	0	0	0
08:15	0	0	0	3	0	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	1	0	1	0	2	3	0	0	0	1	0	1	2	0	1	0	0	0	1	1
08:45	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	6	0	7	15	0	0	0	2	0	2	5	0	1	0	0	0	1	1
09:00	0	1	1	1	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
09:30	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	2	0	0	2	0	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	1	1	4	0	8	14	0	0	0	0	0	0	0	0	0	0	1	0	1	2
10:00	0	0	0	1	0	1	2	0	0	0	1	0	1	2	0	0	0	0	0	0	0
10:15	0	0	0	4	0	4	9	0	0	0	1	0	1	2	0	0	0	0	0	0	0
10:30	0	0	0	3	0	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	9	0	9	21	0	0	0	2	0	2	5	0	0	0	0	0	0	0
11:00	0	0	0	3	0	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	1	0	2	3
11:30	0	0	0	2	0	2	5	1	0	0	1	0	2	3	0	0	0	0	0	0	0
11:45	0	0	0	5	0	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	10	0	11	24	1	0	0	1	0	2	3	0	1	0	1	0	2	3
12:00	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	1	0	0	2	0	3	6	0	0	0	0	0	0	0	0	0	0	1	0	1	2
12:45	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	0	3	0	6	10	0	0	0	0	0	0	0	0	0	0	1	0	1	2

TRAFFINOMICS LIMITED

KILLOUGH QUARRY TRAFFIC COUNTS **MAY 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/084**

SITE: 01 DATE: 28th May 2024

LOCATION: Roadstone Killough/L1309 Killough Road DAY: Tuesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	3	0	3	7	1	0	0	0	0	1	1	0	0	0	0	0	0	0
13:30	0	0	0	2	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	5	0	5	12	1	0	0	0	0	1	1	0	0	0	0	0	0	0
14:00	0	0	0	2	0	2	5	0	0	0	0	0	0	0	1	0	0	0	0	1	1
14:15	0	0	0	2	0	2	5	1	0	0	0	0	1	1	0	0	0	0	0	0	0
14:30	0	0	0	2	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	1	0	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	7	0	8	17	1	0	0	0	0	1	1	1	0	0	0	0	1	1
15:00	0	0	0	2	0	2	5	0	0	0	1	0	1	2	0	0	0	0	0	0	0
15:15	1	0	0	2	0	3	6	0	0	0	2	0	2	5	0	0	0	0	0	0	0
15:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	1	1	0	1	0	3	4	0	0	0	1	0	1	2	0	0	0	0	0	0	0
H/TOT	3	1	0	5	0	9	16	0	0	0	4	0	4	9	0	0	0	0	0	0	0
16:00	0	0	0	1	0	1	2	1	0	0	0	0	1	1	0	0	0	0	0	0	0
16:15	0	0	0	2	0	2	5	0	0	0	1	0	1	2	0	0	0	0	0	0	0
16:30	0	0	0	1	0	1	2	1	0	0	0	0	1	1	0	0	0	0	0	0	0
16:45	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	7	0	0	4	0	11	16	2	0	0	1	0	3	4	0	0	0	0	0	0	0
17:00	5	0	0	0	0	5	5	2	0	0	0	0	2	2	1	0	0	0	0	1	1
17:15	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	1	0	1	2	0	1	0	0	0	1	1	0	0	0	0	0	0	0
H/TOT	5	2	0	2	0	9	12	2	1	0	0	0	3	3	1	0	0	0	0	1	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	21	6	1	62	0	90	171	7	2	0	10	0	19	32	3	2	0	5	0	10	17

TRAFFINOMICS LIMITED

KILLOUGH QUARRY TRAFFIC COUNTS **MAY 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/084**

SITE: 01 DATE: 28th May 2024

LOCATION: Roadstone Killough/L1309 Killough Road DAY: Tuesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	0	1	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	2	0	3	6
07:15	4	0	0	0	0	4	4	0	0	0	0	0	0	0	1	0	0	2	0	3	6
07:30	2	0	0	0	0	2	2	1	0	0	0	0	1	1	0	0	0	2	0	2	5
07:45	1	1	1	0	0	3	4	1	0	0	0	0	1	1	0	0	0	1	0	1	2
H/TOT	7	2	1	0	0	10	11	2	0	0	0	0	2	2	2	0	0	7	0	9	18
08:00	1	1	0	0	0	2	2	2	0	0	0	0	2	2	0	0	0	4	0	4	9
08:15	4	0	0	1	0	5	6	1	0	0	0	0	1	1	1	0	0	0	0	1	1
08:30	3	1	0	0	0	4	4	4	0	0	0	0	4	4	0	0	0	2	0	2	5
08:45	3	0	1	0	0	4	5	3	0	0	0	0	3	3	1	1	0	2	0	4	7
H/TOT	11	2	1	1	0	15	17	10	0	0	0	0	10	10	2	1	0	8	0	11	21
09:00	6	0	0	0	0	6	6	2	0	0	0	0	2	2	1	0	0	3	0	4	8
09:15	6	0	0	0	0	6	6	5	1	0	0	0	6	6	1	0	0	1	0	2	3
09:30	0	0	0	0	0	0	0	0	1	1	0	0	2	3	0	1	0	1	0	2	3
09:45	0	2	0	0	0	2	2	1	0	0	0	0	1	1	1	0	0	0	0	1	1
H/TOT	12	2	0	0	0	14	14	8	2	1	0	0	11	12	3	1	0	5	0	9	16
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	0	4	8
10:15	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	0	2	0	2	5
10:30	0	1	0	0	0	1	1	1	1	0	0	0	2	2	0	0	0	4	0	4	9
10:45	2	1	0	0	0	3	3	1	1	1	0	0	3	4	0	0	0	1	0	1	2
H/TOT	2	2	0	0	0	4	4	4	3	1	0	0	8	9	1	0	0	10	0	11	24
11:00	1	0	0	0	0	1	1	1	0	0	0	0	1	1	0	0	0	2	0	2	5
11:15	0	1	0	0	0	1	1	0	1	0	0	0	1	1	0	0	0	2	0	2	5
11:30	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	2	0	2	5
11:45	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	1	0	1	2
H/TOT	1	1	0	0	0	2	2	6	1	0	0	0	7	7	0	0	0	7	0	7	16
12:00	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	1	0	1	2
12:15	1	2	1	1	1	6	9	2	2	1	0	0	5	6	0	0	0	1	0	1	2
12:30	1	1	0	0	0	2	2	6	1	0	0	0	7	7	0	0	0	1	0	1	2
12:45	1	1	0	0	0	2	2	0	1	0	0	0	1	1	3	0	0	1	0	4	5
H/TOT	3	4	1	1	1	10	13	9	4	1	0	0	14	15	3	0	0	4	0	7	12

TRAFFINOMICS LIMITED

KILLOUGH QUARRY TRAFFIC COUNTS **MAY 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/084**

SITE: 01 DATE: 28th May 2024

LOCATION: Roadstone Killough/L1309 Killough Road DAY: Tuesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
13:00	2	1	0	0	0	3	3	0	0	0	0	0	0	0	1	0	1	2	0	4	7
13:15	2	0	0	0	0	2	2	0	1	0	0	0	1	1	0	0	0	1	0	1	2
13:30	0	1	0	0	0	1	1	2	0	0	0	0	2	2	0	2	0	1	0	3	4
13:45	2	1	1	0	0	4	5	1	0	0	1	0	2	3	0	0	0	2	0	2	5
H/TOT	6	3	1	0	0	10	11	3	1	0	1	0	5	6	1	2	1	6	0	10	18
14:00	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	2	0	2	5
14:15	3	0	0	0	0	3	3	4	1	0	1	0	6	7	1	0	0	1	0	2	3
14:30	2	0	0	0	0	2	2	3	0	0	0	0	3	3	1	0	0	1	0	2	3
14:45	2	2	0	0	0	4	4	2	2	0	0	0	4	4	0	0	0	2	0	2	5
H/TOT	11	2	0	0	0	13	13	9	3	0	1	0	13	14	2	0	0	6	0	8	16
15:00	5	1	0	0	0	6	6	4	0	0	0	0	4	4	0	0	0	3	0	3	7
15:15	3	0	0	0	0	3	3	2	0	0	0	0	2	2	1	0	1	1	0	3	5
15:30	2	1	1	1	0	5	7	2	0	0	0	0	2	2	0	0	0	1	0	1	2
15:45	1	0	0	0	0	1	1	4	0	0	0	0	4	4	0	0	0	2	0	2	5
H/TOT	11	2	1	1	0	15	17	12	0	0	0	0	12	12	1	0	1	7	0	9	19
16:00	1	0	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	1	0	1	2
16:15	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
16:30	3	1	0	0	0	4	4	0	1	0	0	0	1	1	0	0	0	0	0	0	0
16:45	2	0	0	0	0	2	2	6	2	0	2	0	10	13	0	0	0	2	0	2	5
H/TOT	6	1	0	1	0	8	9	7	3	0	2	0	12	15	0	0	0	3	0	3	7
17:00	4	0	0	0	0	4	4	10	0	0	1	0	11	12	0	0	0	0	0	0	0
17:15	3	0	0	0	0	3	3	6	0	0	0	0	6	6	0	0	0	0	0	0	0
17:30	2	1	0	0	0	3	3	2	3	1	0	0	6	7	0	0	0	1	0	1	2
17:45	1	0	0	0	0	1	1	3	3	1	0	0	7	8	0	0	0	0	0	0	0
H/TOT	10	1	0	0	0	11	11	21	6	2	1	0	30	32	0	0	0	1	0	1	2
18:00	1	0	0	0	0	1	1	4	0	1	0	0	5	6	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	1	2	0	0	0	3	3	5	0	0	1	0	6	7	0	1	0	0	0	1	1
H/TOT	5	2	0	0	0	7	7	9	0	1	1	0	11	13	0	1	0	0	0	1	1
P/TOT	85	24	5	4	1	119	128	100	23	6	6	0	135	146	15	5	2	64	0	86	170

TRAFFINOMICS LIMITED

KILLOUGH QUARRY TRAFFIC COUNTS **MAY 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/084**

SITE: 02 DATE: 28th May 2024

LOCATION: Aughnagamun Cross DAY: Tuesday

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

TRAFFINOMICS LIMITED

KILLOUGH QUARRY TRAFFIC COUNTS **MAY 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/084**

SITE: 02 DATE: 28th May 2024

LOCATION: Aughnagamun Cross DAY: Tuesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
13:00	3	0	0	0	0	3	3	0	1	0	0	0	1	1	0	0	0	0	0	0	0
13:15	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	3	1	1	0	0	5	6	0	0	0	0	0	0	0	0	0	0	1	0	1	2
13:45	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	0	0	0	1	1
H/TOT	6	1	2	0	0	9	10	1	1	0	0	0	2	2	1	0	0	1	0	2	3
14:00	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	1	0	5	6
14:30	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	1	1	1	0	0	0	0	1	1	3	1	0	1	0	5	6
15:00	1	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	1	1
15:15	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	2	2	0	0	0	0	0	0	0	1	0	0	0	0	1	1
16:00	1	0	1	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	2	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0	0	0	2	2
H/TOT	5	0	1	0	1	7	9	0	0	0	0	0	0	0	2	0	0	0	0	2	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
17:15	1	0	0	0	0	1	1	0	0	1	0	0	1	2	1	0	0	0	0	1	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
17:45	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	2	2	0	0	1	0	0	1	2	3	0	1	0	0	4	5
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
18:15	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	0	0	0	0	1	1
P/TOT	31	8	4	0	2	45	49	8	1	1	1	0	11	13	25	2	1	3	0	31	35

TRAFFINOMICS LIMITED

KILLOUGH QUARRY TRAFFIC COUNTS **MAY 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/084**

SITE: 02 DATE: 28th May 2024

LOCATION: Aughnagamun Cross DAY: Tuesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	4	0	0	3	0	7	11	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	3	0	1	3	0	7	11	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	10	2	1	6	0	19	27	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	1	1	0	1	0	3	4	0	0	0	0	0	0	0
08:15	1	0	0	0	0	1	1	3	0	0	4	0	7	12	1	0	0	0	0	1	1
08:30	0	1	0	0	0	1	1	3	1	0	1	0	5	6	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	2	0	1	1	0	4	6	0	0	0	0	0	0	0
H/TOT	1	1	0	0	0	2	2	9	2	1	7	0	19	29	1	0	0	0	0	1	1
09:00	0	0	0	0	0	0	0	8	0	1	1	0	10	12	0	0	0	0	0	0	0
09:15	1	0	0	0	0	1	1	3	2	0	0	0	5	5	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	2	0	0	1	0	3	4	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	2	1	0	2	0	5	8	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	1	1	15	3	1	4	0	23	29	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	2	0	0	4	0	6	11	1	0	0	0	0	1	1
10:30	0	0	0	0	0	0	0	0	0	0	3	0	3	7	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	4	1	0	1	0	6	7	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	6	1	0	9	0	16	28	1	0	0	0	0	1	1
11:00	0	0	0	0	0	0	0	0	0	0	3	0	3	7	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	1	1	0	0	0	2	2	1	0	0	0	0	1	1
11:30	0	0	0	0	0	0	0	0	1	0	2	0	3	6	0	1	0	0	0	1	1
11:45	0	0	0	0	0	0	0	0	0	0	5	0	5	12	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	1	2	0	10	0	13	26	1	1	0	0	0	2	2
12:00	0	0	0	0	0	0	0	1	1	0	1	0	3	4	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	1	1	1	1	1	5	8	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	3	1	0	2	0	6	9	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	7	3	1	4	1	16	23	0	0	0	0	0	0	0

TRAFFINOMICS LIMITED

KILLOUGH QUARRY TRAFFIC COUNTS **MAY 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/084**

SITE: 02 DATE: 28th May 2024

LOCATION: Aughnagamun Cross DAY: Tuesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
13:00	0	1	0	0	0	1	1	2	0	0	0	0	2	2	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	2	1	0	3	0	6	10	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	2	1	0	2	0	5	8	0	0	0	0	0	0	0
13:45	1	0	0	0	0	1	1	1	0	1	0	0	2	3	1	0	0	0	0	1	1
H/TOT	1	1	0	0	0	2	2	7	2	1	5	0	15	22	1	0	0	0	0	1	1
14:00	0	0	0	0	0	0	0	3	1	0	2	0	6	9	0	0	0	0	0	0	0
14:15	1	0	0	0	0	1	1	2	0	0	2	0	4	7	0	0	0	0	0	0	0
14:30	0	0	0	1	0	1	2	3	0	0	1	0	4	5	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	3	1	0	1	0	5	6	0	0	0	0	0	0	0
H/TOT	1	0	0	1	0	2	3	11	2	0	6	0	19	27	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	3	2	0	2	0	7	10	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	4	0	0	2	0	6	9	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	3	1	1	1	0	6	8	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	4	0	0	1	0	5	6	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	14	3	1	6	0	24	32	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	1	0	2	0	3	6	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	2	0	2	0	4	7	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	1	0	1	0	2	3
16:45	0	0	0	0	0	0	0	7	1	0	0	0	8	8	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	8	4	0	4	0	16	21	1	1	0	1	0	3	4
17:00	1	0	0	0	0	1	1	9	0	0	0	0	9	9	0	0	0	0	0	0	0
17:15	1	0	0	0	0	1	1	4	0	0	1	0	5	6	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	1	2	0	0	0	3	3	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	2	0	0	1	0	3	4	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	2	2	16	2	0	2	0	20	23	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	2	2	0	0	0	4	4	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	5	2	0	1	0	8	9	0	0	0	0	0	0	0
P/TOT	6	2	0	1	0	9	10	109	28	6	64	1	208	295	5	2	0	1	0	8	9

TRAFFINOMICS LIMITED

KILLOUGH QUARRY TRAFFIC COUNTS **MAY 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/084**

SITE: 02 DATE: 28th May 2024

LOCATION: Aughnagamun Cross DAY: Tuesday

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

KILLOUGH QUARRY TRAFFIC COUNTS **MAY 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/084**

SITE: 02 DATE: 28th May 2024

LOCATION: Aughnagamun Cross DAY: Tuesday

	MOVEMENT 7							MOVEMENT 8							MOVEMENT 9						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	1	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	1	0	0	0	1	1
14:00	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	1	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	1	1	1	0	0	0	0	1	1	1	0	0	0	0	1	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	1	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	1	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
17:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	1	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	3
P/TOT	4	0	0	0	0	4	4	5	1	2	0	0	8	9	7	4	1	0	0	12	13

TRAFFINOMICS LIMITED

KILLOUGH QUARRY TRAFFIC COUNTS **MAY 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/084**

SITE: 02 DATE: 28th May 2024

LOCATION: Aughnagamun Cross DAY: Tuesday

	MOVEMENT 10							MOVEMENT 11							MOVEMENT 12						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	0	0	0	0	0	0	0	1	0	0	2	0	3	6	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	1	0	0	2	0	3	6	1	0	0	0	0	1	1
07:30	0	0	0	0	0	0	0	2	1	0	1	0	4	5	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	1	0	0	1	0	2	3	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	5	1	0	6	0	12	20	1	0	0	0	0	1	1
08:00	0	0	0	0	0	0	0	0	0	0	4	0	4	9	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	0	0	0	0	1	1
08:30	0	0	0	0	0	0	0	2	0	0	2	0	4	7	1	0	0	0	0	1	1
08:45	0	0	0	0	0	0	0	5	1	0	2	0	8	11	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	9	1	0	8	0	18	28	2	0	0	0	0	2	2
09:00	0	0	0	0	0	0	0	2	0	0	3	0	5	9	1	0	0	1	0	2	3
09:15	0	0	0	0	0	0	0	3	1	0	1	0	5	6	2	0	0	0	0	2	2
09:30	1	0	0	0	0	1	1	1	2	1	1	0	5	7	1	0	0	0	0	1	1
09:45	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	1	0	0	0	1	1
H/TOT	1	0	0	0	0	1	1	9	3	1	5	0	18	25	4	1	0	1	0	6	7
10:00	0	0	0	0	0	0	0	1	0	0	3	0	4	8	0	0	0	0	0	0	0
10:15	1	0	0	0	0	1	1	1	1	0	2	0	4	7	2	0	0	0	0	2	2
10:30	0	0	0	0	0	0	0	0	0	0	4	0	4	9	1	0	0	0	0	1	1
10:45	0	0	0	0	0	0	0	2	0	1	1	0	4	6	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	1	1	4	1	1	10	0	16	30	3	0	0	0	0	3	3
11:00	0	0	0	0	0	0	0	0	0	0	2	0	2	5	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	1	0	0	2	0	3	6	1	0	0	0	0	1	1
11:30	1	0	0	0	0	1	1	1	0	0	2	0	3	6	1	0	0	0	0	1	1
11:45	0	0	0	0	0	0	0	1	0	0	1	0	2	3	2	0	1	0	0	3	4
H/TOT	1	0	0	0	0	1	1	3	0	0	7	0	10	19	4	0	1	0	0	5	6
12:00	0	0	0	0	0	0	0	1	0	0	1	0	2	3	1	0	0	0	0	1	1
12:15	0	0	0	0	0	0	0	2	1	1	1	0	5	7	1	1	0	0	0	2	2
12:30	0	0	0	0	0	0	0	4	2	0	1	0	7	8	3	1	0	0	0	4	4
12:45	2	0	0	0	0	2	2	3	0	0	1	0	4	5	1	0	0	0	0	1	1
H/TOT	2	0	0	0	0	2	2	10	3	1	4	0	18	24	6	2	0	0	0	8	8

KILLOUGH QUARRY TRAFFIC COUNTS **MAY 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/084**

SITE: 02 DATE: 28th May 2024

LOCATION: Aughnagamun Cross DAY: Tuesday

	MOVEMENT 10							MOVEMENT 11							MOVEMENT 12						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
13:00	0	0	0	0	0	0	0	1	0	1	2	0	4	7	1	0	0	0	0	1	1
13:15	0	0	0	0	0	0	0	1	0	0	2	0	3	6	1	0	0	0	0	1	1
13:30	0	0	0	0	0	0	0	1	2	0	0	0	3	3	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	2	1	0	2	0	5	8	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	5	3	1	6	0	15	23	2	0	0	0	0	2	2
14:00	1	0	0	0	0	1	1	1	0	0	2	0	3	6	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	5	1	0	1	0	7	8	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	1	0	0	1	0	2	3	1	0	0	0	0	1	1
14:45	0	0	0	0	0	0	0	1	1	0	2	0	4	7	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	1	1	8	2	0	6	0	16	24	1	0	0	0	0	1	1
15:00	1	0	0	0	0	1	1	5	0	0	3	0	8	12	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	2	0	1	2	0	5	8	1	0	0	0	0	1	1
15:30	0	0	0	0	0	0	0	4	0	0	1	0	5	6	2	0	1	0	0	3	4
15:45	0	0	0	0	0	0	0	1	0	0	1	0	2	3	1	0	0	0	0	1	1
H/TOT	1	0	0	0	0	1	1	12	0	1	7	0	20	30	4	0	1	0	0	5	6
16:00	2	0	0	0	0	2	2	3	2	0	1	0	6	7	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
16:30	0	1	0	0	0	1	1	0	1	0	0	0	1	1	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	5	2	0	4	0	11	16	1	0	0	0	0	1	1
H/TOT	2	1	0	0	0	3	3	9	5	0	5	0	19	26	1	0	0	0	0	1	1
17:00	0	0	0	0	0	0	0	8	0	0	1	0	9	10	1	0	0	0	0	1	1
17:15	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	1	1	0	0	2	3
17:30	0	0	0	0	0	0	0	6	2	1	1	0	10	12	2	0	0	0	0	2	2
17:45	0	0	0	0	0	0	0	1	0	0	0	0	1	1	2	2	0	0	0	4	4
H/TOT	0	0	0	0	0	0	0	22	2	1	2	0	27	30	5	3	1	0	0	9	10
18:00	0	1	0	0	0	1	1	3	0	1	0	0	4	5	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2
18:45	0	0	0	0	0	0	0	5	1	0	1	0	7	8	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	1	1	8	1	1	1	0	11	13	1	1	1	0	0	3	4
P/TOT	9	2	0	0	0	11	11	104	22	7	67	0	200	291	34	7	4	1	0	46	49

TRAFFINOMICS LIMITED

KILLOUGH QUARRY TRAFFIC COUNTS **MAY 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/084**

SITE: 03 DATE: 28th May 2024

LOCATION: L1309 Killough Road/R639 DAY: Tuesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	1	1	0	0	0	2	2	0	1	0	0	0	1	1	1	0	0	0	0	1	1
07:15	0	0	0	3	0	3	7	2	0	0	0	0	2	2	3	0	0	2	0	5	8
07:30	5	0	0	0	0	5	5	0	0	0	0	0	0	0	2	1	0	1	0	4	5
07:45	3	0	0	2	1	6	10	2	0	1	1	0	4	6	0	0	0	2	0	2	5
H/TOT	9	1	0	5	1	16	24	4	1	1	1	0	7	9	6	1	0	5	0	12	19
08:00	0	1	0	0	0	1	1	1	1	0	1	0	3	4	0	0	0	2	0	2	5
08:15	1	0	0	2	0	3	6	1	1	0	2	0	4	7	2	0	0	0	0	2	2
08:30	3	2	0	1	0	6	7	2	0	0	0	0	2	2	1	1	0	1	0	3	4
08:45	3	1	1	0	0	5	6	0	1	0	1	0	2	3	1	0	0	1	0	2	3
H/TOT	7	4	1	3	0	15	19	4	3	0	4	0	11	16	4	1	0	4	0	9	14
09:00	8	0	0	0	0	8	8	1	0	1	1	0	3	5	1	0	0	3	0	4	8
09:15	3	1	0	0	0	4	4	0	1	0	0	0	1	1	0	0	0	0	0	0	0
09:30	4	1	0	1	0	6	7	3	1	0	0	0	4	4	1	0	0	0	0	1	1
09:45	2	1	0	2	0	5	8	0	0	0	0	0	0	0	3	1	1	0	0	5	6
H/TOT	17	3	0	3	0	23	27	4	2	1	1	0	8	10	5	1	1	3	0	10	14
10:00	0	1	0	0	0	1	1	0	0	1	1	0	2	4	0	0	0	1	0	1	2
10:15	3	1	0	2	0	6	9	1	0	0	2	0	3	6	2	1	0	1	0	4	5
10:30	0	0	0	1	0	1	2	1	0	0	2	0	3	6	1	0	0	1	0	2	3
10:45	1	1	0	1	0	3	4	3	0	0	0	0	3	3	1	0	0	0	0	1	1
H/TOT	4	3	0	4	0	11	16	5	0	1	5	0	11	18	4	1	0	3	0	8	12
11:00	0	0	0	2	0	2	5	1	1	0	1	0	3	4	0	0	0	1	0	1	2
11:15	3	0	0	0	0	3	3	1	1	0	0	0	2	2	0	0	0	0	0	0	0
11:30	0	1	0	1	0	2	3	0	0	0	1	0	1	2	2	0	0	1	0	3	4
11:45	0	1	0	4	0	5	10	1	0	0	1	0	2	3	1	0	0	0	0	1	1
H/TOT	3	2	0	7	0	12	21	3	2	0	3	0	8	12	3	0	0	2	0	5	8
12:00	1	0	0	1	0	2	3	0	1	0	0	0	1	1	1	1	0	0	0	2	2
12:15	0	1	0	1	0	2	3	1	0	0	0	1	2	3	2	1	0	1	0	4	5
12:30	2	1	1	2	0	6	9	2	0	0	0	0	2	2	0	0	0	1	0	1	2
12:45	4	0	0	0	0	4	4	0	0	0	0	0	0	0	1	1	0	1	0	3	4
H/TOT	7	2	1	4	0	14	20	3	1	0	0	1	5	6	4	3	0	3	0	10	14

TRAFFINOMICS LIMITED

KILLOUGH QUARRY TRAFFIC COUNTS **MAY 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/084**

SITE: 03 DATE: 28th May 2024

LOCATION: L1309 Killough Road/R639 DAY: Tuesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
13:00	2	1	0	0	0	3	3	3	0	0	0	0	3	3	1	1	0	1	0	3	4
13:15	4	0	1	0	0	5	6	1	0	0	2	0	3	6	1	0	0	2	0	3	6
13:30	3	1	0	1	0	5	6	2	1	1	2	0	6	9	1	1	0	0	0	2	2
13:45	1	1	0	0	0	2	2	1	0	1	0	0	2	3	0	1	0	1	0	2	3
H/TOT	10	3	1	1	0	15	17	7	1	2	4	0	14	20	3	3	0	4	0	10	15
14:00	3	1	0	1	0	5	6	0	1	0	1	0	2	3	1	0	0	1	0	2	3
14:15	2	0	0	0	0	2	2	1	0	0	2	0	3	6	3	1	0	0	0	4	4
14:30	2	0	0	0	0	2	2	1	0	0	1	0	2	3	1	0	0	1	0	2	3
14:45	5	2	0	0	0	7	7	1	0	0	1	0	2	3	0	0	1	0	0	1	2
H/TOT	12	3	0	1	0	16	17	3	1	0	5	0	9	16	5	1	1	2	0	9	12
15:00	3	2	0	1	0	6	7	2	1	0	1	0	4	5	4	1	0	2	0	7	10
15:15	4	0	0	0	0	4	4	1	0	1	2	0	4	7	2	0	1	0	0	3	4
15:30	2	0	0	1	0	3	4	0	0	0	0	0	0	0	1	0	1	1	0	3	5
15:45	2	0	0	0	0	2	2	3	0	0	1	0	4	5	0	0	0	0	0	0	0
H/TOT	11	2	0	2	0	15	18	6	1	1	4	0	12	18	7	1	2	3	0	13	18
16:00	2	1	0	1	0	4	5	0	1	1	1	0	3	5	2	1	0	0	0	3	3
16:15	1	1	0	1	0	3	4	2	1	0	1	0	4	5	1	1	0	0	0	2	2
16:30	6	0	0	0	1	7	8	0	1	0	0	0	1	1	1	0	0	0	0	1	1
16:45	5	1	0	0	0	6	6	4	0	0	0	0	4	4	3	1	0	0	0	4	4
H/TOT	14	3	0	2	1	20	24	6	3	1	2	0	12	15	7	3	0	0	0	10	10
17:00	3	0	0	0	0	3	3	6	0	0	0	0	6	6	2	0	0	0	0	2	2
17:15	3	1	0	0	0	4	4	2	0	0	0	0	2	2	4	0	1	1	0	6	8
17:30	1	0	1	1	0	3	5	2	0	0	0	0	2	2	2	0	0	0	0	2	2
17:45	1	0	0	0	0	1	1	1	2	0	1	0	4	5	2	1	0	0	0	3	3
H/TOT	8	1	1	1	0	11	13	11	2	0	1	0	14	15	10	1	1	1	0	13	15
18:00	2	0	0	0	0	2	2	1	0	0	0	0	1	1	0	1	0	0	0	1	1
18:15	0	0	1	1	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	1	2	0	0	0	3	3	2	0	0	0	0	2	2	0	0	0	0	0	0	0
H/TOT	6	3	1	1	0	11	13	3	0	0	0	0	3	3	0	1	0	0	0	1	1
P/TOT	108	30	5	34	2	179	228	59	17	7	30	1	114	158	58	17	5	30	0	110	152

TRAFFINOMICS LIMITED

KILLOUGH QUARRY TRAFFIC COUNTS **MAY 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/084**

SITE: 03 DATE: 28th May 2024

LOCATION: L1309 Killough Road/R639 DAY: Tuesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	2	3	0	0	1	6	7	1	3	0	1	0	5	6	2	0	0	1	0	3	4
07:15	4	5	0	0	0	9	9	8	1	0	1	0	10	11	1	0	0	0	0	1	1
07:30	8	6	0	1	0	15	16	16	4	0	3	0	23	27	4	0	0	0	0	4	4
07:45	17	5	2	2	1	27	32	18	2	0	0	0	20	20	1	0	0	0	0	1	1
H/TOT	31	19	2	3	2	57	64	43	10	0	5	0	58	65	8	0	0	1	0	9	10
08:00	20	3	0	0	0	23	23	13	3	1	1	0	18	20	1	0	0	2	0	3	6
08:15	17	0	0	0	0	17	17	8	0	0	0	0	8	8	1	0	0	0	0	1	1
08:30	12	1	2	2	0	17	21	19	4	0	0	1	24	25	2	0	0	1	0	3	4
08:45	12	9	0	0	0	21	21	23	4	1	1	0	29	31	6	1	0	1	0	8	9
H/TOT	61	13	2	2	0	78	82	63	11	2	2	1	79	84	10	1	0	4	0	15	20
09:00	14	5	1	1	0	21	23	9	2	4	0	0	15	17	2	0	0	1	0	3	4
09:15	13	2	1	0	2	18	21	19	0	0	0	0	19	19	7	1	0	1	0	9	10
09:30	9	4	1	0	1	15	17	11	4	1	1	1	18	21	3	1	1	1	0	6	8
09:45	8	4	1	3	0	16	20	7	2	0	1	0	10	11	2	1	0	0	0	3	3
H/TOT	44	15	4	4	3	70	80	46	8	5	2	1	62	68	14	3	1	3	0	21	25
10:00	15	1	0	1	1	18	20	13	3	2	0	0	18	19	1	0	0	2	0	3	6
10:15	11	1	1	1	0	14	16	2	1	0	1	0	4	5	1	0	0	1	0	2	3
10:30	9	3	2	0	0	14	15	9	4	0	0	0	13	13	0	0	0	3	0	3	7
10:45	8	3	1	1	0	13	15	6	0	1	0	0	7	8	1	1	1	1	0	4	6
H/TOT	43	8	4	3	1	59	66	30	8	3	1	0	42	45	3	1	1	7	0	12	22
11:00	8	2	0	1	0	11	12	9	1	0	0	0	10	10	0	0	1	1	0	2	4
11:15	14	3	0	2	0	19	22	12	1	1	1	0	15	17	2	0	0	2	0	4	7
11:30	12	0	0	0	0	12	12	14	1	2	0	0	17	18	2	0	0	1	0	3	4
11:45	10	2	2	0	0	14	15	16	0	3	1	0	20	23	1	0	1	1	0	3	5
H/TOT	44	7	2	3	0	56	61	51	3	6	2	0	62	68	5	0	2	5	0	12	20
12:00	13	2	1	1	0	17	19	15	1	0	2	0	18	21	1	0	0	1	0	2	3
12:15	10	2	0	3	0	15	19	11	0	0	0	0	11	11	1	1	1	0	0	3	4
12:30	9	2	0	1	1	13	15	12	2	2	0	0	16	17	7	1	0	0	0	8	8
12:45	15	2	2	3	0	22	27	9	1	1	0	0	11	12	5	0	0	0	0	5	5
H/TOT	47	8	3	8	1	67	80	47	4	3	2	0	56	60	14	2	1	1	0	18	20

KILLOUGH QUARRY TRAFFIC COUNTS **MAY 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/084**

SITE: 03 DATE: 28th May 2024

LOCATION: L1309 Killough Road/R639 DAY: Tuesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
13:00	12	4	1	0	0	17	18	8	2	0	1	0	11	12	1	0	1	1	0	3	5
13:15	13	3	1	1	0	18	20	10	5	3	0	0	18	20	0	1	0	0	0	1	1
13:30	15	3	0	0	0	18	18	9	2	1	2	1	15	19	2	1	0	0	0	3	3
13:45	12	1	0	2	0	15	18	20	2	0	1	1	24	26	2	1	0	1	0	4	5
H/TOT	52	11	2	3	0	68	73	47	11	4	4	2	68	77	5	3	1	2	0	11	14
14:00	9	5	1	1	1	17	20	9	5	1	3	1	19	24	1	0	0	1	0	2	3
14:15	8	1	0	1	1	11	13	8	4	1	0	0	13	14	2	0	0	1	0	3	4
14:30	10	3	0	1	0	14	15	21	4	1	1	0	27	29	1	0	0	0	0	1	1
14:45	17	3	1	1	1	23	26	15	1	1	0	0	17	18	2	1	0	2	0	5	8
H/TOT	44	12	2	4	3	65	74	53	14	4	4	1	76	84	6	1	0	4	0	11	16
15:00	15	2	0	2	2	21	26	16	3	2	1	0	22	24	1	1	0	1	0	3	4
15:15	15	2	1	4	0	22	28	18	2	0	0	1	21	22	2	0	0	1	0	3	4
15:30	16	4	0	2	0	22	25	26	5	1	0	0	32	33	5	0	0	1	0	6	7
15:45	13	2	1	0	0	16	17	14	3	1	0	0	18	19	2	0	0	1	0	3	4
H/TOT	59	10	2	8	2	81	94	74	13	4	1	1	93	97	10	1	0	4	0	15	20
16:00	15	3	0	0	0	18	18	14	5	3	1	0	23	26	3	1	0	2	0	6	9
16:15	17	4	2	2	0	25	29	22	5	1	0	0	28	29	2	0	0	0	0	2	2
16:30	23	7	2	2	0	34	38	16	4	1	1	1	23	26	0	1	0	0	0	1	1
16:45	18	10	0	2	0	30	33	25	6	0	2	0	33	36	3	1	0	3	0	7	11
H/TOT	73	24	4	6	0	107	117	77	20	5	4	1	107	116	8	3	0	5	0	16	23
17:00	16	1	0	0	0	17	17	33	2	0	0	0	35	35	7	0	0	1	0	8	9
17:15	25	1	0	2	0	28	31	20	4	1	0	0	25	26	3	1	0	0	0	4	4
17:30	32	4	0	1	1	38	40	25	3	1	2	1	32	36	5	2	1	0	0	8	9
17:45	21	6	0	2	0	29	32	18	6	0	0	0	24	24	1	1	0	0	0	2	2
H/TOT	94	12	0	5	1	112	120	96	15	2	2	1	116	121	16	4	1	1	0	22	24
18:00	18	3	1	0	0	22	23	29	3	0	1	0	33	34	4	0	0	0	0	4	4
18:15	17	2	0	0	0	19	19	16	5	0	0	0	21	21	0	0	1	0	0	1	2
18:30	13	2	0	1	0	16	17	19	2	1	0	0	22	23	1	1	0	0	0	2	2
18:45	21	1	0	0	0	22	22	12	3	0	0	0	15	15	5	1	0	1	0	7	8
H/TOT	69	8	1	1	0	79	81	76	13	1	1	0	91	93	10	2	1	1	0	14	16
P/TOT	661	147	28	50	13	899	991	703	130	39	30	8	910	977	109	21	8	38	0	176	229

Appendix 14-C

Estimated AADTs

Table 1: Estimated AADTs at Site 1 - (L1309 Site Access)

Hour Ending	L1309 North	Site Access	L1309 South
08:00	16	19	27
09:00	28	21	43
10:00	26	18	42
11:00	14	22	32
12:00	13	22	27
13:00	25	14	37
14:00	16	16	30
15:00	28	18	42
16:00	31	22	45
17:00	23	17	34
18:00	45	14	51
19:00	18	2	20
Period Total	**283**	**205**	**430**
Period Total HGVs	**37**	**144**	**151**
% HGVs	**13%**	**70%**	**35%**
Total AADT	**316**	**229**	**480**

Table 2: Estimated AADTs at Site 2 – (Aughnagamun Cross)

Hour Ending	L1309 (N)	Aughnagamun (E)	L1309 (S)	Aughnagamun (W)
08:00	32	3	34	1
09:00	42	16	47	7
10:00	45	16	55	4
11:00	37	11	40	6
12:00	27	13	34	4
13:00	39	19	48	4
14:00	35	18	42	5
15:00	43	11	39	5
16:00	45	8	53	2
17:00	41	11	46	8
18:00	54	18	59	3
19:00	20	6	25	5
Period Total	**460**	**150**	**522**	**54**
Period Total HGVs	**151**	**20**	**157**	**6**
% HGVs	**33%**	**13%**	**30%**	**11%**
Total AADT	**514**	**168**	**583**	**60**

Table 0-3: Estimated AADTs at Site 3 - (R639 Junction)

Hour Ending	R639 (W)	L1309	R639 (E)
08:00	134	44	140
09:00	177	50	187
10:00	150	62	176
11:00	120	42	124
12:00	131	37	142
13:00	138	47	155
14:00	160	50	162
15:00	159	45	168
16:00	199	55	204
17:00	236	58	250
18:00	255	60	261
19:00	174	29	195
Period Total	**2,033**	**579**	**2,164**
Period Total HGVs	**241**	**160**	**255**
% HGVs	**12%**	**28%**	**12%**
Total AADT	**2,271**	**647**	**2,417**

Appendix 14-D

Junctions 9 Outputs

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: Site 01 - L1309 & Site Access.j9
Path: W:\UDC-Traffic Files\P24-109\Modelling\Construction
Report generation date: 20/11/2024 14:30:15

Summary of junction performance

	Queue (Veh)	Delay (s)	RFC	LOS
	Construction Year 1			
Stream B-C	0.1	10.18	0.06	B
Stream B-A	0.0	13.32	0.03	B
Stream C-AB	0.1	10.75	0.05	B
	Construction Year 2			
Stream B-C	0.1	10.20	0.06	B
Stream B-A	0.0	13.33	0.03	B
Stream C-AB	0.1	10.77	0.05	B
	CY1 +con +adj			
Stream B-C	0.1	6.46	0.09	A
Stream B-A	0.0	13.74	0.03	B
Stream C-AB	0.1	6.65	0.09	A
	CY2 +con +adj			
Stream B-C	0.1	6.53	0.09	A
Stream B-A	0.0	13.75	0.03	B
Stream C-AB	0.1	6.72	0.09	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	20/11/2024
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

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

Analysis Set Details

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

Demand Set Details

ID	Scenario name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	base Year	DIRECT	07:00	19:00	720	15

base Year,

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - L1309 S - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Roadstone Killough	T-Junction	Two-way		5.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	L1309 N		Major
B	Site Access		Minor
C	L1309 S		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 - L1309 S	5.85			205.0	✓	0.00

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	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane plus flare	10.00	10.00	7.00	4.20	3.70	✓	2.00	36	34

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	145.561	0.107	0.270	0.170	0.385
1	B-C	185.634	0.115	0.290	-	-
1	C-B	173.170	0.270	0.270	-	-

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

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 - L1309 N		DIRECT	✓	100.000
B - Site Access		DIRECT	✓	100.000
C - L1309 S		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	0.00	1.00
	B - Site Access	0.00	0.00	0.00
	C - L1309 S	0.00	3.00	0.00

07:15 - 07:30

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	1.00	4.00
	B - Site Access	1.00	0.00	3.00
	C - L1309 S	0.00	3.00	0.00

07:30 - 07:45

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	0.00	2.00
	B - Site Access	0.00	0.00	0.00
	C - L1309 S	1.00	2.00	0.00

07:45 - 08:00

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	2.00	3.00
	B - Site Access	0.00	0.00	3.00
	C - L1309 S	1.00	1.00	0.00

08:00 - 08:15

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	0.00	2.00
	B - Site Access	1.00	0.00	1.00
	C - L1309 S	2.00	4.00	0.00

08:15 - 08:30

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	0.00	5.00
	B - Site Access	0.00	0.00	3.00
	C - L1309 S	1.00	1.00	0.00

08:30 - 08:45

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	1.00	4.00
	B - Site Access	1.00	0.00	2.00
	C - L1309 S	4.00	2.00	0.00

08:45 - 09:00

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	0.00	4.00
	B - Site Access	0.00	0.00	1.00
	C - L1309 S	3.00	4.00	0.00

09:00 - 09:15

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	0.00	6.00
	B - Site Access	0.00	0.00	3.00
	C - L1309 S	2.00	4.00	0.00

09:15 - 09:30

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	1.00	6.00
	B - Site Access	0.00	0.00	0.00
	C - L1309 S	6.00	2.00	0.00

09:30 - 09:45

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	0.00	0.00
	B - Site Access	0.00	0.00	1.00
	C - L1309 S	2.00	2.00	0.00

09:45 - 10:00

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	0.00	2.00
	B - Site Access	0.00	0.00	4.00
	C - L1309 S	1.00	1.00	0.00

10:00 - 10:15

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	0.00	0.00
	B - Site Access	1.00	0.00	1.00
	C - L1309 S	0.00	4.00	0.00

10:15 - 10:30

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	0.00	0.00
	B - Site Access	1.00	0.00	4.00
	C - L1309 S	3.00	2.00	0.00

10:30 - 10:45

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	0.00	1.00
	B - Site Access	0.00	0.00	3.00
	C - L1309 S	2.00	4.00	0.00

10:45 - 11:00

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	0.00	3.00
	B - Site Access	0.00	0.00	1.00
	C - L1309 S	3.00	1.00	0.00

11:00 - 11:15

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	0.00	1.00
	B - Site Access	0.00	0.00	3.00
	C - L1309 S	1.00	2.00	0.00

11:15 - 11:30

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	2.00	1.00
	B - Site Access	0.00	0.00	1.00
	C - L1309 S	1.00	2.00	0.00

11:30 - 11:45

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	0.00	0.00
	B - Site Access	2.00	0.00	2.00
	C - L1309 S	3.00	2.00	0.00

11:45 - 12:00

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	0.00	0.00
	B - Site Access	0.00	0.00	5.00
	C - L1309 S	2.00	1.00	0.00

12:00 - 12:15

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	0.00	0.00
	B - Site Access	0.00	0.00	1.00
	C - L1309 S	1.00	1.00	0.00

12:15 - 12:30

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	0.00	6.00
	B - Site Access	0.00	0.00	1.00
	C - L1309 S	5.00	1.00	0.00

12:30 - 12:45

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	1.00	2.00
	B - Site Access	0.00	0.00	3.00
	C - L1309 S	7.00	1.00	0.00

12:45 - 13:00

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	0.00	2.00
	B - Site Access	0.00	0.00	1.00
	C - L1309 S	1.00	4.00	0.00

13:00 - 13:15

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	0.00	3.00
	B - Site Access	0.00	0.00	0.00
	C - L1309 S	0.00	4.00	0.00

13:15 - 13:30

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	0.00	2.00
	B - Site Access	1.00	0.00	3.00
	C - L1309 S	1.00	1.00	0.00

13:30 - 13:45

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	0.00	1.00
	B - Site Access	0.00	0.00	2.00
	C - L1309 S	2.00	3.00	0.00

13:45 - 14:00

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	0.00	4.00
	B - Site Access	0.00	0.00	0.00
	C - L1309 S	2.00	2.00	0.00

14:00 - 14:15

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	1.00	4.00
	B - Site Access	0.00	0.00	2.00
	C - L1309 S	0.00	2.00	0.00

14:15 - 14:30

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	0.00	3.00
	B - Site Access	1.00	0.00	2.00
	C - L1309 S	6.00	2.00	0.00

14:30 - 14:45

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	0.00	2.00
	B - Site Access	0.00	0.00	2.00
	C - L1309 S	3.00	2.00	0.00

14:45 - 15:00

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	0.00	4.00
	B - Site Access	0.00	0.00	2.00
	C - L1309 S	4.00	2.00	0.00

15:00 - 15:15

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	0.00	6.00
	B - Site Access	1.00	0.00	2.00
	C - L1309 S	4.00	3.00	0.00

15:15 - 15:30

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	0.00	3.00
	B - Site Access	2.00	0.00	3.00
	C - L1309 S	2.00	3.00	0.00

15:30 - 15:45

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	0.00	5.00
	B - Site Access	0.00	0.00	1.00
	C - L1309 S	2.00	1.00	0.00

15:45 - 16:00

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	0.00	1.00
	B - Site Access	1.00	0.00	3.00
	C - L1309 S	4.00	2.00	0.00

16:00 - 16:15

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	0.00	2.00
	B - Site Access	1.00	0.00	1.00
	C - L1309 S	0.00	1.00	0.00

16:15 - 16:30

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	0.00	0.00
	B - Site Access	1.00	0.00	2.00
	C - L1309 S	1.00	0.00	0.00

16:30 - 16:45

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	0.00	4.00
	B - Site Access	1.00	0.00	1.00
	C - L1309 S	1.00	0.00	0.00

16:45 - 17:00

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	0.00	2.00
	B - Site Access	0.00	0.00	7.00
	C - L1309 S	10.00	2.00	0.00

17:00 - 17:15

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	1.00	4.00
	B - Site Access	2.00	0.00	5.00
	C - L1309 S	11.00	0.00	0.00

17:15 - 17:30

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	0.00	3.00
	B - Site Access	0.00	0.00	1.00
	C - L1309 S	6.00	0.00	0.00

17:30 - 17:45

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	0.00	3.00
	B - Site Access	0.00	0.00	2.00
	C - L1309 S	6.00	1.00	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	0.00	1.00
	B - Site Access	1.00	0.00	1.00
	C - L1309 S	7.00	0.00	0.00

18:00 - 18:15

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	0.00	1.00
	B - Site Access	0.00	0.00	0.00
	C - L1309 S	5.00	0.00	0.00

18:15 - 18:30

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0,00	0,00	0,00
	B - Site Access	0.00	0.00	1.00
	C - L1309 S	0.00	0.00	0.00

18:30 - 18:45

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	0.00	3.00
	B - Site Access	0.00	0.00	0.00
	C - L1309 S	0.00	0.00	0.00

18:45 - 19:00

Demand (Veh/TS)

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0.00	0.00	3.00
	B - Site Access	0.00	0.00	0.00
	C - L1309 S	6.00	1.00	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	0	0
	B - Site Access	0	0	0
	C - L1309 S	0	67	0

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	0	0
	B - Site Access	0	0	100
	C - L1309 S	0	67	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	0	0
	B - Site Access	0	0	0
	C - L1309 S	0	100	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	100	33
	B - Site Access	0	0	100
	C - L1309 S	0	100	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	0	0
	B - Site Access	100	0	100
	C - L1309 S	0	100	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	0	20
	B - Site Access	0	0	100
	C - L1309 S	0	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	0	0
	B - Site Access	100	0	50
	C - L1309 S	0	100	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	0	25
	B - Site Access	0	0	100
	C - L1309 S	0	50	0

09:00 - 09:15

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	0	0
	B - Site Access	0	0	67
	C - L1309 S	0	75	0

09:15 - 09:30

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	100	0
	B - Site Access	0	0	0
	C - L1309 S	0	50	0

09:30 - 09:45

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	0	0
	B - Site Access	0	0	100
	C - L1309 S	50	50	0

09:45 - 10:00

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	0	0
	B - Site Access	0	0	50
	C - L1309 S	0	0	0

10:00 - 10:15

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	0	0
	B - Site Access	100	0	100
	C - L1309 S	0	75	0

10:15 - 10:30

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	0	0
	B - Site Access	100	0	100
	C - L1309 S	0	100	0

10:30 - 10:45

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	0	0
	B - Site Access	0	0	100
	C - L1309 S	0	100	0

10:45 - 11:00

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	0	0
	B - Site Access	0	0	100
	C - L1309 S	33	100	0

11:00 - 11:15

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	0	0
	B - Site Access	0	0	100
	C - L1309 S	0	100	0

11:15 - 11:30

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	50	0
	B - Site Access	0	0	0
	C - L1309 S	0	100	0

11:30 - 11:45

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	0	0
	B - Site Access	50	0	100
	C - L1309 S	0	100	0

11:45 - 12:00

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	0	0
	B - Site Access	0	0	100
	C - L1309 S	0	100	0

12:00 - 12:15

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	0	0
	B - Site Access	0	0	100
	C - L1309 S	0	100	0

12:15 - 12:30

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	0	50
	B - Site Access	0	0	0
	C - L1309 S	20	100	0

12:30 - 12:45

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	100	0
	B - Site Access	0	0	67
	C - L1309 S	0	100	0

12:45 - 13:00

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	0	0
	B - Site Access	0	0	0
	C - L1309 S	0	25	0

13:00 - 13:15

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	0	0
	B - Site Access	0	0	0
	C - L1309 S	0	75	0

13:15 - 13:30

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	0	0
	B - Site Access	0	0	100
	C - L1309 S	0	100	0

13:30 - 13:45

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	0	0
	B - Site Access	0	0	100
	C - L1309 S	0	33	0

13:45 - 14:00

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	0	25
	B - Site Access	0	0	0
	C - L1309 S	50	100	0

14:00 - 14:15

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	0	0
	B - Site Access	0	0	100
	C - L1309 S	0	100	0

14:15 - 14:30

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	0	0
	B - Site Access	0	0	100
	C - L1309 S	17	50	0

14:30 - 14:45

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	0	0
	B - Site Access	0	0	100
	C - L1309 S	0	50	0

14:45 - 15:00

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	0	0
	B - Site Access	0	0	50
	C - L1309 S	0	100	0

15:00 - 15:15

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	0	0
	B - Site Access	100	0	100
	C - L1309 S	0	100	0

15:15 - 15:30

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	0	0
	B - Site Access	100	0	67
	C - L1309 S	0	67	0

15:30 - 15:45

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	0	40
	B - Site Access	0	0	0
	C - L1309 S	0	100	0

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	0	0
	B - Site Access	100	0	33
	C - L1309 S	0	100	0

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	0	50
	B - Site Access	0	0	100
	C - L1309 S	0	100	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	0	0
	B - Site Access	100	0	100
	C - L1309 S	0	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	0	0
	B - Site Access	0	0	100
	C - L1309 S	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	0	0
	B - Site Access	0	0	0
	C - L1309 S	20	100	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	0	0
	B - Site Access	0	0	0
	C - L1309 S	9	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	0	0
	B - Site Access	0	0	100
	C - L1309 S	0	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	0	0
	B - Site Access	0	0	0
	C - L1309 S	17	100	0

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	0	0
	B - Site Access	0	0	100
	C - L1309 S	14	0	0

18:00 - 18:15

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	0	0
	B - Site Access	0	0	0
	C - L1309 S	20	0	0

18:15 - 18:30

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	0	0
	B - Site Access	0	0	100
	C - L1309 S	0	0	0

18:30 - 18:45

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	0	0
	B - Site Access	0	0	0
	C - L1309 S	0	0	0

18:45 - 19:00

Heavy Vehicle Percentages

		To		
		A - L1309 N	B - Site Access	C - L1309 S
From	A - L1309 N	0	0	0
	B - Site Access	0	0	0
	C - L1309 S	17	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-C	0.05	10.17	0.1	B	1.88	90.00
B-A	0.03	13.31	0.0	B	0.40	19.00
C-AB	0.05	10.74	0.1	B	1.84	88.12
C-A					2.77	132.88
A-B					0.21	10.00
A-C					2.48	119.00

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-C	0.00	0.00	185.34	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	143.36	0.000	0.00	0.0	0.0	0.000	A
C-AB	3.00	3.00	103.74	0.029	2.97	0.0	0.0	8.930	A
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	1.00	1.00			1.00				

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-C	3.00	3.00	92.65	0.032	2.97	0.0	0.0	10.032	B
B-A	1.00	1.00	136.23	0.007	0.99	0.0	0.0	6.654	A
C-AB	3.00	3.00	103.09	0.029	3.00	0.0	0.0	8.991	A
C-A	0.00	0.00			0.00				
A-B	1.00	1.00			1.00				
A-C	4.00	4.00			4.00				

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-C	0.00	0.00	93.17	0.000	0.03	0.0	0.0	0.000	A
B-A	0.00	0.00	137.05	0.000	0.01	0.0	0.0	0.000	A
C-AB	2.02	2.02	87.34	0.023	2.03	0.0	0.0	9.532	A
C-A	0.98	0.98			0.98				
A-B	0.00	0.00			0.00				
A-C	2.00	2.00			2.00				

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-C	3.00	3.00	92.65	0.032	2.97	0.0	0.0	10.032	B
B-A	0.00	0.00	136.87	0.000	0.00	0.0	0.0	0.000	A
C-AB	1.01	1.01	86.33	0.012	1.02	0.0	0.0	10.551	B
C-A	0.99	0.99			0.99				
A-B	2.00	2.00			2.00				
A-C	3.00	3.00			3.00				

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-C	1.00	1.00	92.35	0.011	1.02	0.0	0.0	9.858	A
B-A	1.00	1.00	70.68	0.014	0.99	0.0	0.0	9.650	A
C-AB	4.09	4.09	87.93	0.047	4.06	0.0	0.0	10.738	B
C-A	1.91	1.91			1.91				
A-B	0.00	0.00			0.00				
A-C	2.00	2.00			2.00				

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-C	3.00	3.00	92.59	0.032	2.98	0.0	0.0	10.041	B
B-A	0.00	0.00	68.55	0.000	0.01	0.0	0.0	0.000	A
C-AB	1.01	1.01	164.62	0.006	1.04	0.0	0.0	9.432	A
C-A	0.99	0.99			0.99				
A-B	0.00	0.00			0.00				
A-C	5.00	5.00			5.00				

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-C	2.00	2.00	121.03	0.016	2.01	0.0	0.0	9.055	A
B-A	1.00	1.00	69.56	0.014	0.99	0.0	0.0	13.122	B
C-AB	2.09	2.09	89.38	0.023	2.08	0.0	0.0	8.665	A
C-A	3.91	3.91			3.91				
A-B	1.00	1.00			1.00				
A-C	4.00	4.00			4.00				

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-C	1.00	1.00	93.20	0.011	1.01	0.0	0.0	8.164	A
B-A	0.00	0.00	67.61	0.000	0.01	0.0	0.0	0.000	A
C-AB	4.11	4.11	116.60	0.035	4.09	0.0	0.0	8.868	A
C-A	2.89	2.89			2.89				
A-B	0.00	0.00			0.00				
A-C	4.00	4.00			4.00				

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-C	3.00	3.00	111.04	0.027	2.98	0.0	0.0	8.752	A
B-A	0.00	0.00	107.80	0.000	0.00	0.0	0.0	0.000	A
C-AB	4.08	4.08	99.74	0.041	4.08	0.0	0.0	8.722	A
C-A	1.92	1.92			1.92				
A-B	0.00	0.00			0.00				
A-C	6.00	6.00			6.00				

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-C	0.00	0.00	110.97	0.000	0.03	0.0	0.0	0.000	A
B-A	0.00	0.00	120.33	0.000	0.00	0.0	0.0	0.000	A
C-AB	2.11	2.11	118.13	0.018	2.13	0.0	0.0	8.654	A
C-A	5.89	5.89			5.89				
A-B	1.00	1.00			1.00				
A-C	6.00	6.00			6.00				

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-C	1.00	1.00	93.46	0.011	0.99	0.0	0.0	8.505	A
B-A	0.00	0.00	129.53	0.000	0.00	0.0	0.0	0.000	A
C-AB	2.04	2.04	116.70	0.017	2.04	0.0	0.0	7.780	A
C-A	1.96	1.96			1.96				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

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-C	4.00	4.00	124.13	0.032	3.97	0.0	0.0	7.999	A
B-A	0.00	0.00	133.98	0.000	0.00	0.0	0.0	0.000	A
C-AB	1.01	1.01	171.70	0.006	1.02	0.0	0.0	6.990	A
C-A	0.99	0.99			0.99				
A-B	0.00	0.00			0.00				
A-C	2.00	2.00			2.00				

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-C	1.00	1.00	93.42	0.011	1.03	0.0	0.0	7.846	A
B-A	1.00	1.00	71.34	0.014	0.99	0.0	0.0	12.788	B
C-AB	4.00	4.00	99.04	0.040	3.97	0.0	0.0	8.626	A
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

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-C	4.00	4.00	93.12	0.043	3.96	0.0	0.0	10.087	B
B-A	1.00	1.00	68.61	0.015	1.00	0.0	0.0	13.309	B
C-AB	2.07	2.07	89.21	0.023	2.09	0.0	0.0	9.589	A
C-A	2.93	2.93			2.93				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

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-C	3.00	3.00	93.31	0.032	3.01	0.0	0.0	9.969	A
B-A	0.00	0.00	67.84	0.000	0.01	0.0	0.0	0.000	A
C-AB	4.09	4.09	88.07	0.046	4.07	0.0	0.0	10.688	B
C-A	1.91	1.91			1.91				
A-B	0.00	0.00			0.00				
A-C	1.00	1.00			1.00				

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-C	1.00	1.00	93.03	0.011	1.02	0.0	0.0	9.784	A
B-A	0.00	0.00	109.62	0.000	0.00	0.0	0.0	0.000	A
C-AB	1.04	1.04	88.46	0.012	1.07	0.0	0.0	10.306	B
C-A	2.96	2.96			2.96				
A-B	0.00	0.00			0.00				
A-C	3.00	3.00			3.00				

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-C	3.00	3.00	93.32	0.032	2.98	0.0	0.0	9.960	A
B-A	0.00	0.00	122.06	0.000	0.00	0.0	0.0	0.000	A
C-AB	2.02	2.02	87.26	0.023	2.01	0.0	0.0	10.533	B
C-A	0.98	0.98			0.98				
A-B	0.00	0.00			0.00				
A-C	1.00	1.00			1.00				

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-C	1.00	1.00	180.50	0.005	1.02	0.0	0.0	8.539	A
B-A	0.00	0.00	128.95	0.000	0.00	0.0	0.0	0.000	A
C-AB	2.02	2.02	86.86	0.023	2.02	0.0	0.0	10.608	B
C-A	0.98	0.98			0.98				
A-B	2.00	2.00			2.00				
A-C	1.00	1.00			1.00				

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-C	2.00	2.00	93.90	0.021	1.99	0.0	0.0	8.151	A
B-A	2.00	2.00	94.26	0.021	1.98	0.0	0.0	10.860	B
C-AB	2.07	2.07	89.01	0.023	2.07	0.0	0.0	10.409	B
C-A	2.93	2.93			2.93				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

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-C	5.00	5.00	93.46	0.054	4.96	0.0	0.1	10.165	B
B-A	0.00	0.00	92.08	0.000	0.02	0.0	0.0	0.000	A
C-AB	1.02	1.02	88.24	0.012	1.04	0.0	0.0	10.285	B
C-A	1.98	1.98			1.98				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

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-C	1.00	1.00	93.46	0.011	1.04	0.1	0.0	9.744	A
B-A	0.00	0.00	122.95	0.000	0.00	0.0	0.0	0.000	A
C-AB	1.01	1.01	87.40	0.012	1.01	0.0	0.0	10.388	B
C-A	0.99	0.99			0.99				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

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-C	1.00	1.00	182.32	0.005	1.00	0.0	0.0	7.384	A
B-A	0.00	0.00	127.23	0.000	0.00	0.0	0.0	0.000	A
C-AB	1.06	1.06	89.24	0.012	1.06	0.0	0.0	10.291	B
C-A	4.94	4.94			4.94				
A-B	0.00	0.00			0.00				
A-C	6.00	6.00			6.00				

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-C	3.00	3.00	111.79	0.027	2.98	0.0	0.0	7.432	A
B-A	0.00	0.00	132.48	0.000	0.00	0.0	0.0	0.000	A
C-AB	1.08	1.08	91.73	0.012	1.08	0.0	0.0	10.008	B
C-A	6.92	6.92			6.92				
A-B	1.00	1.00			1.00				
A-C	2.00	2.00			2.00				

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-C	1.00	1.00	183.39	0.005	1.02	0.0	0.0	7.304	A
B-A	0.00	0.00	134.59	0.000	0.00	0.0	0.0	0.000	A
C-AB	4.03	4.03	138.55	0.029	4.01	0.0	0.0	7.467	A
C-A	0.97	0.97			0.97				
A-B	0.00	0.00			0.00				
A-C	2.00	2.00			2.00				

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-C	0.00	0.00	186.05	0.000	0.01	0.0	0.0	0.000	A
B-A	0.00	0.00	134.80	0.000	0.00	0.0	0.0	0.000	A
C-AB	4.00	4.00	98.73	0.041	4.00	0.0	0.0	8.104	A
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	3.00	3.00			3.00				

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-C	3.00	3.00	93.00	0.032	2.97	0.0	0.0	8.709	A
B-A	1.00	1.00	137.78	0.007	0.99	0.0	0.0	8.794	A
C-AB	1.01	1.01	87.50	0.012	1.04	0.0	0.0	9.446	A
C-A	0.99	0.99			0.99				
A-B	0.00	0.00			0.00				
A-C	2.00	2.00			2.00				

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-C	2.00	2.00	93.32	0.021	2.01	0.0	0.0	9.858	A
B-A	0.00	0.00	137.16	0.000	0.01	0.0	0.0	0.000	A
C-AB	3.05	3.05	130.87	0.023	3.03	0.0	0.0	7.920	A
C-A	1.95	1.95			1.95				
A-B	0.00	0.00			0.00				
A-C	1.00	1.00			1.00				

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-C	0.00	0.00	92.73	0.000	0.02	0.0	0.0	0.000	A
B-A	0.00	0.00	135.96	0.000	0.00	0.0	0.0	0.000	A
C-AB	2.05	2.05	87.73	0.023	2.05	0.0	0.0	8.418	A
C-A	1.95	1.95			1.95				
A-B	0.00	0.00			0.00				
A-C	4.00	4.00			4.00				

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-C	2.00	2.00	92.82	0.022	1.98	0.0	0.0	9.905	A
B-A	0.00	0.00	136.60	0.000	0.00	0.0	0.0	0.000	A
C-AB	2.00	2.00	85.91	0.023	2.00	0.0	0.0	10.693	B
C-A	0.00	0.00			0.00				
A-B	1.00	1.00			1.00				
A-C	4.00	4.00			4.00				

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-C	2.00	2.00	92.86	0.022	2.00	0.0	0.0	9.905	A
B-A	1.00	1.00	136.19	0.007	0.99	0.0	0.0	6.656	A
C-AB	2.11	2.11	118.68	0.018	2.11	0.0	0.0	9.023	A
C-A	5.89	5.89			5.89				
A-B	0.00	0.00			0.00				
A-C	3.00	3.00			3.00				

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-C	2.00	2.00	93.17	0.021	2.00	0.0	0.0	9.871	A
B-A	0.00	0.00	137.10	0.000	0.01	0.0	0.0	0.000	A
C-AB	2.05	2.05	117.33	0.017	2.06	0.0	0.0	7.796	A
C-A	2.95	2.95			2.95				
A-B	0.00	0.00			0.00				
A-C	2.00	2.00			2.00				

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-C	2.00	2.00	123.39	0.016	2.00	0.0	0.0	8.643	A
B-A	0.00	0.00	136.06	0.000	0.00	0.0	0.0	0.000	A
C-AB	2.09	2.09	89.48	0.023	2.09	0.0	0.0	9.072	A
C-A	3.91	3.91			3.91				
A-B	0.00	0.00			0.00				
A-C	4.00	4.00			4.00				

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-C	2.00	2.00	91.96	0.022	2.00	0.0	0.0	8.751	A
B-A	1.00	1.00	68.06	0.015	0.99	0.0	0.0	10.026	B
C-AB	3.14	3.14	89.03	0.035	3.13	0.0	0.0	10.477	B
C-A	3.86	3.86			3.86				
A-B	0.00	0.00			0.00				
A-C	6.00	6.00			6.00				

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-C	3.00	3.00	111.18	0.027	2.99	0.0	0.0	8.991	A
B-A	2.00	2.00	70.42	0.028	1.98	0.0	0.0	13.148	B
C-AB	3.06	3.06	104.74	0.029	3.06	0.0	0.0	9.673	A
C-A	1.94	1.94			1.94				
A-B	0.00	0.00			0.00				
A-C	3.00	3.00			3.00				

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-C	1.00	1.00	181.36	0.005	1.02	0.0	0.0	7.363	A
B-A	0.00	0.00	68.17	0.000	0.03	0.0	0.0	0.000	A
C-AB	1.02	1.02	87.75	0.012	1.05	0.0	0.0	9.149	A
C-A	1.98	1.98			1.98				
A-B	0.00	0.00			0.00				
A-C	5.00	5.00			5.00				

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-C	3.00	3.00	138.77	0.022	2.99	0.0	0.0	6.209	A
B-A	1.00	1.00	69.10	0.014	0.99	0.0	0.0	13.209	B
C-AB	2.09	2.09	89.69	0.023	2.08	0.0	0.0	10.309	B
C-A	3.91	3.91			3.91				
A-B	0.00	0.00			0.00				
A-C	1.00	1.00			1.00				

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-C	1.00	1.00	92.91	0.011	1.01	0.0	0.0	7.375	A
B-A	1.00	1.00	137.21	0.007	1.00	0.0	0.0	9.807	A
C-AB	1.00	1.00	86.23	0.012	1.01	0.0	0.0	10.408	B
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	2.00	2.00			2.00				

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-C	2.00	2.00	92.59	0.022	1.99	0.0	0.0	9.932	A
B-A	1.00	1.00	70.62	0.014	1.00	0.0	0.0	9.714	A
C-AB	0.00	0.00	87.39	0.000	0.01	0.0	0.0	10.359	B
C-A	1.00	1.00			1.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

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-C	1.00	1.00	92.18	0.011	1.01	0.0	0.0	9.874	A
B-A	1.00	1.00	137.93	0.007	1.00	0.0	0.0	9.787	A
C-AB	0.00	0.00	172.09	0.000	0.00	0.0	0.0	0.000	A
C-A	1.00	1.00			1.00				
A-B	0.00	0.00			0.00				
A-C	4.00	4.00			4.00				

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-C	7.00	7.00	186.04	0.038	6.97	0.0	0.0	5.670	A
B-A	0.00	0.00	135.29	0.000	0.01	0.0	0.0	0.000	A
C-AB	2.24	2.24	94.01	0.024	2.21	0.0	0.0	9.801	A
C-A	9.76	9.76			9.76				
A-B	0.00	0.00			0.00				
A-C	2.00	2.00			2.00				

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-C	5.00	5.00	184.96	0.027	5.02	0.0	0.0	5.001	A
B-A	2.00	2.00	136.12	0.015	1.99	0.0	0.0	6.709	A
C-AB	0.00	0.00	98.00	0.000	0.03	0.0	0.0	9.614	A
C-A	11.00	11.00			11.00				
A-B	1.00	1.00			1.00				
A-C	4.00	4.00			4.00				

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-C	1.00	1.00	94.31	0.011	1.02	0.0	0.0	5.680	A
B-A	0.00	0.00	137.48	0.000	0.01	0.0	0.0	0.000	A
C-AB	0.00	0.00	158.00	0.000	0.00	0.0	0.0	0.000	A
C-A	6.00	6.00			6.00				
A-B	0.00	0.00			0.00				
A-C	3.00	3.00			3.00				

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-C	2.00	2.00	185.46	0.011	1.99	0.0	0.0	6.542	A
B-A	0.00	0.00	136.58	0.000	0.00	0.0	0.0	0.000	A
C-AB	1.07	1.07	90.84	0.012	1.06	0.0	0.0	10.009	B
C-A	5.93	5.93			5.93				
A-B	0.00	0.00			0.00				
A-C	3.00	3.00			3.00				

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-C	1.00	1.00	93.30	0.011	1.01	0.0	0.0	6.524	A
B-A	1.00	1.00	139.00	0.007	0.99	0.0	0.0	6.520	A
C-AB	0.00	0.00	94.18	0.000	0.01	0.0	0.0	9.842	A
C-A	7.00	7.00			7.00				
A-B	0.00	0.00			0.00				
A-C	1.00	1.00			1.00				

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-C	0.00	0.00	92.80	0.000	0.01	0.0	0.0	0.000	A
B-A	0.00	0.00	139.32	0.000	0.01	0.0	0.0	0.000	A
C-AB	0.00	0.00	151.29	0.000	0.00	0.0	0.0	0.000	A
C-A	5.00	5.00			5.00				
A-B	0.00	0.00			0.00				
A-C	1.00	1.00			1.00				

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-C	1.00	1.00	93.46	0.011	0.99	0.0	0.0	9.731	A
B-A	0.00	0.00	139.23	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	156.66	0.000	0.00	0.0	0.0	0.000	A
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

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-C	0.00	0.00	93.03	0.000	0.01	0.0	0.0	0.000	A
B-A	0.00	0.00	138.45	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	163.73	0.000	0.00	0.0	0.0	0.000	A
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	3.00	3.00			3.00				

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-C	0.00	0.00	147.81	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	143.18	0.000	0.00	0.0	0.0	0.000	A
C-AB	1.04	1.04	175.68	0.006	1.03	0.0	0.0	5.153	A
C-A	5.96	5.96			5.96				
A-B	0.00	0.00			0.00				
A-C	3.00	3.00			3.00				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896

For sales and distribution information, program advice and maintenance, contact TRL:
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Filename: Site 02 -Aughnaganum Cross.j9
Path: W:\UDC-Traffic Files\P24-109\Modelling\Construction
Report generation date: 20/11/2024 15:08:59

«CY2+ con +adj ,
- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	Queue (Veh)	Delay (s)	RFC	LOS
	base yr			
Stream B-CD	0.0	10.77	0.04	B
Stream B-AD	0.0	13.74	0.05	B
Stream A-BCD	0.0	6.87	0.02	A
Stream D-AB	0.0	12.68	0.01	B
Stream D-BC	0.0	10.78	0.02	B
Stream C-ABD	0.0	11.13	0.03	B
	CY1			
Stream B-CD	0.0	10.78	0.04	B
Stream B-AD	0.0	13.75	0.05	B
Stream A-BCD	0.0	6.90	0.02	A
Stream D-AB	0.0	12.69	0.01	B
Stream D-BC	0.0	10.82	0.02	B
Stream C-ABD	0.0	11.14	0.03	B
	CY2			
Stream B-CD	0.0	10.79	0.04	B
Stream B-AD	0.0	13.76	0.05	B
Stream A-BCD	0.0	6.92	0.02	A
Stream D-AB	0.0	12.71	0.01	B
Stream D-BC	0.0	10.86	0.03	B
Stream C-ABD	0.0	11.14	0.03	B
	CY1+ con +adj			
Stream B-CD	0.0	10.81	0.04	B
Stream B-AD	0.0	13.93	0.05	B
Stream A-BCD	0.0	6.80	0.02	A
Stream D-AB	0.0	11.93	0.02	B
Stream D-BC	0.0	10.82	0.02	B
Stream C-ABD	0.0	11.13	0.03	B
	CY2+ con +adj			
Stream B-CD	0.0	10.82	0.04	B
Stream B-AD	0.1	13.94	0.05	B
Stream A-BCD	0.0	6.82	0.02	A
Stream D-AB	0.0	11.97	0.02	B
Stream D-BC	0.0	10.86	0.03	B
Stream C-ABD	0.0	11.13	0.03	B

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	20/11/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PMCE\yanx
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

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

Analysis Set Details

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

Demand Set Details

ID	Scenario 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	CY2+ con +adj	DIRECT	07:00	19:00	720	15	✓	Simple	D5 +D3+D4

CY2+ con +adj ,

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - L1309 N - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - L1309 S - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	D - L5310 E - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Aughnagamun Cross	Crossroads	Two-way		2.20	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	L1309 N		Major
B	L5310 E		Minor
C	L1309 S		Major
D	L5310 E		Minor

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)
A - L1309 N	5.64			230.9	✓	0.00
C - L1309 S	5.64			142.3	✓	0.00

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	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - L5310 E	One lane plus flare	10.00	5.00	3.60	2.60	2.50	✓	1.00	30	28
D - L5310 E	One lane plus flare	8.94	3.45	2.20	2.20	2.20	✓	1.00	26	62

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
2	A-D	176.921	-	-	-	-	-	-	0.278	0.398	0.278	-	-	-
2	B-A	134.742	0.100	0.252	0.252	-	-	-	0.159	0.360	-	0.252	0.252	0.126
2	B-C	172.502	0.107	0.272	-	-	-	-	-	-	-	-	-	-
2	B-D, nearside lane	134.742	0.100	0.252	0.252	-	-	-	0.159	0.360	0.159	-	-	-
2	B-D, offside lane	134.742	0.100	0.252	0.252	-	-	-	0.159	0.360	0.159	-	-	-
2	C-B	164.087	0.258	0.258	0.369	-	-	-	-	-	-	-	-	-
2	D-A	190.122	-	-	-	-	-	-	0.299	-	0.118	-	-	-
2	D-B, nearside lane	148.097	0.174	0.174	0.396	-	-	-	0.277	0.277	0.110	-	-	-
2	D-B, offside lane	127.857	0.150	0.150	0.342	-	-	-	0.239	0.239	0.095	-	-	-
2	D-C	127.857	-	0.150	0.342	0.120	0.239	0.239	0.239	0.239	0.095	-	-	-

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

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 - L1309 N		DIRECT	✓	100.000
B - L5310 E		DIRECT	✓	100.000
C - L1309 S		DIRECT	✓	100.000
D - L5310 E		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	0.00	5.13	0.00
	B - L5310 E	0.00	0.00	0.00	0.00
	C - L1309 S	10.88	0.00	0.00	0.00
	D - L5310 E	0.00	0.00	0.00	0.00

07:15 - 07:30

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	0.00	10.36	0.00
	B - L5310 E	0.00	0.00	0.00	0.00
	C - L1309 S	10.88	1.02	0.00	0.00
	D - L5310 E	0.00	0.00	0.00	0.00

07:30 - 07:45

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	0.00	7.32	0.00
	B - L5310 E	1.06	0.00	0.00	0.00
	C - L1309 S	9.03	0.00	0.00	0.00
	D - L5310 E	0.00	0.00	1.02	0.00

07:45 - 08:00

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	0.00	11.57	0.00
	B - L5310 E	0.00	0.00	1.06	0.00
	C - L1309 S	6.99	0.00	0.00	0.00
	D - L5310 E	0.00	0.00	0.00	0.00

08:00 - 08:15

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	0.00	6.39	0.00
	B - L5310 E	1.02	0.00	1.02	0.00
	C - L1309 S	8.78	0.00	0.00	0.00
	D - L5310 E	0.00	0.00	0.00	0.00

08:15 - 08:30

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	1.02	10.60	1.02
	B - L5310 E	1.03	0.00	1.02	0.00
	C - L1309 S	11.39	1.02	0.00	0.00
	D - L5310 E	0.15	2.12	1.02	0.00

08:30 - 08:45

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	1.02	9.61	0.00
	B - L5310 E	2.06	0.00	2.05	0.00
	C - L1309 S	12.94	1.02	0.00	0.00
	D - L5310 E	0.15	0.00	0.00	0.00

08:45 - 09:00

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	0.00	8.62	0.00
	B - L5310 E	1.03	0.00	2.05	2.05
	C - L1309 S	17.04	0.00	0.00	0.00
	D - L5310 E	0.15	0.00	1.02	0.00

09:00 - 09:15

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	0.00	15.15	0.00
	B - L5310 E	2.06	0.00	2.05	0.00
	C - L1309 S	15.15	2.09	0.00	0.00
	D - L5310 E	0.15	0.00	0.00	0.00

09:15 - 09:30

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	1.02	9.95	0.00
	B - L5310 E	0.00	0.00	1.02	0.00
	C - L1309 S	10.26	2.05	0.00	0.00
	D - L5310 E	0.00	0.00	0.00	0.00

09:30 - 09:45

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	0.00	6.98	0.00
	B - L5310 E	0.00	0.00	2.05	1.06
	C - L1309 S	10.47	1.02	0.00	1.02
	D - L5310 E	1.02	0.00	1.02	0.00

09:45 - 10:00

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	0.00	9.06	0.00
	B - L5310 E	1.02	0.00	1.02	0.00
	C - L1309 S	8.35	1.02	0.00	0.00
	D - L5310 E	0.00	0.00	0.00	0.00

10:00 - 10:15

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	0.00	4.55	0.00
	B - L5310 E	0.00	0.00	1.06	1.02
	C - L1309 S	7.22	0.00	0.00	0.00
	D - L5310 E	0.00	0.00	0.00	0.00

10:15 - 10:30

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	0.00	9.78	1.02
	B - L5310 E	1.02	0.00	0.00	0.00
	C - L1309 S	7.18	2.05	0.00	1.02
	D - L5310 E	0.00	0.00	2.05	0.00

10:30 - 10:45

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	0.00	6.85	0.00
	B - L5310 E	1.02	0.00	0.00	0.00
	C - L1309 S	7.83	1.02	0.00	0.00
	D - L5310 E	0.00	0.00	0.00	0.00

10:45 - 11:00

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	0.00	9.85	0.00
	B - L5310 E	2.05	0.00	1.02	0.00
	C - L1309 S	7.75	0.00	0.00	0.00
	D - L5310 E	0.00	1.02	0.00	0.00

11:00 - 11:15

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	0.00	6.47	0.00
	B - L5310 E	0.00	0.00	1.02	0.00
	C - L1309 S	5.53	0.00	0.00	0.00
	D - L5310 E	0.00	0.00	0.00	0.00

11:15 - 11:30

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	0.00	5.33	1.02
	B - L5310 E	0.00	0.00	2.05	0.00
	C - L1309 S	6.55	1.02	0.00	0.00
	D - L5310 E	0.00	0.00	0.00	0.00

11:30 - 11:45

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	0.00	6.23	1.02
	B - L5310 E	2.05	0.00	0.00	0.00
	C - L1309 S	6.55	1.02	0.00	1.02
	D - L5310 E	0.00	0.00	0.00	0.00

11:45 - 12:00

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	0.00	8.39	0.00
	B - L5310 E	0.00	0.00	2.05	0.00
	C - L1309 S	5.49	3.11	0.00	0.00
	D - L5310 E	0.00	1.02	0.00	0.00

12:00 - 12:15

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	0.00	6.19	0.00
	B - L5310 E	0.00	0.00	0.00	0.00
	C - L1309 S	4.15	1.02	0.00	0.00
	D - L5310 E	0.00	0.00	0.00	0.00

12:15 - 12:30

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	0.00	8.32	0.00
	B - L5310 E	4.10	0.00	0.00	1.02
	C - L1309 S	7.26	2.05	0.00	0.00
	D - L5310 E	0.00	1.02	0.00	0.00

12:30 - 12:45

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	0.00	9.50	0.00
	B - L5310 E	0.00	0.00	3.07	0.00
	C - L1309 S	10.22	4.10	0.00	0.00
	D - L5310 E	0.00	0.00	0.00	0.00

12:45 - 13:00

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	0.00	5.33	0.00
	B - L5310 E	1.02	0.00	1.02	0.00
	C - L1309 S	7.15	1.02	0.00	2.05
	D - L5310 E	0.00	0.00	0.00	0.00

13:00 - 13:15

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	1.02	6.10	0.00
	B - L5310 E	0.00	0.00	3.07	1.02
	C - L1309 S	7.99	1.02	0.00	0.00
	D - L5310 E	0.00	0.00	0.00	0.00

13:15 - 13:30

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	0.00	10.31	0.00
	B - L5310 E	0.00	0.00	1.06	0.00
	C - L1309 S	6.93	1.02	0.00	0.00
	D - L5310 E	0.00	0.00	0.00	0.00

13:30 - 13:45

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	0.00	10.03	0.00
	B - L5310 E	1.06	0.00	5.16	0.00
	C - L1309 S	7.60	0.00	0.00	0.00
	D - L5310 E	0.00	0.00	0.00	0.00

13:45 - 14:00

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	1.02	6.92	1.02
	B - L5310 E	1.02	0.00	0.00	1.02
	C - L1309 S	9.72	0.00	0.00	0.00
	D - L5310 E	0.00	1.02	1.02	0.00

14:00 - 14:15

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	0.00	10.47	0.00
	B - L5310 E	0.00	0.00	1.02	0.00
	C - L1309 S	8.05	0.00	0.00	1.02
	D - L5310 E	0.00	1.02	0.00	0.00

14:15 - 14:30

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	1.02	8.42	0.00
	B - L5310 E	5.16	0.00	0.00	0.00
	C - L1309 S	12.11	0.00	0.00	0.00
	D - L5310 E	0.00	0.00	0.00	0.00

14:30 - 14:45

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	1.06	9.35	0.00
	B - L5310 E	0.00	0.00	0.00	1.02
	C - L1309 S	6.44	1.02	0.00	0.00
	D - L5310 E	1.02	0.00	1.02	0.00

14:45 - 15:00

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	0.00	10.38	0.00
	B - L5310 E	0.00	0.00	0.00	0.00
	C - L1309 S	8.52	0.00	0.00	0.00
	D - L5310 E	0.00	0.00	0.00	0.00

15:00 - 15:15

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	0.00	10.91	0.00
	B - L5310 E	1.02	0.00	1.02	0.00
	C - L1309 S	12.09	0.00	0.00	1.02
	D - L5310 E	0.00	0.00	0.00	0.00

15:15 - 15:30

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	0.00	9.89	0.00
	B - L5310 E	0.00	0.00	1.02	0.00
	C - L1309 S	9.01	1.02	0.00	0.00
	D - L5310 E	0.00	0.00	1.02	0.00

15:30 - 15:45

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	0.00	8.74	0.00
	B - L5310 E	0.00	0.00	0.00	0.00
	C - L1309 S	8.74	3.11	0.00	0.00
	D - L5310 E	0.00	0.00	0.00	0.00

15:45 - 16:00

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	0.00	7.68	0.00
	B - L5310 E	0.00	0.00	0.00	0.00
	C - L1309 S	5.67	1.02	0.00	0.00
	D - L5310 E	0.00	0.00	0.00	0.00

16:00 - 16:15

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	0.00	5.85	0.00
	B - L5310 E	0.00	0.00	2.09	0.00
	C - L1309 S	9.25	0.00	0.00	2.05
	D - L5310 E	0.00	0.00	0.00	0.00

16:15 - 16:30

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	0.00	6.87	0.00
	B - L5310 E	0.00	0.00	1.02	0.00
	C - L1309 S	4.09	0.00	0.00	0.00
	D - L5310 E	1.02	1.02	0.00	0.00

16:30 - 16:45

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	0.00	4.17	2.09
	B - L5310 E	0.00	0.00	3.11	0.00
	C - L1309 S	3.66	0.00	0.00	1.02
	D - L5310 E	0.00	0.00	0.00	0.00

16:45 - 17:00

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	0.30	16.40	1.28
	B - L5310 E	2.05	0.00	1.02	0.00
	C - L1309 S	14.05	1.02	0.00	0.00
	D - L5310 E	0.00	0.00	0.00	0.00

17:00 - 17:15

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	1.32	16.52	0.26
	B - L5310 E	2.05	0.00	0.00	0.00
	C - L1309 S	10.57	1.02	0.00	0.00
	D - L5310 E	0.00	0.00	0.00	0.00

17:15 - 17:30

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	1.32	12.46	0.26
	B - L5310 E	1.02	0.00	1.02	1.06
	C - L1309 S	8.49	2.09	0.00	0.00
	D - L5310 E	0.00	0.00	1.02	0.00

17:30 - 17:45

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	0.30	12.86	0.26
	B - L5310 E	1.06	0.00	0.00	0.00
	C - L1309 S	10.97	2.05	0.00	0.00
	D - L5310 E	1.02	0.00	0.00	0.00

17:45 - 18:00

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	0.00	7.82	0.00
	B - L5310 E	0.00	0.00	1.02	0.00
	C - L1309 S	1.67	4.10	0.00	0.00
	D - L5310 E	0.00	0.00	0.00	0.00

18:00 - 18:15

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	0.00	2.82	0.00
	B - L5310 E	1.02	0.00	0.00	0.00
	C - L1309 S	4.35	0.00	0.00	1.02
	D - L5310 E	0.00	0.00	0.00	0.00

18:15 - 18:30

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	0.00	2.86	0.00
	B - L5310 E	0.00	0.00	0.00	2.05
	C - L1309 S	0.22	1.06	0.00	0.00
	D - L5310 E	0.00	0.00	1.06	0.00

18:30 - 18:45

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	0.00	2.27	0.00
	B - L5310 E	0.00	0.00	0.00	0.00
	C - L1309 S	0.22	2.05	0.00	0.00
	D - L5310 E	0.00	0.00	0.00	0.00

18:45 - 19:00

Demand (Veh/TS)

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0.00	0.00	4.32	0.00
	B - L5310 E	0.00	0.00	0.00	0.00
	C - L1309 S	7.42	0.00	0.00	0.00
	D - L5310 E	0.00	0.00	1.02	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	2	0
	B - L5310 E	0	0	0	0
	C - L1309 S	22	0	0	0
	D - L5310 E	0	0	0	0

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	32	0
	B - L5310 E	0	0	0	0
	C - L1309 S	22	0	0	0
	D - L5310 E	0	0	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	2	0
	B - L5310 E	100	0	0	0
	C - L1309 S	13	0	0	0
	D - L5310 E	0	0	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	38	0
	B - L5310 E	0	0	100	0
	C - L1309 S	17	0	0	0
	D - L5310 E	0	0	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	18	0
	B - L5310 E	0	0	0	0
	C - L1309 S	50	0	0	0
	D - L5310 E	0	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	41	0
	B - L5310 E	0	0	0	0
	C - L1309 S	1	0	0	0
	D - L5310 E	0	100	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	12	0
	B - L5310 E	0	0	0	0
	C - L1309 S	17	0	0	0
	D - L5310 E	0	0	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	26	0
	B - L5310 E	0	0	0	0
	C - L1309 S	13	0	0	0
	D - L5310 E	0	0	0	0

09:00 - 09:15

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	15	0
	B - L5310 E	0	0	0	0
	C - L1309 S	22	51	0	0
	D - L5310 E	0	0	0	0

09:15 - 09:30

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	1	0
	B - L5310 E	0	0	0	0
	C - L1309 S	12	0	0	0
	D - L5310 E	0	0	0	0

09:30 - 09:45

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	17	0
	B - L5310 E	0	0	0	100
	C - L1309 S	22	0	0	0
	D - L5310 E	0	0	0	0

09:45 - 10:00

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	25	0
	B - L5310 E	0	0	0	0
	C - L1309 S	2	0	0	0
	D - L5310 E	0	0	0	0

10:00 - 10:15

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	25	0
	B - L5310 E	0	0	100	0
	C - L1309 S	45	0	0	0
	D - L5310 E	0	0	0	0

10:15 - 10:30

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	44	0
	B - L5310 E	0	0	0	0
	C - L1309 S	31	0	0	0
	D - L5310 E	0	0	0	0

10:30 - 10:45

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	48	0
	B - L5310 E	0	0	0	0
	C - L1309 S	56	0	0	0
	D - L5310 E	0	0	0	0

10:45 - 11:00

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	12	0
	B - L5310 E	0	0	0	0
	C - L1309 S	29	0	0	0
	D - L5310 E	0	0	0	0

11:00 - 11:15

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	51	0
	B - L5310 E	0	0	0	0
	C - L1309 S	40	0	0	0
	D - L5310 E	0	0	0	0

11:15 - 11:30

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	2	0
	B - L5310 E	0	0	0	0
	C - L1309 S	34	0	0	0
	D - L5310 E	0	0	0	0

11:30 - 11:45

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	35	0
	B - L5310 E	0	0	0	0
	C - L1309 S	34	0	0	0
	D - L5310 E	0	0	0	0

11:45 - 12:00

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	64	0
	B - L5310 E	0	0	0	0
	C - L1309 S	21	34	0	0
	D - L5310 E	0	0	0	0

12:00 - 12:15

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	19	0
	B - L5310 E	0	0	0	0
	C - L1309 S	27	0	0	0
	D - L5310 E	0	0	0	0

12:15 - 12:30

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	39	0
	B - L5310 E	0	0	0	0
	C - L1309 S	30	0	0	0
	D - L5310 E	0	0	0	0

12:30 - 12:45

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	23	0
	B - L5310 E	0	0	0	0
	C - L1309 S	11	0	0	0
	D - L5310 E	0	0	0	0

12:45 - 13:00

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	2	0
	B - L5310 E	0	0	0	0
	C - L1309 S	16	0	0	0
	D - L5310 E	0	0	0	0

13:00 - 13:15

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	2	0
	B - L5310 E	0	0	0	0
	C - L1309 S	41	0	0	0
	D - L5310 E	0	0	0	0

13:15 - 13:30

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	32	0
	B - L5310 E	0	0	100	0
	C - L1309 S	32	0	0	0
	D - L5310 E	0	0	0	0

13:30 - 13:45

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	23	0
	B - L5310 E	100	0	21	0
	C - L1309 S	2	0	0	0
	D - L5310 E	0	0	0	0

13:45 - 14:00

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	17	0
	B - L5310 E	0	0	0	0
	C - L1309 S	23	0	0	0
	D - L5310 E	0	0	0	0

14:00 - 14:15

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	21	0
	B - L5310 E	0	0	0	0
	C - L1309 S	28	0	0	0
	D - L5310 E	0	0	0	0

14:15 - 14:30

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	27	0
	B - L5310 E	21	0	0	0
	C - L1309 S	10	0	0	0
	D - L5310 E	0	0	0	0

14:30 - 14:45

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	100	13	0
	B - L5310 E	0	0	0	0
	C - L1309 S	18	0	0	0
	D - L5310 E	0	0	0	0

14:45 - 15:00

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	12	0
	B - L5310 E	0	0	0	0
	C - L1309 S	26	0	0	0
	D - L5310 E	0	0	0	0

15:00 - 15:15

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	20	0
	B - L5310 E	0	0	0	0
	C - L1309 S	27	0	0	0
	D - L5310 E	0	0	0	0

15:15 - 15:30

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	23	0
	B - L5310 E	0	0	0	0
	C - L1309 S	37	0	0	0
	D - L5310 E	0	0	0	0

15:30 - 15:45

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	25	0
	B - L5310 E	0	0	0	0
	C - L1309 S	13	34	0	0
	D - L5310 E	0	0	0	0

15:45 - 16:00

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	15	0
	B - L5310 E	0	0	0	0
	C - L1309 S	21	0	0	0
	D - L5310 E	0	0	0	0

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	38	0
	B - L5310 E	0	0	51	0
	C - L1309 S	12	0	0	0
	D - L5310 E	0	0	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	32	0
	B - L5310 E	0	0	0	0
	C - L1309 S	2	0	0	0
	D - L5310 E	0	0	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	2	51
	B - L5310 E	0	0	34	0
	C - L1309 S	2	0	0	0
	D - L5310 E	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	1	0
	B - L5310 E	0	0	0	0
	C - L1309 S	31	0	0	0
	D - L5310 E	0	0	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	0	0
	B - L5310 E	0	0	0	0
	C - L1309 S	10	0	0	0
	D - L5310 E	0	0	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	9	0
	B - L5310 E	0	0	0	100
	C - L1309 S	0	51	0	0
	D - L5310 E	0	0	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	1	0
	B - L5310 E	100	0	0	0
	C - L1309 S	20	0	0	0
	D - L5310 E	0	0	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	15	0
	B - L5310 E	0	0	0	0
	C - L1309 S	1	0	0	0
	D - L5310 E	0	0	0	0

18:00 - 18:15

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	2	0
	B - L5310 E	0	0	0	0
	C - L1309 S	25	0	0	0
	D - L5310 E	0	0	0	0

18:15 - 18:30

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	39	0
	B - L5310 E	0	0	0	0
	C - L1309 S	3	100	0	0
	D - L5310 E	0	0	100	0

18:30 - 18:45

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	0	0
	B - L5310 E	0	0	0	0
	C - L1309 S	3	0	0	0
	D - L5310 E	0	0	0	0

18:45 - 19:00

Heavy Vehicle Percentages

		To			
		A - L1309 N	B - L5310 E	C - L1309 S	D - L5310 E
From	A - L1309 N	0	0	0	0
	B - L5310 E	0	0	0	0
	C - L1309 S	14	0	0	0
	D - L5310 E	0	0	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-CD	0.04	10.82	0.0	B	1.08	52.01
B-AD	0.05	13.94	0.1	B	0.87	41.66
A-BCD	0.02	6.82	0.0	A	0.20	9.79
A-B					0.22	10.42
A-C					8.36	401.47
D-AB	0.02	11.97	0.0	B	0.18	8.85
D-BC	0.03	10.86	0.0	B	0.34	16.44
C-ABD	0.03	11.13	0.0	B	1.04	49.93
C-D					0.23	11.22
C-A					8.13	390.28

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-CD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-AD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
A-BCD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				
D-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
D-BC	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-ABD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-D	0.00	0.00			0.00				
C-A	0.00	0.00			0.00				

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-CD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-AD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
A-BCD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				
D-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
D-BC	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-ABD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-D	0.00	0.00			0.00				
C-A	0.00	0.00			0.00				

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-CD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-AD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
A-BCD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				
D-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
D-BC	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-ABD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-D	0.00	0.00			0.00				
C-A	0.00	0.00			0.00				

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-CD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-AD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
A-BCD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				
D-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
D-BC	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-ABD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-D	0.00	0.00			0.00				
C-A	0.00	0.00			0.00				

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-CD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-AD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
A-BCD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				
D-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
D-BC	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-ABD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-D	0.00	0.00			0.00				
C-A	0.00	0.00			0.00				

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-CD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-AD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
A-BCD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				
D-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
D-BC	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-ABD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-D	0.00	0.00			0.00				
C-A	0.00	0.00			0.00				

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-CD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-AD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
A-BCD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				
D-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
D-BC	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-ABD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-D	0.00	0.00			0.00				
C-A	0.00	0.00			0.00				

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-CD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-AD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
A-BCD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				
D-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
D-BC	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-ABD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-D	0.00	0.00			0.00				
C-A	0.00	0.00			0.00				

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-CD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-AD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
A-BCD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				
D-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
D-BC	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-ABD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-D	0.00	0.00			0.00				
C-A	0.00	0.00			0.00				

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-CD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-AD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
A-BCD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				
D-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
D-BC	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-ABD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-D	0.00	0.00			0.00				
C-A	0.00	0.00			0.00				

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-CD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-AD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
A-BCD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				
D-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
D-BC	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-ABD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-D	0.00	0.00			0.00				
C-A	0.00	0.00			0.00				

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-CD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-AD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
A-BCD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				
D-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
D-BC	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-ABD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-D	0.00	0.00			0.00				
C-A	0.00	0.00			0.00				

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-CD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-AD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
A-BCD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				
D-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
D-BC	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-ABD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-D	0.00	0.00			0.00				
C-A	0.00	0.00			0.00				

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-CD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-AD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
A-BCD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				
D-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
D-BC	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-ABD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-D	0.00	0.00			0.00				
C-A	0.00	0.00			0.00				

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-CD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-AD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
A-BCD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				
D-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
D-BC	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-ABD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-D	0.00	0.00			0.00				
C-A	0.00	0.00			0.00				

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-CD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-AD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
A-BCD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				
D-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
D-BC	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-ABD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-D	0.00	0.00			0.00				
C-A	0.00	0.00			0.00				

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-CD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
B-AD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
A-BCD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				
D-AB	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
D-BC	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-ABD	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	
C-D	0.00	0.00			0.00				
C-A	0.00	0.00			0.00				